2017

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

where available

Jurisdiction Report

95

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

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

Bus: Percentage of the traffic volume made up of 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.

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	ute

Frontage Road (F precedes frontage route number)

(600) Secondary Route

Special Routes

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

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

The VDOT 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.

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

								Tru	ıck			K	Dir		
Route	Jurisdiction	Length A	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK Facto	r AAWDT	QW
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		tate St												
11 421 Euclid Ave	City of Bristol	0.75 <b>1</b>	1000	G	99%	0%	1%	0%	0%	0%	F	0.089	0.52	12000	G
<del>*</del>	To: From:		ance St												
(11) (421) Euclid Ave	City of Bristol	0.19 <b>1</b>	2000	G	99%	0%	1%	0%	0%	0%	F	0.087	0.536	13000	G
<del></del>	To: From:		orrison Blv												
11 (421) Euclid Ave	City of Bristol	0.18 <b>1</b>	4000	G	99%	0%	1%	0%	0%	0%	F	0.094	0.528	15000	G
<del></del>	To: From:	SR 381 Con	nmonwealt	th Ave											
11 19 Euclid Ave	City of Bristol	0.48	7300	G	99%	0%	1%	0%	0%	0%	F	0.091	0.500	7800	G
$\sim$	Too From:	Pied	mont Ave												
11 (19) Euclid Ave	City of Bristol			G	99%	0%	1%	0%	0%	0%	С	0.091	0.50	5900	G
$\bigcirc$	To	M	oore St												
11 19 Lee Highway	City of Bristol			G	99%	0%	1%	0%	0%	0%	F	0.091	0.53	13000	G
	To		alley Dr												
11 (19) Lee Highway	City of Bristol		_	G	99%	0%	1%	0%	0%	0%	F	0.091	0.54	12000	G
11) (19)	To:		I-81					- , -	• , •	- , -	-				-
	From:		e Maintena	ınce											
11 \ (19) Lee Highway	City of Bristol	1.36 <b>1</b>	3000	G	98%	0%	1%	0%	1%	0%	F	0.088	0.543	14000	G
<del>\</del>	To: From:	Bor	nham Rd												
11 (19) Lee Highway	City of Bristol	0.51 <b>1</b>	4000	G	98%	0%	1%	0%	1%	0%	F	0.089	0.519	15000	G
$\stackrel{\smile}{\smile}$	To	Old A	Airport Rd												
11 (19) Lee Highway	City of Bristol	0.68 <b>1</b>	3000	G	98%	0%	1%	0%	1%	0%	F	0.096	0.528	13000	G
$\downarrow$	To	NC	L Bristol												
11 \ 19 Lee Highway	Washington County		7800	F	98%	0%	1%	0%	1%	0%	С	0.096	0.528	8100	F
	To	95-1717 Was	h Co Ind E	Doels D	d										
11 (19) Lee Highway	Washington County		6200	G	95%	0%	1%	1%	3%	0%	F	0.104	0.634	6500	G
11) (19) 200gc.)	asg.c					0 70	- 70	. , 0	0,0	0 70	•	01.0.	0.00		<b>O</b> .
11 (19) Lee Highway	Washington County		9 Astor Rd <b>9200</b>	F	95%	0%	1%	1%	3%	0%	С	0.104	0.634	9600	F
11) (19) Lee Highway	washington County		1 Diver Rd		95 /6	0 /6	1 /0	1 /0	3 /0	0 /6	C	0.104	0.034	9000	'
	From:		oring Creek												
11 (19) Lee Highway	Washington County	1.72	6800	G	95%	0%	1%	1%	3%	0%	F	0.100	0.567	7100	G
$\rightarrow$	To	WCL	Abingdon	1											
11 19 Main St	Town of Abingdon			G	95%	0%	1%	1%	3%	0%	F	0.091	0.59	8100	G
	Tec	CD 140 1	Jonesboro l												
11 (19) Main St	Town of Abingdon		4000	G	98%	0%	1%	0%	1%	0%	F	0.088	0.54	25000	G
11) (13) 51					30 /0	0,0		0 / 0	. /0	0 / 0	•	0.000	0.04		<u> </u>
Moin St	Town of Abingdon		onial Rd	6	000/	00/	10/	00/	10/	00/	F	0.000	0.50	24000	G
11) (19) Main St	Town of Abiligatin			G	98%	0%	1%	0%	1%	0%	Г	0.088	0.532	2 24000	G
~~	To: From:		orterfield H							• • •					
11 Main St/Lee Hwy	Town of Abingdon		3000	G	98%	0%	1%	0%	1%	0%	F	0.089	0.502	14000	G
~	To	Pa	lmer St												

7

## Annual Average Daily Traffic Volume Estimates By Section of Route Washington Maintenance Area

Davida	le min ali natio de	Lameth AADT	~	4T:	Dura		Tru	ck		00	K	OK Dir	A A \ A \ C T	- OW
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus		3+Axle			QC	Factor	QK Facto	AAWDT	ı Qw
~~~	From:	Palmer St												
(11) Main St	Town of Abingdon	0.35 14000	G	98%	0%	1%	0%	1%	0%	С	0.087	0.501	14000	G
ALT.	To: From:	US ALT 58, Russ US ALT 58, Russ												
ALT (11) (58) Main St	Town of Abingdon	0.24 11000	G	98%	0%	1%	0%	1%	0%	F	0.088	0.505	12000	G
11 (58) Main St	Town of Abiligaon	0.24 11000	<u> </u>	30 /6	0 /6	1 /0	0 /6	1 /0	0 /6	•	0.000	0.500	12000	u
~~	To: From:	US Alt 58, SR 75, Cur												
(11) Main St/Lee Hwy	Town of Abingdon	0.66 11000	G	98%	1%	1%	0%	0%	0%	F	0.088	0.505	12000	G
~	To: From	Tanner St												
11 Main St/Lee Hwy	Town of Abingdon	0.93 13000	G	98%	1%	1%	0%	0%	0%	F	0.085	0.507	14000	G
\bigcirc	To	Thompson D	hr											
11 Main St/Lee Hwy	Town of Abingdon	0.13 19000	G	98%	1%	1%	0%	0%	0%	F	0.090	0.523	20000	G
(11)					. , 0		0 / 0	0,0	0 / 0	•	0.000	0.020		<u> </u>
Main Outland Harr	From:	Hillman Hwy		000/	40/		00/	00/	00/	_	0.000	0.500	47000	
11 Main St/Lee Hwy	Town of Abingdon	0.74 16000	G	98%	1%	1%	0%	0%	0%	С	0.089	0.532	17000	G
~~	To: From:	ECL Abingdo	on											
11 Lee Highway	Washington County	0.20 16000	N	98%	1%	1%	0%	0%	0%	Ν	0.089	0.532	17000	Ν
\hookrightarrow	То:	I-81, US 58												
~~ ~~	From:	I-81, US 58 Exi		2221						_			.=	_
11 58 Lee Highway	Washington County	0.30 25000	G	98%	0%	1%	1%	1%	0%	F	0.081	0.502	27000	G
~~	To: From:	US 58 East of Abi												
11 Lee Highway	Washington County	2.58 5700	G	98%	0%	1%	1%	1%	0%	F	0.085	0.556	6100	G
<u> </u>	To	95-704 Enterpris	e Rd											
11 Lee Highway	Washington County	2.09 4900	G	98%	0%	1%	1%	1%	0%	F	0.088	0.613	5100	G
	To:	SR 80 Cedarvi	ille											
~~~	From:	SR 80 Cedarville Glen												
11 Lee Highway	Washington County	4.46 <b>3500</b>	G	98%	0%	1%	1%	1%	0%	С	0.090	0.598	3700	G
$\stackrel{\smile}{\smile}$	To	SR 91 Maple	St											
11 Lee Highway	Washington County	2.81 <b>1300</b>	G	98%	0%	1%	1%	1%	0%	F	0.123	0.523	1300	G
	To:	I-81 West of Chllhow												
	From:	I-81 West of Chlll	howie											
11 Lee Highway	Washington County	2.21 <b>2400</b>	G	98%	0%	1%	1%	1%	0%	F	0.094	0.571	2500	G
$\hookrightarrow$	To:	Smyth County I	Line											
	From:	US 11, US 19	9											
11 Ramp to I-81 N at Exit 5	City of Bristol (Maint: 95)	0.15 <b>3300</b>	G								0.098		3300	G
$\overline{}$	To:	I-81 N												
	From:	US 11, US 19	9										·	
Ramp to I-81 S at Exit 5	City of Bristol (Maint: 95)	0.18 <b>4300</b>	G			-					0.097		4300	G
	To:	I-81 S												
	From:	US 11				Ī								
11 Ramp to I-81 N at Exit 32	Washington County	0.14 310	G								0.135		310	G
( 1 1 ) . tamp to 1 0 1 11 at Exit of	· · · · · · · · · · · · · · · · · · ·	I-81 N	~								0.700		0.0	<u> </u>

## Annual Average Daily Traffic Volume Estimates By Section of Route Washington Maintenance Area

Route	Jurisdiction	Length AADT	QA	4Tire	Bus			uck		QC	K	QK Dir	AAWDT	ΓQ
	From:	US 11				ZAXIE	3+Axie	1Trail	21raii		Factor	Facto	)r	
Ramp to I-81 S at Exit 32	Washington County	0.13 390	G								0.153		390	(
	To:	I-81 S												
rth	From:	US 11 N, US	58 E											
Ramp to I-81 S at Exit 19	Washington County	0.06 <b>1800</b>	G	81%	1%	1%	1%	16%	1%	F	0.089		1900	
<i>'</i>	To:	I-81 S												
rth	From:	US 11 N, US	58 E											
Ramp to I-81 N at Exit 19	Washington County	0.20 <b>1400</b>	G								0.116		1400	
) '	To:	I-81 Nor												
uth	From:	US 11 S, US	58 W											
1 Ramp to I-81 S at Exit 19	Washington County	0.19 <b>3500</b>	G	81%	1%	1%	1%	16%	1%	F	0.097		3600	
·) ·	To:	I-81 S												
uth	From:	US 11 S, US	58 W											
Ramp to I-81 N at Exit 19	Washington County	0.14 <b>1100</b>	G								0.088		1100	
	To:	I-81 Nor												
uck Truck	From:	SR 381 Commony	vealth Av	<u> </u>										
1) (19) Goode St	City of Bristol	0.21 <b>1100</b>	G	99%	0%	1%	0%	0%	0%	F	0.118	0.65	1200	
1) (19) 33333 31	,						• , •			•		-		
uck Truck	From:	102-3305 Piedn	ont Ave											
1) (19) Cumberland St	City of Bristol	0.34 <b>2400</b>	G	99%	0%	1%	0%	0%	0%	С	0.105	0.56	3 2600	
	To:	Truck US 11 R												
John Truck	City of Drietal	US 421 Cumbe		000/	00/	10/	00/	10/	00/	_	0.001	0.50	0000	
1) (19) Randall St	City of Bristol	0.93 <b>5800</b> SR 113 Moore St; C	G	98%	0%	1%	0%	1%	0%	С	0.091	0.50	2 6200	
ıck Truck	From:	Cumberlan		ve										
11 (113) (19) Moore St	City of Bristol	0.12 7900	G	97%	1%	2%	0%	0%	0%	F	0.096	0.57	3 8400	
	To:	Euclid A	/e											
	From:	State St; Tennesse	e State Lir	ie										
(381) (421) Commonwealth Ave	City of Bristol	0.07 <b>15000</b>		94%	1%	1%	0%	4%	0%	F	0.087	0.55	16000	
3000	To	US 421 Goo	do Ct											
9 (381) (421) Commonwealth Ave	City of Bristol	0.16 <b>15000</b>		94%	1%	1%	0%	4%	0%	F	0.087	0.52	5 16000	
9 (381) (421) Commonwealth Ave	Oity of Briston			J+ /0	1 /0	1 70	0 /0	470	0 70	•	0.007	0.52	3 10000	
	From:	SR 113 Cumber		000/	00/	10/	00/	00/	201	_	0.000	0.50	7 40000	
9 381 421 Commonwealth Ave	City of Bristol	0.16 <b>17000</b>	G	96%	0%	1%	0%	2%	0%	F	0.089	0.50	7 18000	
	To: From:	SR 133 Par Syc	amore St											
(381) (421) Commonwealth Ave	City of Bristol	0.19 <b>18000</b>	G	96%	0%	1%	0%	2%	0%	F	0.090	0.52	7 19000	
	To:	US 11 Euclid												
Euglid Ava	City of Printel	SR 381 Commons			0%	10/	00/	00/	00/	_	0.001	0.50	7000	
9 (11) Euclid Ave	City of Bristol	0.48 <b>7300</b>	G	99%	υ%	1%	0%	0%	0%	F	0.091	0.50	7800	
~ ~~	To: From:	Piedmont A		•										
9) (11) Euclid Ave	City of Bristol	0.56 <b>5500</b>	G	99%	0%	1%	0%	0%	0%	С	0.091	0.50	5 5900	
$\rightarrow$	To:	Moore S	t											

## Annual Average Daily Traffic Volume Estimates By Section of Route Washington Maintenance Area

							Trı	ıck			K	Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus					QC		OK	AAWDT	r QW
	From:	Moo	re St			1	017000	TTTQII	Liian		1 40101	1 40101		
19 (11) Lee Highway	City of Bristol			99%	0%	1%	0%	0%	0%	F	0.091	0.531	13000	G
	To	Valle	v Dr											
19 (11) Lee Highway	City of Bristol		•	99%	0%	1%	0%	0%	0%	F	0.091	0.541	12000	G
	To:													
C C L co Ulaboro				000/	00/	40/	00/	40/	00/	_	0.000	0.540	4.4000	_
19 (11) Lee Highway	City of Bristoi	1.36 130	000 G	98%	0%	1%	0%	1%	0%	F	0.088	0.543	14000	G
~~	To: From:					<u> </u>								
(19) (11) Lee Highway	City of Bristol	0.51 <b>140</b>	000 G	98%	0%	1%	0%	1%	0%	F	0.089	0.519	15000	G
<del>*</del> <del>*</del> <del>*</del> <del>*</del>	To: From:	Old Air	port Rd											
(19) (11) Lee Highway	City of Bristol	0.68 <b>130</b>	000 G	98%	0%	1%	0%	1%	0%	F	0.096	0.528	13000	G
<del>\$\ \\</del>	To: From:	NCL I	Bristol			$\Box$ $\vdash$								
19 (11) Lee Highway	Washington County	2.83 <b>78</b>	00 F	98%	0%	1%	0%	1%	0%	С	0.096	0.528	8100	F
$\bigcirc$	To	95-1717 Wash	Co Ind Park F	Rd		$ \vdash$								
19 (11) Lee Highway	Washington County			95%	0%	1%	1%	3%	0%	F	0.104	0.634	6500	G
	To	95-869	Astor Rd											
19 11 Lee Highway	Washington County			95%	0%	1%	1%	3%	0%	С	0.104	0.634	9600	F
(19) (11) === 1.19	To						.,.							
19 (11) Lee Highway	Washington County			95%	0%	1%	1%	3%	0%	F	0.100	0.567	7100	G
(19) (11) 200 1 1191111111	vvasimigtori odanty				0 70		1 /0	0 /0	0 /0	•	0.100	0.007	7100	ď
Main St	From:			OE9/	Λο/	10/	10/	20/	09/	Е	0.001	0.50	9100	G
(19) (11) Main St	Town of Abingdon			95%	076	1 70	1 70	3%	0%	Г	0.091	0.59	0100	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:									_				_
(19) (11) Main St	I own of Abingdon	0.43 240)00 G	98%	0%	1%	0%	1%	0%	F	0.088	0.541	25000	G
~~~	To: From:													
(19) (11) Main St	Town of Abingdon			98%	0%	1%	0%	1%	0%	F	0.088	0.532	24000	G
<del>~</del> ~	To: From:													
19 Porterfield Hwy	Town of Abinadon			95%	0%	1%	1%	3%	0%	F	0.089	0.540	18000	G
(19) . 6.16.11.01					0,0		. , ,	0,0	0,0	•	0.000	0.0.0	.0000	<b>.</b>
ALT	From:	City of Bristol   0.48   1200   G   99%   0%   1%   0%   0%   F   0.091   0.531   13000   G												
(19) (58) Porterfield Rd	Jurisdiction			G										
ALT	Author   Burght   Author   City of Bristol   C													
19 58 Porterfield Hwy	Washington County	3.79 190	000 G	95%	0%	1%	1%	3%	0%	F	0.091	0 584	21000	G
(13) (36) . Gitemoid (111)	Lee Highway		G											
ALT	From:	95-700 Ricl												
(19) (58) Porterfield Hwy	Washington County	3.03 170	000 G	95%	0%	1%	1%	3%	0%	F	0.091	0.562	19000	G
ALT.	To- From:	95-802 M	endota Rd			<u> </u>								
Possible   Jurisdiction   Length   AADT   OA   4Tire   Bus   Called   SAAdio   1711   2Tiral   OC   Ro   OK   Dir   Factor   OK   Dir   Factor   OK   OK   OK   OK   OK   OK   OK   O			G											
[19] [58] Porterfield Hwy				JJ /0	U /0	1 /0	1 /0	J /0	U /0	1	0.032	0.557	10000	G

		wasningto	ii wante	iarioc i	Tica				-1-			1/		D:		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		Tru			QC	_ K	QK	Dir	AAWDT	QW
	rl	-	~				2Axle	3+Axle	1 I rail	21rail		Factor		Factor		
Truck Truck Truck	City of Brist		1100		99%	0%	1%	0%	0%	00/	F	0 110		0.65	1200	G
(19) (11) (11) Goode St	City of Brist	tol 0.21	1100	G	99%	0%	170	0%	0%	0%	Г	0.118		0.65	1200	G
Truck Truck Truck	To: From:	102-33	305 Piedmoi	nt Ave												
19 11 11 Cumberlan	d St City of Brist	tol 0.34	2400	G	99%	0%	1%	0%	0%	0%	С	0.105		0.568	2600	G
	To:	Truck	US 11 Rand	dall St												
Truck Truck	From:		State St													
$\{19\}\{11\}$ Randall St	City of Brist		5800	G	98%	0%	1%	0%	1%	0%	С	0.091		0.502	6200	G
	To: From:		umberland S													
Truck Truck Magra St			Dakview Ave	e G	97%	1%	2%	0%	0%	0%	F	0.096		0.573	8400	G
19 113 11 Moore St	City of Brist ™		<b>7900</b> Euclid Ave	•	9770	I 70	2%	0%	U 70	0%	Г	0.096		0.573	0400	G
Cata City I have	N/aalainataa G		ott County L		050/	00/		10/	00/	00/	F	0.101		0.000	000	_
58 421 Gate City Hwy	Washington Co	ounty 2.65	770	G	95%	0%	2%	1%	2%	0%	F	0.101		0.638	800	G
~~~~	To- From:	95-70	0 Rich Valle	ey Rd												
58 421 Gate City Hwy	Washington Co	ounty 2.47	4300	G	95%	0%	2%	1%	2%	0%	F	0.096		0.634	4500	G
\bigcirc	To-	95-633	E, Reedy Cı	reek Rd												
58 421 Gate City Hwy	Washington Co	ounty 1.12	4500	G	98%	0%	1%	0%	0%	0%	С	0.096		0.612	4800	G
	To		WCL Bristo	1												
58 421 Gate City Hwy	From: City of Bristol (Ma		4500	G	98%	0%	1%	0%	0%	0%	С	0.096		0.612	4800	G
58 421 Gate City Hwy	To:	/	I-81; US 421		30 /6	0 70	170	0 /0	0 70	0 70	O	0.000		0.012	4000	ч
	From:		S 58; US 42													
58 (81)	City of Bristol (Ma	aint: 95) 2.44			Se	ee I-81	for dire	ctional tra	affic vo	lume es	timate	es for this	segr	ment.		
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	43000	Α	79%	1%	1%	1%	18%	1%	F	0.099	Α	0.513	43000	Α
	To	<u> </u>	I-381													
(58) (81)	From City of Bristol (Ma	aint: 95) 1.39	1-361		Se	26 I-81	for dire	ctional tr	affic vo	lume es	timate	es for this	sear	ment		
(58) (81)	Combined Traffic Estimates for 2 Parallel I	,	60000	G	79%	1%	1%	1%	18%	1%	F	0.082	F	0.513	59000	G
	Combined Traine Estimates for 21 araner i				1376	1 /0	1 /6	1 /0	10 /6	1 /0	•	0.002	•	0.515	33000	u
~~	To: From:		JS 11, US 19	9												
[58] [81]	City of Bristol (Ma	,										es for this	Ū			
\sim \circ	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	55000	Α	79%	1%	1%	1%	18%	1%	F	0.093	Α	0.501	55000	Α
	To- From:	0	ld Airport R	Rd												
58 (81)	City of Bristol (Ma	aint: 95) 0.93			Se	ee I-81	for dire	ctional tra	affic vo	lume es	timate	es for this	segr	ment.		
\bigcirc	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	50000	Α	79%	1%	1%	1%	18%	1%	F	0.092	Α	0.558	51000	Α
	To:	,	NCL Bristol	1												
\sim	From:		FR-310			1.07			"							
[58] [81]	Washington Co	•										es for this	Ū			
~ ~	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:		Α	79%	1%	1%	1%	17%	1%	F	0.094	Α	0.545	48000	Α
	To:		95-611													
	Washington Co		NCL Bristol	ı	٠.	an I. 91	for dire	ctional +r	affic vo	lumo oo	timat	es for this	coar	mont		
58 (81)	· · · · · · · · · · · · · · · · · · ·	•	E0000										Ū		E1000	۸
	Combined Traffic Estimates for 2 Parallel I	noadways on this Houte:		Α	79%	1%	1%	1%	18%	1%	F	0.092	А	0.558	51000	Α
	10"		FR-310													

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

Route	Jurisdictic	n Length	AADT	ΟΛ	4Tira	Rue		T	ruck		QC	K	QK	Dir	AAWDT	OW
Tiouto	From	Lengti	95-611	GA.	71110	Dus	2Axle	3+Axle	e 1Trail	2Trail	QO_	Factor	QIV	Factor	AAWDI	
(58) (81)	Washington C	County 2.00	93-011		S	ee I-81	for dire	ctional	traffic vo	lume es	timate	es for this	s segi	ment.		
	Combined Traffic Estimates for 2 Parallel	-	51000	G	79%	1%	1%	1%	17%	1%		0.082		0.501	52000	G
	To		SR 140				\neg \vdash									
(58) (81)	Washington C	-			S	ee I-81	for dire	ctional	traffic vo	lume es	timate	es for this	s segi	ment.		
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	46000	G	79%	1%	1%	1%	17%	1%	С	0.096	Α	0.511	46000	G
	To From		SCL Abingd	lon												
(58) (81)	Town of Abingdon	•			S	ee I-81	for dire	ctional	traffic vo	lume es	timate	es for this	s segi	ment.		
\bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Route	46000	G	79%	1%	1%	1%	17%	1%	С	0.096	Α	0.511	46000	G
	To From		SR 75													
(58) (81)	Town of Abingdon	•									timate	es for this	_			
\Diamond	Combined Traffic Estimates for 2 Parallel			G	79%	1%	1%	1%	17%	1%	F	0.079	F	0.501	48000	G
	To:]	NCL Abingo I-81, US 1				+									
58 11 Lee Highway	Washington C	County 0.30	25000	G	98%	0%	1%	1%	1%	0%	F	0.081		0.502	27000	G
	To:		1 East of Ab													
/ Jak Chuart I luni	From NA/ a a la in a ta a a C		11 Lee Hig		000/	00/	10/	00/	00/	00/	_	0.007		0.500	0.400	_
[58] Jeb Stuart Hwy	Washington C	Sounty 5.53	8100	G	96%	0%	1%	0%	3%	0%	F	0.087		0.562	8400	G
/ Lab Observatilians	To From		05-708 Beth		000/	00/	10/	00/	00/	00/	_	0.000		0.505	5500	
58 Jeb Stuart Hwy	Washington C	County 3.57	5300	G	96%	0%	1%	0%	3%	0%	С	0.089		0.505	5500	G
/ Lab Observatilians	To From		VCL Damas		000/	00/	10/	00/	00/	00/		0.000		0.505	5500	
58 Jeb Stuart Hwy	Town of Damascus	(Maint: 95) 1.38	5300	N	96%	0%	1%	0%	3%	0%	N	0.089		0.505	5500	N
C Lab Obsert Harr	To From		W, Greenv		000/	00/	10/	00/	00/	00/		0.000		0.544	4000	
58 91 Jeb Stuart Hwy	Town of Damascus	(Maint: 95) 0.45	4100	G	96%	0%	1%	0%	3%	0%	F	0.086		0.544	4200	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To		ECL Damase		000/	00/		00/	00/	00/		0.000		0.544	4000	
58 91 Jeb Stuart Hwy	Washington C	County 0.54	4100	N	96%	0%	1%	0%	3%	0%	N	0.086		0.544	4200	N
	To From		E, Mountair		000/	00/		00/	00/	00/	_	0.400		0.500	700	
58 Jeb Stuart Hwy	Washington C		670 03 Konnara	G	99%	0%	0%	0%	0%	0%	F	0.130		0.589	700	G
	From		03 Konnara 603 Konnarc													
58 Jeb Stuart Hwy	Washington C		540	G	99%	0%	0%	0%	0%	0%	С	0.109		0.508	570	G
$\bigcirc$	To	Gra	yson County	y Line												
~~	From		58 E 96A; U		96A											-
Ramp to I-81 S at Exit 1	City of Bristol (M	laint: 95) 0.24	1600	G								0.083			1600	G
~	To		I-81 S													
C Down to LO1 N ct Frit 4	From	Ramps US			66B							0.100			2000	_
Ramp to I-81 N at Exit 1	City of Bristol (M	laint: 95) 0.02	2800 I-81 North	G								0.100			2800	G
Foot	From	X10.50	3 US 421 Ea				<u> </u>									
East (58) Ramp US 58 W US 421	E to I-81 S at Exit 1 City of Bristol (M		530 530	G								0.132			530	G
30	To		amp US 58									5.702			200	~

## Annual Average Daily Traffic Volume Estimates By Section of Route Washington Maintenance Area

Dest	Lorde Markers	Leadle AADT		4	D		Tru	ıck		-00	K	Dir	4 A VA/DT	. 01
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QI
ast D	From:	US 58 US 421 East									0.400		000	
Ramp US 58 W US 421 E to I-81 N at Exit 1	City of Bristol (Maint: 95)	0.14 <b>960</b>	G	TD.		_					0.138		960	G
·	-	Ramps US 58 96B; US 4		в										
/est 58 Ramp US 58 W US 421 W to I-81 S at Exit 1	City of Bristol (Maint: 95)	US 58 US 421 West 0.02 <b>1000</b>	bound <b>G</b>								0.09		1000	(
Ramp US 58 W US 421 W to I-81 S at Exit 1	City of Bristol (Maint. 95)	Ramps US 58 E 96A; U		٨							0.09		1000	•
LT	Franc	•		1										
NLT 58 (19) Porterfield Hwy	Washington County	Russell County L 3.25 <b>16000</b>		95%	0%	1%	1%	3%	0%	F	0.092	0.557	18000	(
(19) 1 offerfield 1111y	washington county			0070	0 70		1 /0	0 70	070	•	0.002	0.007	10000	
LT	From:	95-802 Mendota	Rd											
58) (19) Porterfield Hwy	Washington County	3.03 <b>17000</b>	G	95%	0%	1%	1%	3%	0%	F	0.091	0.562	19000	(
<i></i>	To: From:	95-700 Rich Valle	y Rd			$\neg$ $\vdash$								
LT  58 19 Porterfield Hwy	Washington County	3.79 <b>19000</b>	G	95%	0%	1%	1%	3%	0%	F	0.091	0.584	21000	(
58) (19) 1 Orternold 1111)	Washington County			0070	0 70		1 /0	0 70	070	•	0.001	0.004	21000	
LT	From:	NCL Abingdon	n											
58 (19) Porterfield Rd	Town of Abingdon	0.21 <b>22000</b>	G	95%	0%	1%	1%	3%	0%	F	0.089	0.566	24000	(
~ · ·	To	US 19 Porterfield	Hwy											
LT S8 Russell Rd	Town of Abingdon	1.01 <b>8900</b>	G	99%	0%	0%	0%	0%	0%	С	0.092	0.525	9500	(
1 Tussell Flu	To:	Valley Street	<u> </u>	33 /6	0 /6		0 /6	0 /6	0 /6	O	0.032	0.525	3300	
LT	From:	Valley St												
58 (11) Main St	Town of Abingdon	0.24 <b>11000</b>	G	98%	0%	1%	0%	1%	0%	F	0.088	0.505	12000	(
$\sim$	To:	Main St												
ALT	Town of Abingdon	US 11 0.78 <b>17000</b>	G	99%	0%	 1%	0%	10/	0%	С	0.086	0.549	10000	(
75 Cummings St	Town of Abingdon	0.78 17000 I-81	G	99%	0%	1%	0%	1%	0%	C	0.086	0.549	18000	,
	From													
75) Green Spring Rd	Washington County	Tennessee State I 4.29 <b>1900</b>		98%	0%	0%	1%	1%	0%	F	0.103	0.535	2000	(
75) Green opinig rid	washington county				0 70	<u> </u>	1 /0	1 /0	0 70	•	0.100	0.555	2000	
Crean Carina Rd	From:	95-670 Green Springs C			00/		10/	10/	00/		0.000	0.050	4000	
Green Spring Rd	Washington County	4.46 <b>4000</b> SCL Abingdor		98%	0%	0%	1%	1%	0%	С	0.092	0.656	4200	(
	From:	SCL Abingdon Count				-								
75) Green Spring Rd	Town of Abingdon	0.98 <b>8100</b>		97%	0%	1%	1%	1%	0%	С	0.087	0.627	8700	(
	To:	I-81 Commerce												
ALT	From:	I-81												
75) (58) Cummings St	Town of Abingdon	0.78 <b>17000</b>		99%	0%	1%	0%	1%	0%	С	0.086	0.549	18000	(
~ ~	10:	US 11 Lee Hw	y											
	From:	SR 75												
Ramp to I-81 N at Exit 17	Washington County	0.14 3300	G	78%	1%	1%	1%	19%	1%	F	0.081		3400	(
<u>~</u>	To	I-81 N												
	From:	SR 75												
75) Ramp to I-81 S at Exit 17	Washington County	0.08 <b>3600</b>	G	81%	1%	1%	1%	16%	1%	F	0.103		3700	(
~	To:	I-81 S												

## Annual Average Daily Traffic Volume Estimates By Section of Route Washington Maintenance Area

								Tru	ıck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QV
	From	U	S 11 Lee Hw	/у												
80) Glennbrook Ave	Washington C	County 1.06	2600	G	95%	0%	2%	1%	2%	0%	F	0.083		0.551	2800	G
$\smile$	To From	95-6	09 Hillman H	Hwy												
80 Lindell Rd	Washington C	County 2.19	1000	G	95%	0%	2%	1%	2%	0%	F	0.084		0.583	1100	G
$\overline{}$	To		N, Old Saltwo		1											
80 Hayters Gap Rd	Washington C		N, Robinda <b>720</b>	de Rd <b>G</b>	95%	0%	2%	1%	2%	0%	С	0.099		0.636	750	
80 Hayters Gap Rd	vvasimigton e				33 /6	0 70	270	1 /0	270	0 70	J	0.000		0.000	750	`
80 Hayters Gap Rd	Washington C		9 Brumley G		95%	0%	2%	1%	2%	0%	F	0.106		0.597	490	(
80 Hayters Gap Rd	Washington C	ounty 2.06	470	G	95%	0%	2%	176	2%	0%	Г	0.106		0.597	490	,
	To		3 Poor Valle		050/	00/		401	201	201		0.400		0.000	000	
80) Hayters Gap Rd	Washington C		250	G	95%	0%	2%	1%	2%	0%	F	0.126		0.606	260	(
-	10	<u>Kus</u>	sell County L	Line			I									
Ramp to I-81 N at Exit 24	4 Washington C	County 0.14	SR 80 <b>560</b>	G								0.152			560	(
Ramp to I-81 N at Exit 24	To:	0.14	I-81 N	<u> </u>								0.132			300	
	From		SR 80				1									
(80) Ramp to I-81 S at Exit 24	4 Washington C	County 0.16	870	G								0.105			870	
50) Hamp to 1 01 0 at Exit 2-	To	0.10	I-81 S									0.100			070	
orth	From	Tent	nessee State I	I ine												
81)	Washington C		22000	В	78%	1%	1%	1%	19%	1%	С	0.097			21000	
01)	Combined Traffic Estimates for 2 Parallel	•	43000	В	79%	1%	1%	1%	18%	1%	С	0.095	Α	0.509	42000	
	To		SCL Bristol													
orth	From															
81	City of Bristol (M	,	22000	В	78%	1%	1%	1%	19%	1%	С	0.097			21000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	43000	В	79%	1%	1%	1%	18%	1%	С	0.095	Α	0.509	42000	
orth	To From	US 58, U	S 421 Gate C	City Hw	/y											
81) (58)	City of Bristol (M	laint: 95) 2.44	22000	Α	78%	1%	1%	1%	19%	1%	F	0.099			22000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	43000	Α	79%	1%	1%	1%	18%	1%	F	0.099	Α	0.513	43000	
	To		I-381													
orth	City of Deletel (M	L-i-t- 05) 4 00			700/	10/	10/	10/	100/	10/	_	0.000			00000	
81 [58]	City of Bristol (M	,	30000	G	78%	1%	1%	1%	19%	1%	F	0.082	_	0.510	30000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	60000	G	79%	1%	1%	1%	18%	1%	F	0.082	F	0.513	59000	•
orth	Town From:	J	JS 11, US 19	)												
81) (58)	City of Bristol (M	laint: 95) 2.13	28000	Α	78%	1%	1%	1%	19%	1%	F	0.093			28000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	55000	Α	79%	1%	1%	1%	18%	1%	F	0.093	Α	0.501	55000	
	Ta	0	old Airport Ro	d			<u> </u>									
lorth	City of Deints (AA		•		700/	10/	10/	10/	100/	10/	_	0.000			25000	
81 [58]	City of Bristol (M	,	25000	A	78%	1%	1%	1%	19%	1%	F	0.093	^	0.550	25000	,
•	Combined Traffic Estimates for 2 Parallel	noadways on this Houte:	50000	Α	79%	1%	1%	1%	18%	1%		0.092	Α	0.558	51000	ŀ

## Annual Average Daily Traffic Volume Estimates By Section of Route Washington Maintenance Area

			ii iviaiiileii					Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	24vlo	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North	From:	1	NCL Bristol				ZAXIC	0+AXIC	TTTAII	ZITAII		1 40101		1 40101		
(81) (58)	Washington C		25000	Α	78%	1%	1%	1%	19%	1%	F	0.093			25000	Α
01) (30)	Combined Traffic Estimates for 2 Parallel	•		Α	79%	1%	1%	1%	18%	1%	F	0.092	Α	0.558	51000	Α
	To	,	FR-310													
North	Washington Co	ounty 0.99	24000	^	78%	1%	1%	1%	19%	1%	_	0.094			24000	۸
81 (58)	Combined Traffic Estimates for 2 Parallel	•		A	78% 79%	1%	1%	1%	17%	1%		0.094	Α	0 545	48000	A
	Combined Trainic Estimates for 2 Parallel	•		Α	79%	170	1%	176	1/70	170	Г	0.094	А	0.545	48000	Α
North	To: From:		1 Spring Cree	ek Rd												
81) (58)	Washington Co	ounty 2.00	25000	G	78%	1%	1%	1%	19%	1%	F	0.082			26000	G
$\circ \circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	51000	G	79%	1%	1%	1%	17%	1%	F	0.082	F	0.501	52000	G
North	To: From:	SR 1	40 Jonesboro	o Rd												
North (58)	Washington Co	ounty 1.93	23000	G	78%	1%	1%	1%	19%	1%	С	0.094			24000	G
(01) (30)	Combined Traffic Estimates for 2 Parallel	,		G	79%	1%	1%	1%	17%	1%	С	0.096	Α	0.511	46000	G
	Tol	•	CL Abingdo													
North	From:				700/	40/		401	100/	40/	_	0.004			0.4000	_
81   58	Town of Abingdon (	,	23000	G	78%	1%	1%	1%	19%	1%	С	0.094			24000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	46000	G	79%	1%	1%	1%	17%	1%	С	0.096	Α	0.511	46000	G
North	To: From:	SR 7	75 Cumming	s St												
(81) (58)	Town of Abingdon (	(Maint: 95) 1.06	24000	G	78%	1%	1%	1%	19%	1%	F	0.079			24000	G
$\circ \circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	47000	G	79%	1%	1%	1%	17%	1%	F	0.079	F	0.501	48000	G
	To:		CL Abingdo													
North	Washington C		ngdon US 1	1, US 5 <b>A</b>	8 78%	1%	1%	1%	19%	1%	F	0.103			20000	Α
81	Combined Traffic Estimates for 2 Parallel	•		A	79%	1%	1%	1%	17%	1%	F	0.103	Α	0.516	39000	A
	Combined Traine Estimates for 21 drainer				7576	1 /0	170	1 /0	17 /0	1 /0	•	0.000	^	0.510	33000	
North	Fron:		04 Enterprise	e Rd												
(81)	Washington Co	•	18000	G	78%	1%	1%	1%	19%	1%	F	0.077			19000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	37000	G	79%	1%	1%	1%	17%	1%	F	0.076	F	0.542	38000	G
North	To: From:	SR 80	0 Glenbrook	Ave												
(81)	Washington Co	ounty 1.52	18000	G	78%	1%	1%	1%	19%	1%	F	0.077			19000	G
01)	Combined Traffic Estimates for 2 Parallel	•	37000	G	79%	1%	1%	1%	17%	1%	F	0.086	F	0.55	37000	G
	Tol		737 College													
North	From:				<b></b>						_					
81	Washington Co	•	18000	G	78%	1%	1%	1%	19%	1%	F	0.078	_		19000	G
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	36000	G	79%	1%	1%	1%	17%	1%	F	0.086	F	0.529	36000	G
North	To: From:	SI	R 91 Maple S	St												
(81)	Washington Co	ounty 2.68	16000	G	78%	1%	1%	1%	19%	1%	F	0.073			17000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	32000	G	79%	1%	1%	1%	17%	1%	F	0.086	F	0.544	32000	G
	To:	US 11 Lee Hw		lmachro												

4/9/2018 15

## Annual Average Daily Traffic Volume Estimates By Section of Route Washington Maintenance Area

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	Q۷
North	From:									_					_
81)	,		-							F _		_			G
Combined Traf	tic Estimates for 2 Parallel Roadways			79%	1%	1%	1%	1/%	1%	F	0.073	F	0.509	32000	G
North  Rristol Wolcomo Contor	Washington County				10/	10/	<b>n</b> º/	10/	00/	_	0 177			570	Α
81 Bristol Welcome Center	washington County				170	176	076	1 70	0%	C	0.177			370	А
lorth	From:														
81) Bristol Welcome Center	Washington County	0.07 <b>670</b>	Α	96%	1%	1%	0%	1%	0%	С	0.177			570	F
$\mathcal{I}$	To:	I-81 North from We	lcome Ce	nter											
orth	From:	I-81 No	th												
81) Ramp I-81 N Exit 1	City of Bristol (Maint: 95)	0.27 1900	G								0.105			1900	C
$\searrow$	То:	US 58 W, US	421 W												
orth	From:		th												
81) Ramp I-81 N Exit 3 to I-381 S	City of Bristol (Maint: 95)			96%	0%	1%	0%	2%	0%	F	0.112			840	(
<u> </u>	To:	I-381 So	ıth												
lorth	From:														
81) Ramp I-81 N Exit 5 to US 11, US 19	City of Bristol (Maint: 95)										0.104			4300	(
<u> </u>	10:														
orth	From:														_
Ramp I-81 N Exit 7 to Old Airport Rd	City of Bristol (Maint: 95)										0.087			6600	(
	100	-				_									
lorth	Washington County										0.104			0700	c
81 Ramp I-81 N Exit 10 to F-310	washington County										0.104			2700	
	From														
orth	Washington County										0 100			1600	(
Ramp I-81 N Exit 10 to 95-611	washington County										0.109			1000	,
orth	From														
	Washington County										0.082			860	(
51) / 15igus. 1	To:			ot							0.002				
orth	From:														
81) Abingdon Truck-Only Rest Area	Washington County		G								0.082			860	(
Vashington   County   County   List   North   Vashington   County   Count															
orth	From:														
Ramp I-81 N Exit 14 to SR-140; 95-647	Washington County										0.105			5000	(
<u></u>	To:														
orth	From									_				1005	
81 Ramp I-81 N Exit 17 to SR-75	Washington County				1%	1%	1%	19%	1%	F	0.101			4300	(
~	To			ıng Rd											
lorth	From:										0.65=			0.100	
81) Ramp I-81 N Exit 19 to US 11, US 58	Washington County										0.097			6400	G
<u></u>	10:	US 11, U	58												

## Annual Average Daily Traffic Volume Estimates By Section of Route Washington Maintenance Area

_									Tru	ıck			K		Dir		
Route		Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
North		From:		-81 North													
81 Ramp I-81 N Exit 22	? to 95-704	Washington County		1800	G	83%	1%	0%	1%	15%	0%	F	0.084			1900	G
		10:		Enterprise	Rd												
North	t- 0D 00	From:		-81 North									0.400			4400	_
81 Ramp I-81 N Exit 24	10 SH-80	Washington County		1100	G			_					0.108			1100	G
				Glennbrook	Ave												
North $\overline{\binom{81}{}}$ Ramp I-81 N Exit 26	S to 95-737	Washington County		-81 North 1400	G								0.118			1400	G
81 Ramp I-81 N Exit 26	10 95-757	To:		37 College I									0.110			1400	ч
North		From		-81 North	-												
81) Ramp I-81 N Exit 29	to SR 91	Washington County	0.14	4100	G								0.101			4100	G
91)		To:		SR 91													
North		From:	I-	-81 North													
81) Ramp I-81 N Exit 32	2 to US 11	Washington County	0.12	830	G								0.129			830	G
$\overline{}$		To:	US 11	Lee Highw	vay												
South		From:		ssee State L	ine												
81)		Washington County		21000	Α	80%	1%	1%	1%	17%	1%	С	0.107			21000	Α
$\smile$	Combined Traffic E	stimates for 2 Parallel Roadways	on this Route:	43000	В	79%	1%	1%	1%	18%	1%	С	0.095	Α	0.509	42000	В
South		To: From:	SC	CL Bristol													
81)		City of Bristol (Maint: 95)	0.16	21000	Α	80%	1%	1%	1%	17%	1%	С	0.107			21000	Α
01)	Combined Traffic E	stimates for 2 Parallel Roadways			В	79%	1%	1%	1%	18%	1%	С	0.095	Α	0.509	42000	В
		To	US 58, US		Sity Hw	37											
South		From:					40/	40/	40/	470/	40/	_	0.400			04000	
81 (58)	O	City of Bristol (Maint: 95)		22000	A	80%	1%	1%	1%	17%	1%	F	0.106		0.540	21000	A
	Combined Traffic E	stimates for 2 Parallel Roadways	on this Route:	43000	Α	79%	1%	1%	1%	18%	1%	F	0.099	Α	0.513	43000	Α
South		To- From:		I-381													
<u>81</u> (58)		City of Bristol (Maint: 95)	1.25	30000	G	80%	1%	1%	1%	17%	1%	F	0.084			29000	G
$\circ \circ$	Combined Traffic E	stimates for 2 Parallel Roadways	on this Route:	60000	G	79%	1%	1%	1%	18%	1%	F	0.082	F	0.513	59000	G
		To	US	11, US 19				<u> </u>									
South (FD)		City of Bristol (Maint: 95)	1.99	27000	Α	80%	1%	1%	1%	17%	1%	F	0.1			27000	Α
81 (58)	Combined Traffic F	stimates for 2 Parallel Roadways			A	79%	1%	1%	1%	18%	1%	F	0.093	Α	0.501	55000	Α
	Combined Traine E	of the desired for the desired from the desired for the desire				7070	170		1 70	10 /0	1 /0	•	0.000	,,	0.001	00000	,,
South		From:		Airport Rd													
81) (58)		City of Bristol (Maint: 95)		25000	Α	80%	1%	1%	1%	17%	1%	F	0.101			25000	Α
$\smile$	Combined Traffic E	stimates for 2 Parallel Roadways	on this Route:	50000	Α	79%	1%	1%	1%	18%	1%	F	0.092	Α	0.558	51000	Α
South		To- From	N	CL Bristol													
81) (58)		Washington County	3.79	25000	Α	80%	1%	1%	1%	17%	1%	F	0.101			25000	Α
<u></u>	Combined Traffic E	stimates for 2 Parallel Roadways			A	79%	1%	1%	1%	18%	1%	F	0.092	Α	0.558	51000	Α
		To:		FR-310				TÎ.			,-			-			- •

## Annual Average Daily Traffic Volume Estimates By Section of Route Washington Maintenance Area

		vvasningto	ii iviaiiilei	iance.	Alea											
Route	Jurisdiction	I enath	AADT	QΔ	4Tire	Bus		Tru	_		QC	K	QK	Dir	AAWDT	יס ז
				<u> </u>			2Axle	3+Axle	1Trail	2Trail		Factor	Δ	Factor	,	
South	From:	1.00	FR-310		040/	40/	10/	40/	4.00/	40/	_	0.404			0.4000	,
81 [58]	Washington County	1.29	24000	Α	81%	1%	1%	1%	16%	1%	-	0.104		0.545	24000	F
	Combined Traffic Estimates for 2 Parallel Roadwa	lys on this Route:	48000	Α	79%	1%	1%	1%	17%	1%	F	0.094	Α	0.545	48000	,
South	To: From:	95-61	1 Spring Cre	eek Rd												
81) (58)	Washington County	1.93	26000	G	81%	1%	1%	1%	16%	1%	F	0.082			26000	(
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	51000	G	79%	1%	1%	1%	17%	1%	F	0.082	F	0.501	52000	(
	To.	SR 1	40 Jonesbor	ro Rd												
outh (50)	Washington County	1.40	23000	Α	81%	1%	1%	1%	16%	1%	С	0.104			23000	
81) [58]	Combined Traffic Estimates for 2 Parallel Roadwa	-		G	79%	1%	1%	1%	17%	1%	С	0.104	В	0.520		
	Combined Trainc Estimates for 2 Faraner Hoadwa				1976	1 /0	1 /0	1 /0	17 /0	1 /0	C	0.007	Ь	0.550	40000	•
outh	To: From:	S	CL Abingdo	on												
31) (58)	Town of Abingdon (Maint: 9	,	23000	Α	81%	1%	1%	1%	16%	1%	С	0.104			23000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	46000	G	79%	1%	1%	1%	17%	1%	С	0.087	В	0.530	46000	
	To- From	SR	75 Cumming	gs St												
outh 31) (58)	Town of Abingdon (Maint: 9	95) 0.79	23000	G	81%	1%	1%	1%	16%	1%	F	0.08			24000	
58	Combined Traffic Estimates for 2 Parallel Roadwa	•		G	79%	1%	1%	1%	17%	1%	F	0.079	F	0.501		
	Johnshied Traine Estimates for 21 araner readwar	·			7 5 70	1 /0	1 /0	1 /0	17 /0	1 /0	•	0.073	•	0.501	40000	
outh	From:		CL Abingdo													
<del>1</del> 31	Washington County	1.97	23000	G	81%	1%	1%	1%	16%	1%	F	0.08			24000	
	Combined Traffic Estimates for Parallel Roadwa	ys on this Route:	NA									NA			NA	
outh	To- Front	US 11	1, US 58 Le	e Hwy												
81)	Washington County	2.59	19000	Α	81%	1%	1%	1%	16%	1%	F	0.107			19000	
31)	Combined Traffic Estimates for 2 Parallel Roadwa	vs on this Route:	39000	Α	79%	1%	1%	1%	17%	1%	F	0.099	Α	0.516	39000	
	To		04 Enterpris													
outh	From:															
B1)	Washington County	2.56	19000	G	81%	1%	1%	1%	16%	1%	F	0.095	_			
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	37000	G	79%	1%	1%	1%	17%	1%	F	0.086	F	0.547	38000	
outh	To- From:	SR 8	0 Glenbrool	k Ave												
81)	Washington County	1.47	18000	G	81%	1%	1%	1%	16%	1%	F	0.096			19000	
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	37000	G	79%	1%	1%	1%	17%	1%	F	0.086	F	0.55	37000	
	To	95-	737 College	Dr												
outh	From:				040/	40/	40/	40/	100/	40/	_	0.005			10000	
11)	Washington County	2.94	17000	G	81%	1%	1%	1%	16%	1%	F _	0.095	_			
	Combined Traffic Estimates for 2 Parallel Roadwa	ys on this Route:	36000	G	79%	1%	1%	1%	17%	1%	F	0.086	F	0.529	36000	
outh	To- From:	S	R 91 Maple	St												
81)	Washington County	2.88	15000	G	81%	1%	1%	1%	16%	1%	F	0.1			16000	
<u></u>	Combined Traffic Estimates for 2 Parallel Roadwa			G	79%	1%	1%	1%	17%	1%	F	0.086	F	0.544		
														23000 23000 3 0.530 46000 24000 24000 24000 NA  19000 39000  19000  19000  19000  19000  19000  19000  19000  19000  19000  19000  19000  19000  19000  19000  19000  19000  19000  19000  19000  19000  19000  19000  19000  19000  19000  19000  19000  19000  19000		

## Annual Average Daily Traffic Volume Estimates By Section of Route Washington Maintenance Area

							Trı	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	US 11 Lee Hwy; 95-	751 Fleet	Rd											
( <del>81</del> )	Washington County	1.83 <b>15000</b>	G	81%	1%	1%	1%	16%	1%	F	0.075			16000	G
Combined Traf	ffic Estimates for 2 Parallel Roadways o	on this Route: 31000	G	79%	1%	1%	1%	17%	1%	F	0.073	F	0.509	32000	G
	То:	Smyth County	Line												
South	From:	I-81 Sout	h												
(81) Ramp I-81 S Exit 1A to US 58, US 421	City of Bristol (Maint: 95)	0.17 <b>1500</b>	G								0.096			1500	G
$\overline{}$	То:	US 58 US 421 E	astbound												
South	From:	I-81 Sout	h												
(81) Ramp I-81 S Exit 1B to US 58, US 421	City of Bristol (Maint: 95)	0.33 <b>1200</b>	G								0.104			1200	G
<u> </u>	To:	US 58 US 421 W	estbound												
South	From:	I-81 Sout													
(81) Ramp I-81 S Exit 5 to US 11; US 19	City of Bristol (Maint: 95)	0.07 <b>2900</b>	G								0.112			2900	G
<u> </u>	To:	US 11, US	19												
South	From:	I-81 S						-	-					.=05	
81 Ramp I-81 S Exit 7 to Old Airport Rd	City of Bristol (Maint: 95)	0.19 4700	Α								0.117			4700	Α
	10.	Old Airport													
South	From:	I-81 Sout									0.000			0000	•
81 Ramp I-81 S Exit 10 to F-310	City of Bristol (Maint: 95)	0.11 <b>2000</b> F-310	G								0.093			2000	G
South (81) Ramp I-81 S Exit 13 to 95-611	Washington County	I-81 Sout 0.11 <b>2000</b>	G G								0.096			2000	G
81 Ramp I-81 S Exit 13 to 95-611	washington County	95-611 Spring C									0.096			2000	G
0	From	1 1													
South (81) Ramp I-81 S Exit 14 to SR-140; 95-647	Washington County	I-81 Sout 0.12 <b>3600</b>	G G								0.112			3600	G
81 Hamp 1 01 0 Exit 14 to 011 140, 33 047	To:	SR 140; 95-									0.112			3000	a
Courth	From:	I-81 Sout				l									
South (81) Ramp I-81 S Exit 17 to SR-75	Washington County	0.10 <b>5000</b>	G	81%	1%	1%	1%	16%	1%	F	0.094			5200	G
(81) . ramb . o. o = 2.11 to o o	To:	SR 75 Cummi		0.70	.,,		. , 0	.070	. , ,	•	0.00			0200	<u>.</u>
South	From:	I-81 Sout													
(81) Ramp I-81 S Exit 19 to US 11, US 58	Washington County	0.24 <b>2800</b>	G	81%	1%	1%	1%	16%	1%	F	0.101			2800	G
(1)	To:	US 11, US													
South	From:	I-81 Sout	h												
(81) Ramp I-81 S Exit 22 to 95-704	Washington County	0.18 <b>1400</b>	G	83%	1%	0%	1%	15%	0%	F	0.101			1500	G
	То:	95-704 Enterp	ise Rd												
South	From:	I-81 Sout	h												
(81) Ramp I-81 S Exit 24 to SR-80	Washington County	0.09 920	G								0.174			920	G
$\overline{}$	To:	SR 80 Glennbro	ok Ave												
South	From	I-81 Sout	h												
(81) Ramp I-81 S Exit 26 to 95-737	Washington County	0.18 <b>790</b>	G								0.099			790	G
$\smile$	To	95-737 Colle	ge Dr												

## Annual Average Daily Traffic Volume Estimates By Section of Route Washington Maintenance Area

						Trι	ıck			K	Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
South	From:	I-81 South											
81 Ramp I-81 S Exit 17 to SR 91	Washington County	0.13 <b>2100 G</b>								0.086		2100	G
	From	SR 91			_								
South $(81)$ Ramp I-81 S Exit 32 to US 11	Washington County	I-81 South 0.26 <b>390 G</b>								0.117		390	G
81) Hamp 1 01 0 Exit 02 to 00 11	To:	US 11 Lee Highway								0.117		000	u
	From:	Tennessee State Line			İ								
91) Mountain City Rd	Washington County	1.62 <b>2700 G</b>	93%	0%	1%	1%	5%	0%	С	0.085	0.531	2900	G
	To- From:	US 58 Douglas Dr; Jeb Stuart	Hwv										
91) (58) Jeb Stuart Hwy	Washington County	0.54 <b>4100 N</b>	96%	0%	1%	0%	3%	0%	Ν	0.086	0.544	4200	Ν
<u>,                                    </u>	To	ECL Damascus											
91) 58 Jeb Stuart Hwy	Town of Damascus (Maint: 95)	0.45 <b>4100 G</b>	96%	0%	1%	0%	3%	0%	F	0.086	0.544	4200	G
, 30)	To:	Damascus Dr											
	From:	US 58 Jeb Stuart Hwy											
91 Damascus Dr	Town of Damascus (Maint: 95)	0.70 <b>1700 G</b>	96%	0%	1%	1%	2%	0%	С	0.101	0.508	1800	G
	To: From:	NCL Damascus											
91)	Washington County	6.40 <b>1700 N</b>	96%	0%	1%	1%	2%	0%	Ν	0.101	0.508	1800	N
	To: From:	95-803 Liberty Hall Rd											
(91) Monroe Rd	Washington County	1.48 <b>2000 G</b>	96%	0%	1%	1%	2%	0%	F	0.102	0.504	2100	G
<u> </u>	To: From:	95-762 Loves Mill Rd											
91) Monroe Rd	Washington County	3.51 <b>2500 G</b>	96%	0%	1%	1%	2%	0%	F	0.093	0.536	2700	G
<u> </u>	To:	US 11 Lee Hwy											
01	Washington County	US 11 Lee Highway 0.51 <b>8200 N</b>	94%	0%	0%	4%	2%	0%	Ν	0.086	0.607	8600	N
91)	T-		0470	0 70		470	270	0 70		0.000	0.007	0000	
91) Maple St	Town of Glade Spring (Maint: 95)	SCL Glade Spring 1.37 <b>8200 G</b>	94%	0%	0%	4%	2%	0%	F	0.086	0.607	8600	G
91) Maple St	To:	BUS SR 91 Glade St	34 /6	0 /6	0 /8	4 /0	2.70	0 /6	'	0.000	0.007	0000	ď
	From:	BUS SR 91 Maple St											
91) Monte Vista Dr	Town of Glade Spring (Maint: 95)	0.77 <b>4200 G</b>	94%	0%	0%	4%	2%	0%	С	0.090	0.623	4400	G
$\smile$	To: From:	NCL Glade Spring											
91) Crescent Rd	Washington County	5.43 <b>2600 G</b>	94%	0%	0%	4%	2%	0%	F	0.090	0.623	2700	G
$\smile$	To: From:	WCL Saltville			$\neg$ $\vdash$								
91) S Main St	Town of Saltville (Maint: 95)	0.52 <b>2400 G</b>	97%	0%	0%	1%	2%	0%	С	0.095	0.602	2500	G
$\smile$	To:	Smyth County Line											
	From:	SR 91											
91 Ramp to I-81 N at Exit 29	Washington County	0.19 <b>2200 G</b>								0.087		2200	G
<u> </u>	To	I-81 North											
	From:	SR 91	·										
91 Ramp to I-81 S at Exit 29	Washington County	0.15 <b>4400 G</b>								0.116		4400	G
~	To:	I-81 S											

4/9/2018 20

## Annual Average Daily Traffic Volume Estimates By Section of Route Washington Maintenance Area

_						_		Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	Q
JS	From:	S SI	R 91 Glade Spr	ring												
Glade St	Town of Glade Spring	g (Maint: 95) 1.38	830	G	99%	0%	0%	0%	0%	0%	С	0.102		0.55	860	
<u>لا</u>	To:	N SR 91 (	Glade Spring;	Maple	St											
	From:	SR 381	Commonweal	lth Ave												
13)Cumberland St	City of Brist		1900	G	98%	0%	0%	1%	0%	0%	С	0.093		0.682	2000	
.9	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	2600	G	98%	0%	0%	1%	0%	0%	С	0.098	F	0.590	2800	
	To:		421 Piedmont A													
	From:		Cumberland St													
13)Piedmont Ave	City of Brist		3300	G	97%	1%	2%	0%	0%	0%	F	0.103		0.621	3500	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	4000	G	97%	1%	2%	0%	0%	0%	F	0.102	F	0.526	4200	
	To:		13 P, Sycamor													
Diades and A.v.	City of Dela		3 P, Sycamore		070/	10/		00/	00/	00/	_	0.400		0.500	0000	
13 Piedmont Ave	City of Brist		3300	G	97%	1%	2%	0%	0%	0%	F	0.100		0.569	3600	
	From:		Oakview Ave Piedmont Ave													
13)Oakview Ave	L City of Brist		2200	G	97%	1%	2%	0%	0%	0%	С	0.108		0.53	2300	
13) 64	To:		Moore St	<u> </u>	0.70	. , 0		0,0	0,0	0 / 0	Ū	000		0.00		
Truck Truck	From:		Oakview Ave													
13) (11) (19) Moore St	City of Brist	tol 0.12	7900	G	97%	1%	2%	0%	0%	0%	F	0.096		0.573	8400	
	To:		Euclid Ave													
	From:	SR 381	Commonweal	lth Ave												
3)Sycamore St	City of Brist	tol 0.40	690	G	98%	0%	1%	0%	0%	0%	С	0.115		0.512	740	
P	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	2600	G	98%	0%	0%	1%	0%	0%	С	0.098	F	0.590	2800	
	To:		Piedmont Ave													
	From:	5	SCL Abingdon	1												
Jonesboro Rd	Town of Abing		18000	G	94%	1%	1%	1%	4%	0%	С	0.091		0.544	19000	
19	To:		US 11 Main St													
orth	From:	SR 381	Commonweal	lth Ave												
881)	City of Bristol (Ma		7700	A	96%	0%	1%	0%	2%	0%	С	0.104			8100	
101)	Combined Traffic Estimates for 2 Parallel I	/		A	96%	0%	1%	0%	2%	0%	С	0.104	Α	0.541	16000	
	To:	Tioddwdys on tins riodte.	I-81		0070	0 70	—i~	0 70	270	0 70	J	0.104	,,	0.041	10000	
orth	From:	F	Ramp to I-81 S	}												
81)I-381 N Ramp	City of Bristol (Ma	aint: 95) 0.25	6800	G	96%	0%	1%	0%	2%	0%	F	0.104			7200	
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	13000	G	96%	0%	1%	0%	2%	0%	F	0.104	Α	0.541	14000	
	To:		I-81 North													
rth	From:		I-381 North													
81) Ramp I-381 N to I-81 S	City of Bristol (Ma	aint: 95) 0.31	940	G	96%	0%	1%	0%	2%	0%	F	0.120			1000	
9.7	Tor	,	I-81 South				1									
uth	From:	SP 381	Commonweal	lth Ave			i									
outh 81)	L City of Bristol (Ma		7100	A	96%	0%	1%	0%	2%	0%	С	0.108			7600	
	3.t, 3. 2otor (IVIC				/ 0	- / -	. , •	- / -	_,,	- / 0	-					
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route.	15000	Α	96%	0%	1%	0%	2%	0%	С	0.104	Α	0.541	16000	

4/9/2018 21

## Annual Average Daily Traffic Volume Estimates By Section of Route Washington Maintenance Area

								Tru	ck-			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	QV
South	From:	Ramp F	From I-81 I	North									-			
381)I-381 S Ramp	City of Bristol (Maint: 95)		6600	G	96%	0%	1%	0%	2%	0%	F	0.108			7100	G
Cc	ombined Traffic Estimates for 2 Parallel Roadwa	ays on this Route:	13000	G	96%	0%	1%	0%	2%	0%	F	0.104	Α	0.541	14000	G
	Tα:	I-	-81 South													
	From:	State St; Te														
381) (19) (421) Commonwealth	Ave City of Bristol	0.07	15000	G	94%	1%	1%	0%	4%	0%	F	0.087		0.55	16000	C
	To: From:	US 4	421 Goode	St												
381) (19) (421) Commonwealth	Ave City of Bristol	0.16	15000	G	94%	1%	1%	0%	4%	0%	F	0.087		0.525	16000	(
	To- From:	SR 113	Cumberla	nd St												
381) (19) (421) Commonwealth	Ave City of Bristol	0.16	17000	G	96%	0%	1%	0%	2%	0%	F	0.089		0.507	18000	(
	To	SR 133 I	Par; Sycam	nore St												
381) (19) (421) Commonwealth	Ave City of Bristol	0.19	18000	G	96%	0%	1%	0%	2%	0%	F	0.090		0.527	19000	(
	Toe	LIS 1	1 Euclid A	ive												
381 Commonwealth Ave	City of Bristol		18000	G	96%	0%	1%	0%	2%	0%	F	0.092		0.523	19000	(
301)	To:	Key	ys St; I-38	1												
	From:	Scott	t County Li	ine												
121 58 Gate City Hwy	Washington County	2.65	770	G	95%	0%	2%	1%	2%	0%	F	0.101		0.638	800	
	To		95-700													
121 58 Gate City Hwy	Washington County	2.47	4300	G	95%	0%	2%	1%	2%	0%	F	0.096		0.634	4500	(
	To		95-623													
421 58 Gate City Hwy	Front: Washington County	1.12	4500	G	98%	0%	1%	0%	0%	0%	С	0.096		0.612	4800	(
(38) same stry time,	Tel				0070			0,0	0,0	0,0	Ū	0.000		0.0.2	.000	
421 (58) Gate City Hwy	City of Bristol (Maint: 95)		CL Bristol 4500	G	98%	0%	1%	0%	0%	0%	С	0.096		0.612	4800	(
121 58 Gate City Hwy	To:		S 58; I-81	<u> </u>	30 /6	0 /0	1 /0	0 /6	0 /0	0 /6	C	0.090		0.012	4000	`
	From:		8; I-81 Exi	it 1												
421 Gate City Hwy	City of Bristol (Maint: 95)	0.21	7500	G	98%	0%	0%	0%	1%	0%	С	0.095		0.563	8000	(
<del>~</del>	To	I	Island Rd				$ \vdash$									
421 Gate City Hwy	City of Bristol	0.80	7500	G	98%	0%	0%	0%	1%	0%	С	0.095		0.563	8000	(
<del>~</del>	To:	W US 11 N E		; W State	e St											
Tualid Aug	From:		W US 11		000/	00/	10/	00/	00/	00/	_	0.000		0.507	10000	,
Euclid Ave	City of Bristol	0.75	11000	G	99%	0%	1%	0%	0%	0%	F	0.089		0.527	12000	(
	To: From:		Vance St													
421) (11) Euclid Ave	City of Bristol	0.19	12000	G	99%	0%	1%	0%	0%	0%	F	0.087		0.536	13000	(
<del></del>	To- From:	Bob N	Morrison B	Blvd												
(11) Euclid Ave	City of Bristol	0.18	14000	G	99%	0%	1%	0%	0%	0%	F	0.094		0.528	15000	(
~ ~	To Error		E RT 11													
(381) $(381)$ $(19)$ Commonwealth	Ave City of Bristol		18000	G	96%	0%	1%	0%	2%	0%	F	0.090		0.527	19000	(
	To:	SR 133	Par Sycam	ore St												
	Erome	SIX 133 !	iai bycalli	IOIU DI												
421 (381) (19) Commonwealth	Troni.	0.16	17000	G	96%	0%	1%	0%	2%	0%	F	0.089		0.507	18000	C

## Annual Average Daily Traffic Volume Estimates By Section of Route Washington Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	_		QC	K Factor	QK Dir Factor	AAWDT	QW
	From:	SR 113 C	Cumberlan	nd Ave											
(421)(381) (19) Commonwealth Ave	City of Bristol	0.16	15000	G	94%	1%	1%	0%	4%	0%	F	0.087	0.525	16000	G
	То:	SR 381 Co	mmonwea	alth Ave	:										
	From:	State St; Te	nnessee S	State Lin	e										
(421)(381) (19) Commonwealth Ave	City of Bristol	0.07	15000	G	94%	1%	1%	0%	4%	0%	F	0.087	0.55	16000	G
	To:	US 42	21 Goode	St											
West	From:	U	S 421 W												
West (421) Ramp US 421 W I-81 N at Exit 1	City of Bristol (Maint: 95)	0.07	1700	G								0.111		1700	G
<u> </u>	То:	Ramps US 58	8 E 96B; U	US 58 9	6B										

4/9/2018 23

				Washington Maintenance Area					
Route	Length	AADT	QA 4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K Q	Dir K Factor	AAWDT	QW	Year
Washington County		From		05 1712 Old Davisian Dd	<u> </u>				
F ₂₀ Flame Leaf Dr	0.40	200	R	95-1712 Old Dominion Rd	NA		NA		02/21/2014
120		To		Dead End					
		From		95-1707 Carson Lane					
F21) Majestic Dr	0.66	400	R		NA NA		NA		02/19/2014
<u> </u>		То		Dead End					
F22 Singingwood Rd	1.14	410	R	Dead End	NA		NA		12/31/2013
F ₂₂ Singingwood Rd	1.17	To		95-808 Halls Bottom Rd			14/4		12/01/201
		From		Dead End					
F23) Hubbard Lane	0.30	60	R		NA		NA		12/12/201
<u> </u>		To		95-611 Spring Creek Rd					
O		From		Dead End					
F ₂₄ Dennison Rd	1.29	<b>700</b>	R	05 (47 0111 1 1 1 1	NA		NA		12/12/201
		From		95-647 Old Jonesboro Rd	<u> </u>				
F ₂₅ ) Bonny Castle Dr	0.41	80	R	Dead End	NA		NA		02/25/201
F25) Bonny Castle Dr	0.41	То		95-794 Stone Mill Rd			1471		02/20/201
		From		Dead End					
F ₂₇ ) Wycoff Ave	0.28	70	R	Deta Lina	NA		NA		12/05/201
		To		95-793 Berry Creek Rd					
<u> </u>		From		Dead End					
F28) Short St	0.13	30	R		NA		NA		12/05/201
<u> </u>		То		95-793 Berry Creek Rd					
Martana Dd	0.00	From		Dead End					10/05/001
F ₂₉ Maringo Rd	0.63	1000 To	R	US 11 Lee Highway	NA NA		NA		12/05/201
		From							
F30 Empire Dr	1.00	180	R	Dead End	NA		NA		12/05/201
130)		То		US 11 Ramp to I-81					
		From		Dead End					
F31) Ingleside Dr	0.78	8	R		NA		NA		10/31/201
<u> </u>		To		95-737 College Dr					
O =		From		95-767 Deerfield Lane					
F ₃₂ Redbud Lane	0.08	45 To	R	D 15.1	NA		NA		10/24/2013
				Dead End					
F33) Glove Dr	1.98	From <b>810</b>	R	US 11; 95-751 Ramp to I-81 N	NA		NA		10/24/201
F33) Glove Dr	1.50	То	11	95-1312 Stage Coach Rd			IVA		10/24/201
		From		Dead End					
F34) Faris Dr	1.57	140	R	Betta Enti	NA		NA		10/22/201
		То		US 11 Lee Highway; 95-751					
City of Bristol									
	0.00	From	В	Commonwealth Ave	NIA		NIA -		00/05/004
F35 N Pinecrest Ln	0.60	750	R	End State Maintenance	NA		NA		02/25/2013
7 11 4 G 4				End State Mannenance					
Vashington County				Dead End	Ī				
Y MOMENTAL COMMENT		From							
O Hamila an Bd	0.87	70	R		NA		NA		12/05/2013
O Hamila an Dd	0.87		R	95-879 Old Trail Rd	NA 		NA		12/05/201
F274) Harrison Rd		70 To		95-879 Old Trail Rd FR-21 Majestic Dr					
Harrison Rd	0.87	70 From 7400	<b>R G</b> 95%	95-879 Old Trail Rd  FR-21 Majestic Dr  0% 1% 1% 3% 0%	NA C 0.093	0.557	7900	G	2017
Harrison Rd		70 To		95-879 Old Trail Rd  FR-21 Majestic Dr  0% 1% 1% 3% 0%  US 11 Lee Highway		0.557		G	
F274) Harrison Rd	0.18	70 From 7400		95-879 Old Trail Rd  FR-21 Majestic Dr  0% 1% 1% 3% 0%		0.557		G	2017

										K		Dir			
Length	AADT	QA	4Tire	Bus			-		QC	Factor	QK	Factor	AAWDT	QW	Year
	From				F	7-310									
100.12	2400	G								0.130			2400	G	2017
	Tor	<u> </u>													
0.17		R			De	ad End				NA			NA		10/31/201
	To:				95-704 E	Interprise	Rd								
0.12	From	드			De	ad End				NIA			NΙΔ		11/01/001
0.12	To:	T T			SR 75 Gre	een Sprin	g Rd			NA			INA		11/21/201
	From:		95-72	26 Chest	nut Mounta	ıin Rd; Cl	nesnut Mo	untain Rd							
0.45	180	R								NA			NA		04/11/201
1.00	From:	<u> </u>		9	95-777 Buc	keye Holl	low Rd			NΑ			NΙΔ		04/11/201
1.00	250 To:				US 58 Je	b Stuart I	Hwy						INA		04/11/201
	From:				US 58 S, J	leb Stuart	Hwy								
0.15	20	R								NA			NA		04/11/201
2.30	From:				95-756 D	oe Run I	ane						NΔ		04/11/201
2.00	To:				US 58 N, J	Jeb Stuart	Hwy						INA		U <del>-1</del> /11/201
	From:				US 58 Je	b Stuart I	Hwy								
1.20	40									NA			NA		04/11/201
0.70	From:	R			Smyth (	County Li	ine			NΔ			ΝΔ		04/11/201
0.70	190 To				Smyth (	County L	ine						INA		04/11/201
0.30	210 From	R			Sillytii C	Jounty Li	inc			NA			NA		11/07/201
	To: From:	_													
0.26	45	R			<i>75</i> -005 11,	Kamaro	ck Ku			NA			NA		08/04/201
	To:	<u> </u>													
0.56			99%	0%				0%	С	0.105		0.531	570	G	2017
	To									¬					
0.35	630 From:	G	99%	0%	1%	0%	0%	0%	F	0.1		0.5	650	G	2017
	To:									$\supset$					
0.25	590 τα	G	99%	0%				0%	F	0.096		0.589	620	G	2017
	From:	<del></del>								1					
1.00	100	R								NA			NA		04/18/201
	From				95-730	Blevins I	Rd			$\supset$					
1.20	120	R 								NA —			NA		04/18/201
0.80	280 From	R			Jefferson	Forest B	ndy			 NA			NA		04/18/201
	To:														0 1, 10, 20 1
1.30		G	96%					0%	С	0.110		0.63	250	G	2017
	To														
4.07	From		000/	001			061	001				0.500	470		0017
1.37	450		99%	0%				0%	C	U.11		0.582	4/0	G	2017
3.05	370	G	99%	0%				0%	F	0.138		0.583	390	G	2017
	To	_								¬ <u> </u>			<del>-</del>		
3.75	210 From:	G	99%	0%	0%	0%	0%	0%	F	0.133		0.516	220	G	2017
1.90	From:	G	99%	0%	95-871 <b>0%</b>	Rafferty l	Rd 0%	0%	F	NA			570	G	2017
	10 0.12  0.17  0.12  0.45  1.00  0.15  2.30  1.20  0.70  0.30  0.26  0.56  0.35  0.25  1.00  1.20  0.80  1.30  1.37  3.05	10 0.12	10 0.12	10 0.12 2400 G To To    10   10   R     10	Length   AADT   QA   4Tire   Bus   Bus	Length   AADT   QA   4Tire   Bus   2Axle	Length   AADT   QA   4Tire   Bus     Control   Control	Length   AADT   QA   4Tire   Bus	10 0.12   2400   G	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   QC   K   Factor   QK	Length   AADT   QA   4Tire   Bus     Care   Truck   Truck   Care   Car	Length   AADT   QA   4Tire   Bus   2Axie   3rAyle   1Trail   2Trail   2Tr	Length   AADT   QA   4Tire   Bus

Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County		Fron	J						LIIAII		1 40101		1 40101			
(606) Grosses Creek Rd	0.58	30	R			Smyth (	County Line				 NA			NA		05/23/2017
		Te	r			De	ad End									
Outdoor Oleve De	0.47	Fron				95-762	Loves Mill							NIA		05/00/004
607 Golden Glow Dr	0.17	160	R								NA			NA		05/23/2017
607) Flatwood Acres Rd	1.00	210 Fron	R			95-736 E, C	Golden Glov	/ Dr			NA			NA		05/23/2017
007)		To				Smyth (	County Line									
Cuino debia Dd	1.00	Fron				95-762	Loves Mill							NIA		05/00/001
608 Friendship Rd	1.69	160	R								NA			NA		05/23/2017
(608) Friendship Rd	3.30	190 From	R			95-73	6; 95-761				NA			NA		05/23/201
(000)		To	:			Smyth (	County Line									
O		Fron					Abingdon									
(609) Hillman Hwy	1.18	2000	G	99%	0%	0%	0%	0%	0%	F	0.109		0.593	2200	G	2017
609 Hillman Hwy	0.61	2400 From	G	94%	0%	95-879 ( 1%	Old Trail Ro 1%	1 4%	0%	С	0.1		0.54	2600	G	2017
(609) Hillman Hwy	0.01	Z-100		J+ 70	0 70				0 70				0.54	2000	ч	2017
(609) Hillman Hwy	1.02	1400 From	G	99%	0%	0%	Enterprise R 0%	0%	0%	F	0.100		0.658	1500	G	2017
		T.				95-694 W,	Stonybrook	Rd			$\neg$ $\vdash$					
(609) Hillman Hwy	0.11	1700	G	99%	0%	0%	0%	0%	0%	F	0.095		0.605	1800	G	2017
<u> </u>		To From					Northridge				$\exists$					
609 Hillman Hwy	1.10	1000	Α	99%	0%	0%	0%	0%	0%	С	0.141		0.561	1100	Α	2017
	0.26	Fron		000/	00/		Summit Dr	00/	00/	_	0.007		0.550	1000		2017
609 Hillman Hwy	0.36	1200 Tr	G	99%	0%	0% SR 80 W	0% /, Lindell Re	0% d	0%	F	0.097		0.559	1300	G	2017
11896	4 40	From		000/	00/	SR 80 E, C	Glenbrook A	ve	00/	_			0.504	4400	^	0047
609 Hillman Hwy	1.48	990	G	99%	0%	0%	0%	0%	0%	F	0.099		0.524	1100	G	2017
(609) Hillman Hwy	0.07	2800 From	G	99%	0%	95-737 V 0%	V, College I	0%	0%	F	0.099		0.522	3100	G	2017
(609)	0.0.						Oxford Ave				¬		0.022	0.00		
(609) Hillman Hwy	0.55	2400 From	G	99%	0%	0%	0%	0%	0%	F	0.107		0.536	2500	G	2017
<u> </u>		Te Fron				95-83	9 Alder St				$\neg$ —					
609 Hillman Hwy	2.53	1400	G	99%	0%	0%	0%	0%	0%	С	0.116		0.635	1500	G	2017
		Te	C.			WCL G	lade Spring									
Town of Glade Spring		Fron				WCL G	lade Spring									
609) Hillman Hwy	0.42	1600	R								0.116		0.635	NA		09/22/2017
<u> </u>		Fron					Old Mill Rd									
609 Maple St	0.06	2800 To	G	99%	0%	0% SR 91	0% BUS; Gap	0%	0%	F	0.098		0.582	2900	G	2017
		Fron					95-1309 Ga									
609 Blue Hill Rd	0.78	610	G	99%	0%	0%	0%	0%	0%	F	0.095		0.532	640	G	2017
Washington County						ECL U	lade Spring									
		From				ECL G	lade Spring									
609 Blue Hill Rd	0.41	690	R								0.095		0.532	NA		06/23/2017
609) Blue Hill Rd	0.65	1100	R			95-75	1 Fleet Rd				NA			NA		05/23/2017
(609) Blue Hill Rd	<u> </u>	Te				5 750 337 1	inst C :	. n 1								
609) Plum Creek Rd	1.29	390 From	R		9:	2-133 Wash	ington Sprii	ig Kđ			NA			NA		05/23/2017
		To	_			Smyth (	County Line									
0 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		Fron				95-645 V	Wallace Pik	e			<u></u>					00/21/==:=
610 Cathedral Hill St	0.10	60 To	R			ъ	od End				NA			NA		08/04/2017
		To	1			De	ad End									

					wasr	nington	Mainten	ance Ai	rea							
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County		From	J													
(611) Waylon Dr	0.40	110	R			D	ead End				NA			NA		08/04/201
		Te From					Old Jonesl									
611) Spring Creek Rd	0.48	2500	G	99%	0%	5-647 W, 0%	Old Jones 0%	boro Rd 1%	0%	С	0.189		0.831	2700	G	2017
(611) Spring Creek Rd	0.40	ZOOO To		0070	0 70	070	I-81	1 70	0 70		0.100		0.001	2700	٥	2017
611) Spring Creek Rd	0.14	6600 From	G	99%	0%	0%	0%	1%	0%	F	0.139		0.654	7000	G	2017
		T _c From	4		Ţ	US 11. US	19 Lee H	ighway								
(611) Providence Rd	1.70	1200	G	99%	0%	0%	0%	1%	0%	F	0.123		0.719	1300	G	2017
		To					S, Wyndal N, Wyndal									
(611) Providence Rd	0.90	480	R			75-0-51	i, wynaa	ic Ru			NA			NA		06/29/201
$\bigcirc$		T.e From			9	95-681 W	oodland H	lills Rd								
(611) Providence Rd	1.70	270	R								NA			NA		06/15/201
<u> </u>		T. From				95-633 B	lack Hollo	w Rd			$\Box$					
(611) Providence Rd	1.60	430	R								NA			NA		06/15/201
O complete One of a Date	0.00	From				95-700	Rich Valle	y Rd			$\supset$			NIA		05/05/004
611) Garrett Creek Rd	3.69	90	R								NA			NA		05/25/201
611) Garrett Creek Rd	0.08	80 From	<u> </u>			3.69	MN 95-70	00			NA			NA		05/25/201
(611) Garrett Creek Rd	0.00	To	· · ·			US 19 S,	Porterfield	1 Hwy						IVA		03/23/20
O N	·	From				US 19 N,	Porterfiel	d Hwy								0.4/07/00
611) North Fork River Rd	5.51	380 Tr	R			95-692 S	Toole Cre	ek Rd			NA			NA		04/27/201
$\widehat{}$		From	i e				Toole Cr									
(611) North Fork River Rd	4.74	220	R			CD 00 C	H	D.1			NA			NA		04/20/201
		From					Hayters G Hayters C	-								
611) North Fork River Rd	6.30	170	R								NA			NA		04/20/201
<u> </u>		To From			Ģ	95-747 Tu	mbling Cr	eek Rd								
611) North Fork River Rd	3.40	110	R			Convetle	Country I	ina			NA			NA		04/20/201
		From	ı				County L									
611) Ramp to I-81 N at Exit	130.15	1700	G			95-011 3	pring Cree	ck Ku			0.138			1700	G	2017
		To	c			I-	81 North									
O. D		From				95-611 S	pring Cree	ek Rd								
611) Ramp to I-81 S at Exit	130.14	1200	G			T	81 South				0.12			1200	G	2017
		From					2 Mendota	Dd								
612) Pinnacle Rd	3.19	48	R			95-002	Nichdota	Ku			NA			NA		05/16/201
		To	c			Russel	l County I	ine								
	0.00	From		070/	22/		layters Ga		20/				0.510	070	_	2017
613 Poor Valley Rd	3.93	360	G	97%	0%	1%	1%	1%	0%	F	0.089		0.513	370	G	2017
613) Poor Valley Rd	0.57	500 From	G	97%	95 0%	1%	Fumbling (	Creek Rd 1%	0%	С	0.096		0.654	520	G	2017
(613) Poor Valley Rd	0.57	300		91 /0					0 /6		0.030		0.054	320	G	2017
613) Poor Valley Rd	2.47	690 From	G	97%	0%	5-747 E, T 1%	umbling C	reek Rd 1%	0%	F	0.104		0.558	720	G	2017
		To		,-			County L								,	
		From					County Li									
614 AP Carter Hwy	1.37	250	G	99%	0%	0%	1%	0%	0%	F	0.126		0.528	260	G	2017
Oudening Didden Di	0.00	From				95-802	Mendota	Rd						NI A		05/40/003
614) Swinging Bridge Rd	0.20	170	R								NA			NA		05/16/201
(614) Swinging Bridge Rd	0.30	70 From	R			95-61	5 Federal	Rd			NA			NA		05/16/201
(614) Swinging Bridge Rd	0.30	7U					95-873				INA			INA		UJ/ 1U/ZU I

Route	Length	AADT	QA	4Tire	Bus		Tr : 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County		From	1				95-873									
(614) Swinging Bridge Rd	3.70	120	R								NA			NA		05/16/201
<u> </u>		To:			9		Barnrock vinging Bri				-					
614) Barnrock Rd	1.26	370	G	99%	0%	0%	1%	0%	0%	С	0.118		0.583	390	G	2017
614) Barnrock Rd	0.84	370 From:	R				2 Nordyke				NA			NA		07/12/201
614) Barnrock Rd	1.50	130	R				obinette C				NA			NA		07/12/201
614) Barnrock Rd	0.50	From:	R				d End; Ga				NA			NA		08/14/201
614) Appaloosa Rd	1.00	700 From:	R			95	-798; Gap d End; Ga				NA			NA		05/25/201
614) Smith Creek Rd	1.60	From:	R			95	-624; Gap				NA			NA		05/25/201
614) Smith Creek Rd	2.70	100 From:	R				asper Cree				NA			NA		05/25/201
614) Smith Creek Rd	2.20	210 From:	R		(		arge Hollo				NA			NA		05/25/201
614) Mountain Spring Rd	2.00	240 To:	R				, Rich Val Black Ho				NA			NA		06/29/201
(614) Childress Hollow Rd	1.80	70	R			95-633 E,	Black Hol	low Rd			NA			NA		11/09/201
(615) Federal Rd	1.69	140	R				County Li				NA			NA		05/16/201
(013) * **********************************		To:			9	5-614 Sw	vinging Br	dge Rd								
616) Willow Branch Rd	2.80	40	R				County Li				NA			NA		05/16/201
616) Little Wolf Run Rd	0.10	From:	R				W, Phillip				NA			NA		05/16/201
616) Little Wolf Run Rd	2.50	From:	R				629 EAST				NA			NA		05/16/201
616) Walnut Grove Rd	1.40	100 From:	R				W, Nordyl				NA			NA		05/16/201
616 Caney Valley Rd	1.53	120	R			95-622	E, Nordyk	e Rd			NA			NA		05/25/201
616) Caney Valley Rd	2.90	100 From:	R				Appaloos				NA			NA		05/25/201
616 Caney Valley Rd	1.00	90 From:	R				, Jasper Cı				NA			NA		05/25/201
616 Caney Valley Rd	1.80	70 From:	R				Jasper Cr , Smith Cr				NA			NA		05/25/201
616) Little Creek Rd	1.40	700 From:	R			95-614 S,	Smith Cro	eek Rd			NA			NA		05/25/201
(617) Cove Creek Rd	0.60	From:	R				County Li				NA			NA		07/06/201
617) Cove Creek Rd	1.10	From:	R		95	5-618 Grii	ndstone Bi	anch Rd			NA			NA		07/06/201

					**45	migton	namicin	21100 711	cu							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County		Fron	1-			95-63	0 NORTH	Ŧ			I					
(617) Livingston Creek Rd	3.50	230	R			75 05	01101111	-			NA			NA		05/16/2017
		Tr	,			95-700 N,		-								
617) Lime Hill Rd	2.40	250	·L			95-700 S,	Rich Valle	ey Rd			NA			NA		08/23/2017
617) 2	2.10	т.	ı.			95-633 Re	eedy Cree	k Rd								00/20/2011
		Fron	1:			US 58 G	ate City I	łwy								
618) Grindstone Branch Rd	2.80	80	R								NA			NA		07/06/2017
		To	):			95-617 C										
(619) Roan Lane	0.80	40	 R			95-613 P	oor Valley	y Rd			NA			NA		04/20/2017
(619) Roan Lane	0.80	<b>40</b>	»			De	ad End							INA		04/20/201
		Fron	1:			95-614 Swi		dge Rd								
(620) Anderson Dr	0.90	30	R			70 01 1 0 11 1		age Ita			NA			NA		05/16/2017
		To	00			95-802	Mendota	Rd								
$\sim$		Fron				95-614 Swi		dge Rd								
(621) Barnrock Rd	0.30	310	<u> </u>	99%	0%	0%	1%	0%	0%	С	0.12		0.6	320	G	2017
		Fron	1				Mendota									
(622) Nordyke Rd	1.57	940	L	99%	0%	95-640	Benhams 0%	0%	0%	С	0.097		0.667	980	G	2017
(622) Nordy No 11d	1.07	<b>5-10</b>	<u> </u>		0 70				070				0.007	000	ŭ	2017
(622) Nordyke Rd	2.57	660 Fron	G	99%	0%	95-700 R 0%	0%	0%	0%	F	0.097		0.655	690	G	2017
022) 11010) 110		т.				95-616 E, C										
(622) Nordyke Rd	1.17	550 From	G	99%	0%	0%	0%	0%	0%	С	0.101		0.678	570	G	2017
,		Tr				95-616 W, V										
(622) Nordyke Rd	1.07	540 From	G	99%	0%	0%	0%	0%	0%	F	0.106		0.653	570	G	2017
,		Tr	Y			95-614	Barnrock	Rd								
		Fron	1:			95-614	Barnrock	Rd								
(623) Wooten Gap	0.50	110	R								NA			NA		07/12/2017
		To	x				Mendota									
624) Smith Creek Rd	0.70	30	·L			95-614 Sı	nith Cree	k Rd			NA			NA		05/25/2017
624 Smith Creek Rd	0.70	JU To				De	ad End							INA		03/23/2017
		Fron	1:			95-614 Sı		k Rd								
(625) Jasper Creek Rd	1.20	130	R								NA			NA		05/25/2017
		To	):			95-616 W, O										
625) Jasper Creek Rd	2.00	160	<u></u>			95-616 E, C	Caney Val	ley Rd			NA			NA		05/25/2017
(625) Jasper Creek Rd	2.00	To	):			95-700 W,	Rich Vall	ley Rd						1471		00/20/2017
O 81		Fron	ı:			95-700 E,	Rich Vall	ey Rd								/22/22/
625) Pine Hill Rd	2.37	290	R								NA			NA		11/09/2017
	4.00	Fron		000/	10/	95-633 E			00/				0.540	400		0047
625) Harleywood Rd	1.23	410	G	98%	1%	0%	0%	1%	0%	F	0.107		0.543	430	G	2017
O Hadaywaad Dd	1 15	From				95-657 N, I	Reedy Cre	eek Rd						NIA		00/00/004
625) Harleywood Rd	1.45	1500	R								NA			NA		06/29/2017
625) Bordwine Rd	2.06	780 From	G	98%	1%	95-645 W	, Wallace 0%	Pike 1%	0%	С	0.11		0.533	830	-	2017
625) Bordwine Rd	2.06	7 OU	, -	90%	1 70		ee Highw		076		0.11		0.555	030	G	2017
		Fron	12			95-700 R					1					
(626) Large Hollow Rd	4.40	90	R			, 5 , 50 K	, and	,			NA			NA		05/25/2017
$\overline{}$		To	):			95-614 Sı	nith Cree	k Rd								
		Fron	1:			De	ad End									
(627) Wolf Run Rd	2.00	20	R								NA			NA		06/13/2017
<u> </u>		Fron	11			95-628	Lone Star	Rd								
(627) Wolf Run Rd	1.10	160	R		-			4.5-			NA			NA		06/13/2017
		To	))		95-700	W, Benha	ns Rd; Ri	ch Valley	Rd							

Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County		From				05 700 1	7. Danham	no D.d								
627) Haskell Station Rd	2.10	370	R			93-7001	E, Benham	IS KU			NA			NA		06/13/201
021)	_	Tr				95-633 E,	Reedy Cr	eek Rd								
O 11 1 11 21 11 21		From			ç	95-633 W,	Reedy Cr	reek Rd			<u> </u>					
627 Haskell Station Rd	0.60	380	R								NA			NA		06/13/201
<u> </u>		From				95-656 C	Goose Cree	ek Rd			<u> </u>					
627) Cowan Dr	1.40	400	R								NA			NA		06/13/201
		10	1				amp Grou									
628 Lone Star Rd	4.00	Fron				95-627	Wolf Run	n Rd			NA			NA		06/13/20
628 Lone Star Rd	4.00	<b>20</b>	R	C	05-616 W	alnut Gro	ve Rd; Lit	tle Wolf R	un Rd					INA		00/13/20
		Fron							un Ku							
629) Phillips Rd	4.10	110	R			3-01 / LIV	ingston Cı	ieek Ku			NA			NA		05/16/20
629) · ······po · · ·		To		95-	616 W, I	Little Wolf	Run Rd;	Willow B	ranch Rd							00/.0/20
		Fron	i:				ittle Wolf									
629)	0.05	60	R								NA			NA		08/14/20
<u> </u>		To				D	ead End									
O	0.00	Fron	<u> </u>			Tennes	see State I	Line			<u> </u>					07/00/00
630 Johnson Chapel Rd	0.20	380 To	R			NE (22 W)	D 4 C-	1- D.1			NA —			NA		07/06/20
		Fron					Reedy Cr									
630) Archery Range Rd	1.20	290	R			,					NA			NA		07/06/20
		Te				95-855 N	Iarys Chap	nel Rd								
630) Marys Chapel Rd	1.70	190 From	R			75 055 11	iarys enup	oci rea			NA			NA		07/06/20
, ,		T				110 50 (	Gate City 1	Цим								
630) Cove Creek Rd	2.30	190 From	R			03 38 0	Jate City I	nwy			NA			NA		05/16/201
630) 5575 67561710		 T.				05.615.6		1.5.1								00/ .0/20
630) McCall Gap Rd	1.00	70 From	 R			95-617 S,	Cove Cre	ek Rd			NA			NA		05/16/201
630 McCall Gap Rd	1.00													1471		00/10/201
630) McCall Gap Rd	0.61	120 From	 R		95	-617 N, L	ivingston (	Creek Rd			NA			NA		05/16/201
630) MicCail Gap Nu	0.01	120 To	<u> </u>			95-616 W	illow Brar	nch Rd						INA		03/10/20
		Fron					Cove Cree				_					
631) Potters Rd	1.20	230	R			93-030 (	Love Cree	K KU			NA			NA		05/16/20
631) - 611616 - 116	0	To	· · ·			95-700 1	Rich Valle	y Rd								00/.0/20
		Fron	r:			US 58 0	Gate City 1	Hwv								
632) Walker Mountain Rd	2.30	190	R			0000	Suite Oily 1				NA			NA		07/06/20
		To	00			95-630 N	Iarys Chap	pel Rd								
		Fron	ic .			Tennes	see State I	Line								
633) Reedy Creek Rd	1.50	450	G	99%	0%	1%	0%	0%	0%	С	0.12		0.667	470	G	2017
$\bigcirc$		To Fron	c				5 Young I									
633) Reedy Creek Rd	1.96	1100	L	99%	0%	1%	5 Young I 0%	0%	0%	F	0.106		0.521	1100	G	2017
633) Reedy Creek Rd	1.50	To		33 78			st Gate Ci		0 70		0.100		0.521	1100	ч	2017
		Fron	c			US 58 Eas	st Gate Cit									
633) Reedy Creek Rd	2.56	840	G	99%	0%	0%	0%	0%	0%	С	0.093		0.575	890	G	2017
		To Fron				95-641 C	amp Grou	nd Rd								
633) Reedy Creek Rd	2.26	670	G	99%	0%	0%	0%	0%	0%	F	0.103		0.559	700	G	2017
		To From	=			95-640	Benhams	Rd								
633) Reedy Creek Rd	1.73	1600	G	99%	0%	0%	0%	0%	0%	F	0.098		0.661	1700	G	2017
$\bigcup$		To	c				East Pairgi									
Dotter Lane	1.05	170	<u> </u>			95-659	E, Parigin	ı Rd			NIA			NIA		11/00/00
633 Dettor Lane	1.05	170	R			05_625 W	, Harleywo	ood Dd			NA			NA		11/09/201
		Fron					wood Rd		Rd							
633) Countiss Rd	1.23	250	R								NA			NA		06/29/201
		To	c			95-661 B	lack Hollo	ow Rd								

Route	Length	AADT	QA	4Tire	Bus		Tri			QC	K	QK	Dir	AAWDT	QW	Year
Washington County						2Axle	3+Axle	1Trail	2Trail		Fact	or	Factor			
		From					Black Hol									
(633) Black Hollow Rd	0.78	740	G	99%	0%	0%	0%	0%	0%	F	0.14	.7	0.748	780	G	2017
Plank Hallow Dd	0.00	From	_	000/			Mountain S		00/				0.604	710		2017
(633) Black Hollow Rd	2.23	680	G	99%	0%	0%	0%	0%	0%	F	0.14	1	0.694	710	G	2017
(633) Black Hollow Rd	1.95	870	G	99%	0%	95-611 0%	Providence 0%	e Rd 0%	0%	F	0.10	8	0.552	910	G	2017
(633) Dident Flee		To	Ē	0070			th Porterfie		0,70	•			0.002	0.0	<u> </u>	
C Formatt Harma Bal	0.40	From	_			US 19 N.	Porterfield	l Hwy						NIA		00/45/004
633 Everett Hagy Rd	0.48	380 To	R			IIS 10 S	Porterfield	1 Hwy			NA			NA		06/15/2013
		From					Dead End	iliwy								
(634) Abrams Falls Rd	1.60	70	R				cad End				NA			NA		07/06/201
		То				95-700	Rich Valle	y Rd								
		From				95-636 D	ishner Val	ley Rd								
(635) Young Dr	0.60	220	R								NA			NA		07/06/201
		10					Reedy Cree									
636) Dishner Valley Rd	1.90	470	L			Tennes	see State I	Line			 NA			NA		07/06/2017
(636) Dishner Valley Rd	1.50	To	<u> </u>			95-637	Miller Hil	l Rd			$\exists$	•		IVA		07/00/2017
		From					CL Bristol									
(637) Miller Hill Rd	0.94	430	R								NA			NA		07/06/2017
		To				95-636 D	ishner Val	ley Rd			$\neg$ $\vdash$					
(637) Miller Hill Rd	0.50	230	R					•			NA			NA		07/06/2017
$\bigcirc$		То				95-633 I	Reedy Cree	k Rd								
<u> </u>		From	<u> </u>			US 58.	Jeb Stuart l	Hwy			Щ.					
638 Lacy Dr	0.24	120	R			110 50	Jeb Stuart l	Trans			NA			NA		04/25/2017
		From						ııwy			_					
(639) Clayman Valley Rd	0.99	410	L R			INC	CL Bristol				NA			NA		08/23/2017
(009),		То				Ι	Dead End									
_		From				95-641	Campgroun	d Rd								
640 Benhams Rd	0.60	2200	G	99%	0%	0%	0%	0%	0%	F	0.09	2	0.663	2300	G	2017
		To					O Sharrett  O Sharrett I									
(640) Benhams Rd	0.52	1900	G	99%	0%	0%	0%	0%	0%	С	0.09	5	0.634	1900	G	2017
		To			0.5	52 MN 95	-1120 Shai	rett Lane								
(640) Benhams Rd	1.19	1700 From	G	99%	0%	0%	0%	0%	0%	F	0.09	4	0.607	1800	G	2017
		To				95-656 (	Goose Cree	ek Rd								
640 Benhams Rd	1.33	1700 From	G	99%	0%	0%	0%	0%	0%	F	0.09	3	0.662	1800	G	2017
		To From				95-633 I	Reedy Cree	k Rd			_					
(640) Benhams Rd	1.25	1900	G	99%	0%	0%	0%	0%	0%	F	0.1		0.677	1900	G	2017
		To From				95-62	2 Nordyke	Rd			$\lnot$ $\vdash$					
(640) Benhams Rd	0.78	690	G	99%	0%	0%	0%	0%	0%	F	0.10	3	0.643	720	G	2017
$\bigcirc$		To				95-700	Rich Valle	y Rd								
O 0 151		From	L	.=-/			CL Bristol				<u> </u>	_				
641) Campground Rd	0.02	380	N	97%	2%	0%	0%	0%	0%	N	0.12	5	0.615	410	N	2017
0.00	0.50	From	$\Box$	0761	251		) Benhams		601		Ţ		0.04-	44-		
641 Campground Rd	2.59	380	G	97%	2%	0%	0%	0%	0%	С	0.12	5	0.615	410	G	2017
Oceano anno del Del	0.07	From		070/	00/		Reedy Cree		00/	_		0	0.005	000		0017
(641) Campground Rd	0.97	210	G	97%	2%	0%	0%	0%	0%	F	0.11	9	0.695	220	G	2017
											1					
(641) Campground Rd	0.92	180	G	97%	2%	95-827 0%	Slaughter 0%	Rd 0%	0%	F	0.11	0	0.628	190	G	2017

Length	AADT	QA	4Tire	Bus				QC	K Facto	QK r	Dir Factor	AAWDT	QW	Year
	From	4			95-858	Hollyfield Rd								
0.63	140	R			75 050	rionyneia ita			NA			NA		05/04/201
	To	1			95-858	Hollyfield Rd								
0.19		L				SR 91			NA			NΑ		06/08/201
0.15	To					SR 91						14/4		00/00/201
	From				D	ead End								
0.50		R			05 640	Danhama Dd			NA			NA		08/14/201
	From													
1.25	2000	G	97%	1%	0%		0%	F	0.111		0.546	2100	G	2017
	To From				95-657 G	oose Creek Rd								
0.81	2200	G	97%	1%	0%		0%	F	0.102	2	0.515	2300	G	2017
	To	4												
0.31	4900	G	97%	1%	0%		0%	С	0.099	)	0.550	5200	G	2017
	To From				95-659				$\Box$					
0.76	3500	G	97%	1%	0%	1% 0%	0%	F	0.107	,	0.509	3800	G	2017
0.71	From	left	070/	10/			00/	_			0.54	0000		0017
0.71	2800		97%				0%	Г	0.118	,	0.54	2900	G	2017
1.02	2000 From	G	97%				0%	F	0.126	3	0.678	2100	G	2017
	To		0.70	.,,						,	0.07.0			
1.73	1700 From	G	98%	0%	0%		0%	F	0.105	;	0.522	1700	G	2017
	To From				95-86	9 Astor Rd			$\neg$ $\vdash$					
0.81	1500	G	98%	0%	0%	1% 1%	0%	F	0.118	3	0.526	1600	G	2017
	From		000/				22/	_			0.504	1000		2017
1.65	1700	G	98%	0%	0%	1% 1%	0%	F	0.106	j .	0.534	1800	G	2017
1 67	From 1000	<u> </u>	98%	0%			N%	C	0 116		N 519	2000	G	2017
1.07	То	<u> </u>	30 /6	0 78			0 78			,	0.515	2000	ч	2017
	From													
0.36	30	R							NA			NA		06/08/2017
	From	1												
1.77		L	98%	0%			0%	F	0.089	)	0.519	4700	G	2017
	To	-												
1.91	3200 From	G	98%	0%	0%		0%	С	0.109	)	0.638	3400	G	2017
	To From				95-666 N	Mock Knob Rd			$\Box$ $\vdash$					
2.94	2600	G	97%	0%	1%	2% 0%	0%	F	0.123	3	0.713	2800	G	2017
	From													
2.21	2300		97%				0%	C	0.104		0.615	2400	G	2017
0.87	2300		97%				0%	F	0.102	)	0.520	2400	G	2017
0.07	<b>2300</b>		31 /6	0 76			0 78		0.102	•	0.520	2400	ч	2017
0.24	2800 From	G	97%	0%			0%	F	0.103	3	0.574	2900	G	2017
	To	1												
0.28	5000 From	G	99%	0%	0%		0%	С	0.096	;	0.606	5200	G	2017
	From				FR-24									
0.03	5900 _{To}	G	99%	0%	0%		0%	F	0.091		0.571	6200	G	2017
	To	9			I-81 NB	Ramp Exit 14								
	P.													
: 140.11	From <b>3900</b>	G				d Jonesboro Rd			0.092	2		3900	G	2017
	0.63  0.19  0.50  1.25  0.81  0.76  0.71  1.02  1.73  0.81  1.65  1.67  0.36  1.77  1.91  2.94  2.21  0.87  0.24  0.28	0.63	0.63	0.63	0.63	Control   Cont	AADT   QA   4Tire   Bus   2Axle 3+Axle 1Tra	140	AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   QC	AADT	AADT   AADT   A   ATire   Bus   2Axle 3+Axle   1Trail   2Trail   Cr   Factor   Cr	Company   Com	Company   Comp	Company   Comp

					Was	hington N	<i>M</i> aintenan	ce Are	ea							
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County		From	1			SR 140	Jonesboro R	d								
(647) Ramp to I-81 S at Exit	140.14	5700	G					-			0.084			5700	G	2017
		To				I-8	31 South									
O		From	<u> </u>				Cings Mill Pil									
648 Sinking Creek Rd	0.80	1200	G	99%	0%	1%	0%	0%	0%	С	0.105		0.657	1200	G	2017
Circlina Create Dd	0.70	From				95-649	Highpoint Ro	1						NIA		00/15/0015
648 Sinking Creek Rd	0.70	410 To	R			De	ead End				NA			NA		08/15/2017
		From	4				d Jonesboro	Rd			1					
(649) Junction Dr	0.40	3500	G	97%	0%	0%	2%	0%	0%	С	0.107		0.611	3700	G	2017
		To		9			sboro Rd; Ki		ll Pike							
(649) Highpoint Rd	0.70	510	L	97%	0%	95-647 E, C 0%	Old Jonesbor	o Rd 0%	0%	F	0.124		0.578	540	G	2017
(649) Highpoint Rd	0.70	310		37 76	0 70				0 70		0.124		0.570	340	a	2017
(649) Highpoint Rd	0.10	870 From	G	97%	0%	95-1450 0%	Brynwood I	0%	0%	F	0.120		0.589	930	G	2017
(649) Highpoint Rd		To	Ľ	J. 70			nking Creek		3,0							
		From				Tenness	see State Lin	e								
(650) Old Jonesboro Rd	0.30	3800	G	97%	0%	0%	2%	0%	0%	С	0.104		0.604	4000	G	2017
$\overline{}$		To From				95-649	Junction Dr				$\Box$					
(650) Old Jonesboro Rd	0.70	470	R								NA			NA		08/15/2017
		То	1			95-654	4 Hearst Rd									
A 01	0.00	From	Ļ			95-609	Hillman Hwy	у						NIA		05/40/0045
651) Aspen St	0.20	90 To	R			95-737	College Dr				NA			NA		05/18/2017
		From	1				lum Creek R	d			_					
652) Sharon Lane	0.20	40	R			93-009 F	Tuili Cieek N	·u			NA			NA		05/23/2017
002		To	1		9.	5-753 Wasl	hington Sprii	ng Rd								
		From				95-663 G	olden View	Dr								
(653) Cleveland Church Rd	0.20	30	R								NA			NA		08/14/2017
<u> </u>		То	1			De	ead End									
← Hooret Pd	1.70	610	<u> </u>			95-647 OI	d Jonesboro	Rd			 NA			NA		08/15/2017
(654) Hearst Rd	1.70	To	R			95-666 N	Aock Knob F	2d						INA		00/13/201
		From	4				Benhams Ro									
(655) Oak Grove Rd	2.10	480	R			75 010	Demianio Ite				NA			NA		08/23/2017
		То	4			95-645	Wallace Pike	e								
		From			95-62	27 Cowan I	Dr; Haskell S	tation F	Rd							
656 Goose Creek Rd	0.43	570	R								NA			NA		06/13/2017
<u> </u>		From				Urbar	n Boundary				$\Box$					
(656) Goose Creek Rd	0.07	570	R			05.640.3					NA			NA		06/13/2017
		From	1				I, Benhams F I, Benhams F									
(656) Goose Creek Rd	2.10	930	R				, =				NA			NA		08/23/2017
		To				95-657 I	Rocky Hill R	d								
		From				95-645	Wallace Pike									
(657) Rocky Hill Rd	0.45	1200	G	98%	1%	0%	0%	0%	0%	С	0.095		0.764	1300	G	2017
<u> </u>		To From					Merrimac D				$\Box$					
(657) Rocky Hill Rd	1.80	<b>220</b>	G	98%	1%	0%		0%	0%	F	0.116		0.571	230	G	2017
		From					S, Parigin Ro N, Parigin Ro				-					
(657) Reedy Creek Rd	0.80	900	G	98%	1%	0%	0%	0%	0%	F	0.115		0.681	940	G	2017
$\overline{}$		To					Harleywood									
(657) Reedy Creek Rd	1.40	From 500	G	98%	1%	95-625 S, 0%	Harleywood 0%	Rd 0%	0%	F	0.101		0.570	520	G	2017
(65/) needly Creek nu	1.40	500		JO 70	1 70		ack Hollow		U 7/0	Г	0.101		0.570	520	G	2017
			1			93-001 BI	ack nollow	ĸα								

					wası	nington I	viaintena	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		TrıTrı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County		From	1			CD 75 C	noon Cania	~ D.d								
(658) Lombardy Lane	0.41	300	R			SK /3 U	reen Sprin	g Ku			NA			NA		07/14/201
		To				95-670 D	enton Vall	ey Rd								
Cloar Crook Pd	1.07	From		000/	10/		L Bristol	10/	00/	-	0.007		0 E11	E600	G	2017
(659) Clear Creek Rd	1.07	5300 To	G	98%	1%	1% 95-645 S	0% , Wallace	1% Pike	0%	С	0.097		0.511	5600	G	2017
O Devicie Dd	0.40	From		000/		95-645 N,	Wallace P	ike Rd	00/	_			0.070	1000	^	0047
(659) Parigin Rd	2.19	1200 To	G	98%	1%	1% 95-633 E,	0% Reedy Cre	1% eek Rd	0%	F	0.1		0.679	1300	G	2017
O Duffele Devel De	0.00	From				5-633 Eas							0.540	NIA		11/00/001
(659) Buffalo Pond Rd	2.06	280	R								0.112		0.512	NA		11/09/201
(659) Buffalo Pond Rd	0.70	100 From	R			95-660	Canter La	ane			NA			NA		11/09/201
000)		To				95-700 I	Rich Valle	y Rd								
<u> </u>		From	L			D	ead End									
660 Canter Lane	0.40	<b>40</b>	R			95-659 B	uffalo Pon	nd Rd			NA			NA		08/14/201
		From	4		95-6	645 Wallac			1		1					
(661) Black Hollow Rd	0.40	1000	G	98%	0%	1%	0%	1%	0%	С	0.136		0.76	1100	G	2017
<u> </u>		To From				95-657 R	eedy Cree	k Rd								
(661) Black Hollow Rd	0.80	800	G	98%	0%	1%	0%	1%	0%	F	0.142		0.76	830	G	2017
		From	1				Countiss									
662) Spring Valley Rd	0.77	350	R			93-043 V	V, Wyndal	ека			NA			NA		06/29/201
002) 1 0 7		To From	_			95-804 R	Sust Hollov	w Rd								
(662) Spring Valley Rd	0.55	200	R								NA			NA		06/29/201
<u> </u>		To	1				E, Wyndale									
(663) Golden View Dr	4.42	580	L			95-647 O	ld Jonesbo	ro Rd			NA			NA		11/07/201
003)		To				95-665 W	, Clevelar	nd Rd								
(663) Shell Rd	0.48	360	L R			95-665 E	, Clevelan	d Rd			NA			NA		08/03/201
663) 511011 110	0.10	To				SR 75 W,	Green Spr	ing Rd								00/00/201
(663) Country Park Rd	0.78	150	R			SR 75 E, 0	Green Spri	ng Rd			NA			NA		08/03/201
663) Godiniy Fank Fla	0.70	To	<u> </u>			95-664	W, Lake	Rd						14/3		00/00/201
663) Country Park Rd	0.29	From	<u> </u>			95-664	E, Lake I	Rd			NA			NA		11/07/201
663 Country Park Rd	0.29	170	R			D	ead End							INA		11/07/201
		From					ead End									
664) Lake Rd	0.92	80	R								NA			NA		07/14/201
<u> </u>		From				95-6	663 WEST	•			<u> </u>					/2=/22
664) Lake Rd	1.46	170	R								NA —			NA		11/07/201
(664) Lake Rd	1.57	330 From	R			95-669	Bowman	Rd			NA			NA		11/07/201
(664) Earte 11d	1.07	To				95-6	70 WEST							1471		11/07/201
Aven Lone	1.07	360	R			95-0	670 EAST				NA			NA		11/07/201
664) Aven Lane	1.07	To	<u> </u>			95-	672; Gap							INA		11/07/201
Whiteker Hellew D.	4.00	From	Ę				d End; Gap	)			NIA.			NIA.		04/05/004
664) Whitaker Hollow Rd	4.63	<b>90</b>	R			95-674 D	enton Vall	ev Rd			NA			NA		04/25/201
		From	•				, Clevelar				i					
(665) Cleveland Rd	0.30	830	R					-			NA			NA		11/09/201
<u> </u>		From				95-666 E,										
665) Cleveland Rd	3.12	650 To	G	98%	1%	1%	0%	0%	0%	С	0.093		0.514	680	G	2017
		To				95-6	71 Neal Ro	a								

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
Washington County		From	ı			05.6	71 Neal Rd	ı							
(665) Cleveland Rd	0.90	880	G	98%	1%	1%	0%	0%	0%	F	0.096	0.580	920	G	2017
		To			95-	670 Greei	n Springs C	hurch Rd							
		From					ld Jonesbo								
666 Mock Knob Rd	0.75	1500	G	99%	0%	0%	0%	1%	0%	F	0.097	0.576	1600	G	2017
Marala Krasla Dal	4 4 7	From		000/	00/		54 Hearst R		00/		0.007	0.050	4700		0047
666 Mock Knob Rd	1.17	1600	G	99%	0%	0%	0%	1%	0%	С	0.097	0.653	1700	G	2017
(666) Mock Knob Rd	0.90	1400	G	99%	0%	95-791 0%	1 Ketron La 0%	ne 1%	0%	F	0.104	0.629	1500	G	2017
(666) Mock Knob Rd	0.30	1400 To	<u> </u>	33 /6	0 /6		E, Cleveland		0 /6	- '	0.104	0.023	1300	u	2017
O		From					V, Clevelan								
(666) Cleveland Rd	0.02	710	R				Q: . Y				NA		NA		08/23/201
		From	1				see State L	ine							
(667) Mast Rd	0.30	20	L			L	Dead End				NA		NA		08/14/201
(667) Mast 11d	0.00	To	·			95-724 I	Beech Grove	e Rd			<b>—</b> "		100		00/11/2011
		From					Kings Mill								
(668) White Oak Rd	0.19	80	R								NA		NA		08/14/2017
<u> </u>		То	d			Ι	Dead End								
O		From				95-6	64 Lake Ro	l							
669 Bowman Rd	0.52	430	R			CD 75 C		D.I.			NA —		NA		11/07/2017
		From	1				Breen Spring								
(670) Vances Mill Rd	0.72	2500	R			SCI	_ Abingdon				NA		NA		07/19/201
(670) ************************************	o <u>-</u>	To				05.704	Ct Mill	D.I							0.7.07.20
(670) Spoon Gap Rd	4.56	1500 From	R			95-794	Stone Mill	Kū			NA		NA		11/09/2017
070) -1		To				05 009 1	N, Drugan I	ono							
(670) Spoon Gap Rd	0.39	1800	R			93-9061	N, Drugan i	Lanc			NA		NA		11/09/2017
		To	oc			SR 75	NORTH; C	iap							
670) Green Springs Churc	h Dan na	From				95	-665; Gap				 NA		NA		07/14/2017
(670) Green Springs Churc	II Nuo.03	860 To	R			SI	R 75 MID						INA		07/14/201
		From					Green Sprii	ng Rd							
(670) Green Springs Churc	h Rd0.43	1800	R								NA		NA		07/14/2017
<u> </u>		From				95-658	Lombardy I	ane							
670 Denton Valley Rd	2.88	1500	R								NA		NA		07/14/2017
<u> </u>		From				95-674 D	enton Valle	y Rd			⇉┈				
670 Denton Valley Rd	0.60	410	R		05	672 Duals	e Rd; Twin	Oalra Dd			NA		NA		07/14/2017
		From			93-										
(671) Neal Rd	1.40	130	R			95-665	Cleveland	Ka			NA		NA		08/03/2017
(671)		То				Ι	Dead End								
		From				95-66	4 Aven Lar	ne							
(672) Parks Mill Rd	2.51	1100	R								NA		NA		07/14/2017
		То	e e			SR 75 C	reen Spring	g Rd							
Turin Octor Dd	4.40	From		-	-	Tennes	ssee State L	ine					N.I.A.		04/05/004
673 Twin Oaks Rd	1.10	440	R								NA 		NA		04/25/2017
On Draka Pd	1 70	From				95-670 D	enton Valle	y Rd					NIA		11/07/001
673 Drake Rd	1.70	130 To	R		04	5-759 Dro	ke Rd; Hor	izon Dr			NA T		NA		11/07/2017
		From	4				enton Valle								
(674) Denton Valley Rd	1.20	430	G	98%	0%	1%	0%	1%	0%	С	0.114	0.6	450	G	2017
<u>., .</u>	-	To	_	-			59 Drake R		-						
(674) Denton Valley Rd	0.50	370 From	G	98%	0%	1%	0%	1%	0%	F	0.109	0.624	380	G	2017
( )		-					ee St Line;								

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County		From			,						1					
674) Denton Valley Rd	3.00	460	G	98%	0%	1%	0% ORd; Swee	1%	0% Rd	F	0.104		0.587	480	G	2017
		From			75 710		Watauga		110							
(675) Good Hope Rd	0.70	1300	R								NA			NA		06/27/2017
<u> </u>		From				95-82	29 Keller R	d								
675 Good Hope Rd	1.79	800	R								NA			NA		06/27/2017
(675) Cornelius Dr	1.10	360 From	L			95-102	8 Heron Cir	rcle			 NA			NA		06/27/2017
(675) Cornelius Dr	1.10	300 To	R			D	ead End							INA		00/27/2017
		From					enton Valle	ey Rd								
(676) Azure Lane	1.91	80	R								NA			NA		07/14/2017
<u> </u>		To From				1.91	ME 95-670	)			$\Box$ $\vdash$					
676 Azure Lane	0.09	90	R								NA			NA		07/14/2017
<u> </u>	0.40	From				95-672	Parks Mill	Rd			$\supset$			N/A		07/44/0047
(676) Browning Rd	0.48	380	R								NA 			NA		07/14/2017
Prouving Pd	0.70	From	<u> </u>			95-90	06 Misty R	d			0.137		0.615	NA		07/14/2017
676 Browning Rd	0.70	230 To	R			D	ead End				0.137		0.613	INA		07/14/2017
		From	1				reen Spring	₂ Rd								
(677) Watauga Rd	0.21	1200	G	98%	0%	1%	1%	0%	0%	F	0.089		0.533	1200	G	2017
$\overline{}$		T _e From				95-902	Farnsworth	Rd			_					
(677) Watauga Rd	2.80	1800	G	98%	0%	1%	1%	0%	0%	F	0.091		0.598	1900	G	2017
<u> </u>		To From					10 Eden La				$\Box$					
(677) Watauga Rd	1.20	2400	G	98%	0%	1%	1%	0%	0%	С	0.096		0.615	2500	G	2017
Watering Dd	0.10	From	$\Box$	000/	10/		leb Stuart F		00/		0 107		0.500	1000		0017
(677) Watauga Rd	2.10	950	G	98%	1%	0% US 11	1% Lee Highw	0%	0%	С	0.107		0.523	1000	G	2017
		From	4				ead End									
(678) Vances Mill Rd	0.80	1700	R								NA			NA		07/19/2017
		To	1			95-670	Spoon Gap	Rd								
Companyith Lane	0.10	From				95-663 C	Country Par	k Rd						NIA		00/14/0017
(679) Gunsmith Lane	0.16	<b>30</b>	R			D	ead End				NA T			NA		08/14/2017
		Fron					CL Bristol									
(680) Wagner Rd	2.07	310	R								NA			NA		08/23/2017
$\overline{}$		To				95-641 C	amp Groun	d Rd								
Wasalland Lilla Dd	0.00	From	<u> </u>			95-611	Providence	Rd						NIA		00/45/0047
(681) Woodland Hills Rd	0.60	610	R								NA			NA		06/15/2017
(681) Woodland Hills Rd	1.58	2000 From	R			95-683	3 Adare La	ne			NA			NA		08/11/2017
(681) Woodland Hills Rd	1.00	To	Ü			WCl	L Abingdor	1								00/11/2017
		From				D	ead End									
683 Adare Lane	0.55	200	R								NA			NA		06/15/2017
		To	1		ç		oodland Hi									
(684) Rattle Creek Rd	1.80	130	L			95-760	6 Rustic La	ne			 NA			NA		07/12/2017
(684) Rattle Creek Rd	1.00	Te				05 901	Vimboulin	D.4						147 (		0771272017
(684) Rattle Creek Rd	1.12	330 From	R			93-891	Kimberlin	Ku			NA			NA		08/11/2017
		To					-700 MID									
684) Fall Hill Rd	3.80	120	R			95-700 E	, Rich Valle	ey Rd			 NA			NA		04/27/2017
(684) Fall Hill Rd		Te	_			05 000 1	Takin C	, D.1								
684) Fall Hill Rd	1.00	150 From	R			yo-898 <b>(</b>	Cabin Creel	K Ka			NA			NA		04/27/2017
00-7		To	Ė		(	95-700 W	, Rich Vall	ey Rd			$\exists$					

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County		Fron														
(685) Terrace Dr	0.06	40	R			NC	CL Bristol				NA			NA		08/14/2017
		Tr	n.			D	ead End									
<u> </u>		Fron				D	ead End									
(686) Moore Creek Rd	0.43	10	R		0	5 745 8 4	Old Saltwo	dzo Dd			NA			NA		08/14/201
_		Fron	n:				Old Saltwo									
(686) Moore Creek Rd	1.50	70	R								NA			NA		05/11/201
<u> </u>		To	0:				ckwell Cha									
(687) Trout Rd	0.51	280	·L		9	5-611 No	rth Fork Ri	ver Rd			NA			NA		04/27/201
(687) Trout Rd	0.51	200												INA		04/21/201
687) Trout Rd	0.11	280 From	R			0.51	MN 95-611				NA			NA		04/27/201
(687) Trout Rd	0.11	200				0.62	10105 (1	1						1471		04/27/201
687) Trout Rd	0.30	280 From	R			0.62	MN 95-611				NA			NA		04/27/201
(687) Trout Rd	0.00	To	0:			95-689 B	rumbley Ga	p Rd			<b>–</b> i"`					0 1/2//201
		Fron	n:			95-689 B	Brumley Ga	p Rd								
688) Scott Ridge Rd	0.45	80	R								NA			NA		08/14/201
$\bigcup$		To	00			D	ead End									
O B 11 0 B1	0.40	Fron		000/	00/		Porterfield H		00/	_	2 400		0.000	222	_	0017
689 Brumbley Gap Rd	3.10	660	G	98%	0%	1%	0%	0%	0%	С	0.102		0.693	690	G	2017
O Downski and O and Dale	0.50	From		000/	00/		Scott Ridge		00/	_			0.540	400		0047
689 Brumbley Gap Rd	0.50	410	G	98%	0%	1%	0%	1%	0%	С	0.103		0.510	430	G	2017
O Danish Land O and Dal	0.00	Fron		000/	00/		87 Trout Ro		00/		0.400		0.574	100		0047
689 Brumbley Gap Rd	6.90	130	G	98%	0%	1%	1% Hayters Gap	0%	0%	С	0.130		0.571	130	G	2017
		Fron	n:				orterfield H									
690) Hidden Valley Rd	2.00	230	R			03 191	orterneta i	iw y			NA			NA		04/27/201
		To	00			D	ead End									
		Fron	n:			SR 80 H	layters Gap	Rd								
(691) Clinch Mountain Rd	1.00	60	R								NA			NA		04/20/201
<u> </u>		10	00				ead End									
(692) Whites Mill Rd	0.46	1300	G	99%	0%	0%	Abingdon 0%	0%	0%	С	0.094		0.587	1300	G	2017
(692) Whites Mill Rd	0.40	1300		33 70					0 70		0.054		0.507	1000	ч	2017
(692) Whites Mill Rd	0.41	910 Fron	G	99%	0%	95-1510 ( 0%	Green Villag 0%	ge Rd 0%	0%	F	0.095		0.587	950	G	2017
(692) Whites Milli Ha	0.11	J.0		0070	0 70				0 70				0.007	000	ŭ	2017
692) Whites Mill Rd	2.56	600 Fron	G	99%	0%	95-695 0%	Chip Ridge 0%	0%	0%	F	0.104		0.677	630	G	2017
(692) Whites Mill Rd	2.00	T.		0070	0 70				0 70				0.077	000	ŭ	2017
(692) Whites Mill Rd	0.11	580 Fron	G	99%	0%	0%	95-930 0%	0%	0%	F	0.107		0.649	610	G	2017
(692)	0	т.		00,0					0,70	•			0.0.0	0.0	<u> </u>	
692) Toole Creek Rd	1.28	430 Fron	R			93-700 E,	, Rich Valle	y Ku			NA			NA		04/20/201
032)	•	Te				1 20	MN 95-700	`								
692) Toole Creek Rd	0.73	380 From	R			1.20	WIN 93-700	)			NA			NA		04/20/201
(032)		Te				05 765	Canebrake	Dd								
692) Toole Creek Rd	0.34	350 From	R			95-105	Cancorake	Ku			NA			NA		04/20/201
002)		To			9	5-611 No	rth Fork Ri	ver Rd								
		From	n-			95-69	9 Walden R	d								
693) Litchfield Rd	2.42	290	R								NA			NA		05/11/201
		To	0:				Rich Valley									
$\bigcup$												_				
	0.10	Fron		000/	10/		Rivermont		00/	^	0 101		0.55	260	0	2017
694) Greenway Rd	2.10	340	G	98%	1%	1%	1%	0%	0%	С	0.101		0.55	360	G	2017
	2.10		G	98%	1%	1%		0%	0%	C F	0.101		0.55 0.515	360 440	G G	2017

Douto	Longth	AADT	04	4Tiro			Tr	uck		00	K	OK	Dir	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	OW	Vaar
Route	Length	AADT	QA	4Tire	Bus	2Axl	e 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QVV	Year
Washington County		Fron	n-				E, Hillman	Hwy								
694 Northridge Rd	0.18	890	G	98%	0%	1%	1%	0%	0%	С	0.090		0.719	930	G	2017
(694) Northridge Rd	1.62	840 From	G	98%	0%	95-811 1%	Farmingto 1%	n Rd 0%	0%	F	0.095		0.731	880	G	2017
(694) Northridge Rd	1.00	280 From	R			95-740 S	, Old Saltw	orks Rd			NA			NA		05/11/2017
(694) Northinge Hu	1.00	<b>200</b>	'n			95-77	9 Hillandalo	e Rd						INA		03/11/2017
		Fron	n:			95-692	Whites M	ill Rd								
695) Chip Ridge Rd	0.60	330	R								NA			NA		06/15/2017
695) Chip Ridge Rd	1.70	140 From	R			95-0	597 Branch	St			NA			NA		06/15/2017
(695) Chip Ridge Rd	1.30	Fron	R			95-69	6 Hillandal	e Rd			NA			NA		06/15/2017
(695) G.mp 1 mage 1 m		To	0:				E, Rich Val	_								
695) Grandview Rd	0.70	30	R			95-700 V	W, Rich Va	lley Rd			 NA			NA		04/20/2017
(695) Grandview Rd	0.70	To	00				Dead End							1471		04/20/2011
		Fron				95-695	Chip Ridg	e Rd								
696 Hillandale Rd	1.55	60	R			05.60	3 Litchfield	1 D.4			NA			NA		06/15/2017
		Fron					Chip Ridg				+					
(697) Branch St	1.84	350	R			75-07.	Chip Riug	,c Ru			NA			NA		06/15/2017
$\bigcirc$		To	00			NO	CL Abingdo	n								
	0.10	From					Dead End							NA		00/14/001
(698)	0.12	30 Tr	R			95-663	Country Pa	rk Rd			NA T			NA		08/14/2017
		Fron	n:				L Abingdo									
699) Walden Rd	0.84	780	R								NA			NA		09/22/2017
O Waldan Dd	0.10	Fron				95-70	02 Baugh L	ane			$\supset$			NIA		07/40/004
699 Walden Rd	2.10	990	R								NA			NA		07/12/2017
(699) Walden Rd	0.90	510 From	R			95-69	3 Litchfield	l Rd			NA			NA		07/12/201
(699) Waldon Ha	0.00	To	00			95-740	Old Saltwo	rks Rd			<u> </u>					0771272011
		Fron	n:				Gate City									
700 Rich Valley Rd	0.04	940	G	95%	2%	1%	1%	1%	0%	F	0.118		0.529	980	G	2017
<u></u>	1.26	Fron		95%	2%	95-6 1%	31 Potters 1%	Rd 1%	0%	С	0.116		0.663	680	G	2017
(700) Rich Valley Rd	1.36	650	G	95%						U	0.116		0.663	000	G	2017
(700) Rich Valley Rd	1.50	460 Fron	G	95%	2%	617 Nort 1%	h Livingstor	1%	0%	F	0.106		0.573	480	G	2017
, ,		Te	2				Camp Grou									
(700) Rich Valley Rd	1.29	380 From	G	95%	2%	1%	-	1%	0%	F	0.105		0.613	400	G	2017
		T _e Fron	n:			95-627	W, Wolf R	un Rd								
(700) Benhams Rd	0.95	600	G	95%	2%	1%	1%	1%	0%	F	0.095		0.585	630	G	2017
	4.70	From				95-64	0 Benhams	Rd			$\supset$					05/05/0045
700 Rich Valley Rd	1.70	210	R								NA			NA		05/25/2017
700 Rich Valley Rd	1.75	400 From	R			95-62	22 Nordyke	Rd			NA			NA		05/25/2017
(700) Rich Valley Rd	3.75	320 From	R			95-659	Buffalo Po	nd Rd			NA			NA		05/25/2017
$\bigcirc$		T _e Fron	12			95-614 V	V, Smith Cı	eek Rd								
700 Rich Valley Rd	3.40	1300	R								NA			NA		05/25/2017
Diale Velle Di	0.07	Fron				US 19	Porterfield	Hwy						NIA.		04/07/22:1
(700) Rich Valley Rd	0.07	1200	R			05.755	W, Brinkle	D 1			NA			NA		04/27/2017

					wash		aintenance Ar			14		D:			
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County		From													
(700) Rich Valley Rd	1.00	1300	R			93-773 E,	Brinkley Rd			NA			NA		04/27/2017
O B: 1 V II - B I	2.00	From	Ē			95-684 W,	Fall Hill Rd								00/45/0045
700 Rich Valley Rd	3.28	670 To	R			05 (02 F. T.	1.6.1.01			NA			NA		06/15/2017
(700) Rich Valley Rd	3.10	460 From	R			93-092 E, 10	oole Creek Rd			NA			NA		06/15/2017
(700) Rich Valley Rd	1.80	230 From	R			95-741 W,	Finley Lane			NA			NA		06/15/2017
700) Flich Valley Flu	1.00	To				SR 80 Hay	ters Gap Rd						INA		00/13/2017
700) Rich Valley Rd	6.41	340 From	R							NA			NA		05/11/2017
		To					Saltworks Rd			<u> </u>					
701) Painter Creek Rd	0.23	760	R			Tennesse	State Line			NA			NA		11/09/2017
		То					en Spring Rd								
702) Baugh Lane	0.15	700	R			NCL A	bingdon			NA			NA		07/12/2017
		То				95-699 V	Valden Rd								
(703) Shortsville Rd	1.40	From <b>640</b>	R			95-740 Old	Saltworks Rd			 NA			NA		05/11/2017
(703) 6.16.16.1		To From				95-743 Yello	ow Springs Rd			¬ <u>—</u>					
703) Shortsville Rd	1.30	270	R							NA			NA		05/11/2017
<u> </u>		From					yters Gap Rd yters Gap Rd								
703 Chestnut Ridge Rd	2.74	230 To	R			95-700 Ric	h Valley Rd			NA			NA		05/11/2017
		From					Lee Hwy			1					
704) Enterprise Rd	0.57	2700	G	83%	1%	0%	1% 15%	0%	F	0.092		0.585	2900	G	2017
(704) Enterprise Rd	0.53	From 4500	G	83%	1%	I-81 I	Exit 22 1% 15%	0%	С	0.093		0.680	4700	G	2017
704)		То					illman Hwy								
704) Ramp to I-81 N at Exi	+ 22.0.26	From	G	83%	1%	95-704 Er	terprise Rd 1% 15%	0%	F	0.103			950	G	2017
(704) Ramp to I-81 N at Exi	1 22 0.20	900 To		03 /6	1 /0		176 1376 11 N	0 /6	<u>'</u>	0.103			930	G	2017
O B		From		222/	10/		terprise Rd	00/		2 4 2 5			1000		0047
704) Ramp to I-81 S at Exi	t 22 0.21	1700 _{To}	G	83%	1%	0% I-8	1% 15% 31 S	0%	-	0.105			1800	G	2017
		From				95-706 Ri	vermont Rd								
705 Honey Locust Rd	1.23	260	R							NA —			NA		06/21/2017
(705) Honey Locust Rd	0.70	From Prom	R			95-904 P	orter Lane			 NA			NA		06/21/2017
,		То				95-677 W	/atauga Rd								
(706) Rivermont Rd	0.30	650 From	G			US 58 Jeb	Stuart Hwy			0.114		0.545	680	G	2017
(706) Rivermont Rd	0.30	030 To				95-1227 R	idgeview Dr			0.114		0.545	000	G	2017
706) Rivermont Rd	2.18	240 From	G			75 1227 K	iageview Di			NA			250	G	2017
Diverse and D.1	1.00	From	Č			95-694 Gı	reenway Rd			0 1 1 7		0.000	070		0017
706 Rivermont Rd	1.90	260 To	G			95-803 Ced	lar Creek Rd			0.117		0.629	270	G	2017
		From					d End								
707 Remine Rd	1.30	<b>50</b>	R			95-706 Ri	vermont Rd			NA			NA		06/27/2017
		From					R 91			_					
(708) Rhea Valley Rd	2.80	1300	G	98%	1%	0%	0% 1%	0%	С	0.097		0.682	1300	G	2017
$\overline{}$		To				US 5	8 MID								

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County		Fron	n-			US 58 S	Jeb Stuart	Hwv								
(708) Bethel Rd	1.37	140	R			0000	, see Stuart	11111			NA			NA		08/25/2017
$\overline{}$		From	n:			95-72	2 Osceola l	Rd			_					
708 Bethel Rd	1.05	1100	R			LIC CO N	T 1 C	**			NA			NA		04/25/2017
		Fron					, Jeb Stuart				_					
(709) Rivermont Rd	0.90	210	R			95-122	Blue Spring	s Ka			NA			NA		04/18/2017
(100)		T	00	Ģ	95-803 F	Rebel Reco	ords Lane; (	Cedar Cre	ek Rd							
		Fron				Tenne	see State I	ine								
710 Sweet Hollow Rd	2.70	200	R								NA			NA		07/14/2017
Alvarada Dd	1.50	From		000/	10/		enton Vall		00/		0.000		0 E71	740	G	2017
710 Alvarado Rd	1.52	710	G	98%	1%	1%	0%	0%	0%	С	0.083		0.571	740	G	2017
(710) Saturn Dr	1.40	990 From	R			95-72	2 Osceola l	Rd			NA			NA		04/25/201
(710) Satam 21	1.10	Т-	0:			95-70	08 Bethel R	.d								0 1/20/2011
		Fron	n:			95-710 S	weet Hollo	w Rd								
(711) Alvarado Rd	1.50	290	G	98%	0%	1%	0%	1%	0%	F	0.101		0.539	310	G	2017
<u> </u>		Fron			95-712		r Rd; S Blu									
(711) Alvarado Rd	1.31	310	G	98%	0%	1%	0%	1%	0%	С	0.097		0.514	330	G	2017
		Fron	n:				3 Alverado 3 Alvarado									
(711) Alvarado Rd	0.03	49	R								NA			NA		11/07/2017
		Fron	n:				58 WEST 58 EAST									
(711) Alvarado Rd	0.46	260	R			0.0	30 E/101				NA			NA		06/08/2017
		T	0:			Old	JS 58 EAS	T								
O 51 ((1) 11 5 1		From	n.			Ι	Dead End									00/01/00/
(712) Bluff Hollow Rd	1.20	130	R								NA ——			NA		06/21/2017
(712) Bluff Hollow Rd	0.50	190	R			95-7	13 Alex Ro	1			NA			NA		06/21/2017
(712) Bluff Hollow Rd	0.50	190												INA		00/21/2017
(712) Delmar Rd	1.43	500 From	R			95-71	Alvarado	Rd			NA			NA		06/21/2017
(112) = 0		T	00				Jeb Stuart									
(712) Zion Church Rd	1.10	From				US 58 N	, Jeb Stuart	Hwy						NA		06/08/2017
(712) Zion Church Rd	1.10	190	R			95-71	9 McCann	Rd			NA T			INA		00/00/2017
		Fron	n:				Dead End									
(713) Alex Rd	0.70	70	R								NA			NA		06/21/2017
		T	0:			95-712	Bluff Hollo	w Rd								
(714) South Fork River Rd	1.50	110	R			95-731 I	Bucks Bridg	ge Rd			NA			NA		04/18/2017
(714) South Fork River Rd	1.50	110	_ n			05.500	D 1 0 1	D.1			INA			INA		04/10/2017
(714) South Fork River Rd	1.15	110 From	R			95-733	Rush Creel	c Rd			NA			NA		04/18/2017
714) 334111 3111 113		т.				05.76	2 Loves M	:11								0 1, 10, 20 1 .
(714) Prices Bridge Rd	1.60	250 From	R			93-70	2 Loves IVI	111			NA			NA		05/23/2017
		т				95-736 S	Debusk M	ill Rd								
(714) Prices Bridge Rd	0.40	470	R								NA			NA		05/23/2017
$\overline{}$		T. Fron	2			95-736 N,	Kellly Cha	pel Rd								
(714) Prices Bridge Rd	1.80	820	R								NA			NA		05/23/2017
$\overline{\circ}$		T. Fron				US 11	Lee Highv	/ay			_					
(714) Prices Bridge Rd	0.08	<b>40</b>	R				\1E '				NA			NA		07/07/2017
		Fron	1				Dead End									
(715) Fisher Hollow Rd	1.49	250	R			1	Dead End				NA			NA		06/08/2017
(, 10)	•	T				TIC 50 XX	, Jeb Stuar	**						•		

Length	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	OW	V
					2Axle	3+Axle	1Trail	2Trail		Factor	QIV	Factor	7011101	J. 7 7	Year
	From	r								<u> </u>					
0.43	220	R			US 38 W.	Jeb Stuart	Hwy			NA			NA		06/08/201
	Tr	1"			US 58 E,	Jeb Stuart	Hwy								
0.79		ь	99%	0%				0%	F	0.097		0.603	730	G	2017
	To	);	0070	0,0				0,0				0.000			
	From	1			CCI	Domesous				1					
0.26	920	R			SCL	Damascus				0.097		0.603	NA		05/04/201
0.48	1100 From	G	99%	0%	95-12 0%	10 Textile :	0%	0%	С	0.105		0.654	1200	G	2017
0.14	1300	G	99%	0%	95-12 0%	03 Water 5	6t 0%	0%	F	0.092		0.599	1300	G	2017
	Te														
0.09	1700 To	G	99%	0%	0%	0%	0%	0%	F	0.087		0.547	1800	G	2017
0.07	From												NIA		05/00/201
0.07	220 To	, K			95-122	2 Imboden	St			NA			INA		05/09/201
0.80					D	ead End				NA			NA		08/03/201
0.00	To	,			95-663 C	olden Viev	w Dr								00/00/201
	From				95-858	Hollyfield	Rd								
0.12	220	R								NA 			NA		06/08/201
0.97	From	B			US 58 J	eb Stuart F	Iwy			NΔ			ΝΔ		06/08/201
0.07	Tr	Y		95-	788 McC	ann Rd; Co	rnett Rd						1471		00/00/201
		ь			95-708 I	Rhea Valley	/ Rd								
2.11	290	R			05.78	& Cornett E	d			NA			NA		06/08/201
	From	12													
2.40	250	R			75 7221	nuc spring	, ru			NA			NA		06/08/201
	To	):			95-721	Limestone	Rd								
0.70						SR 91				NΙΔ			NΔ		06/08/201
0.70				9	95-722 E,	Blue Sprin	gs Rd						INA		00/00/201
1 20	From			ç	95-722 W,	Blue Sprir	ıgs Rd						NΙΔ		06/08/201
1.30	240				05.720		0.1			INA			INA		06/06/201
0.72					95-720	Morrison	Rd			NA			NA		06/08/201
	To	):			D	ead End									
1.00	From	Ь	000/					00/				0.570	450	_	2017
1.80	430 To	. G	98%					0%	C	0.116		0.579	450	G	2017
	Fron	1:													
0.90	800									NA —			NA		06/08/201
2.50	260 From	R			95-720	Morrison	Rd			NA			NA		04/11/201
	From	Y			95-709	Rivermont	Rd			<u> </u>			***		04/11/2==
0.79	140	R			SR	91 WEST				NA			NA		04/11/201
0.05	From						6						NIA		04/40/00:
0.05	40	R								NA			NA		04/18/201
0.36	Prom				0.05 MV	V SR 91 E	AST			NA			NA		04/18/201
0.00	To	× .			95-77	4 Wright R	d						. 47.1		5 1/ 15/E011
	0.79  0.26  0.48  0.14  0.09  0.07  0.80  0.12  0.97  2.11  2.40  0.70  1.30  0.72  1.80  0.90	0.79 700  0.26 920  0.48 1100  0.14 1300  0.09 1700  1.00  0.07 220  0.12 220  0.97 1000  1.00  2.11 290  1.10  2.40 250  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30 240  1.30	O.79   Too   From   O.26   920   R     O.48   1100   G   Too   From   O.14   1300   G   Too   From   O.07   220   R   To   From   O.12   220   R   To   From   O.12   220   R   To   From   O.70   250   R   To   From   O.70   250   R   To   From   O.70   250   R   To   From   O.72   20   R   To   From   O.70   250   R   To   From   O.70   Constant   To   From   O.70   Constant   O.70   Constant   O.70   Constant   O.70   O.70	1.30   240   R	Tro   From	1.00	10.79	Trees	10.79   100   100   10   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	10.79	10.79	170	1.00	U.S. S. E. Jeb Staut Hay	U.S. S. E. Jeb Sount Hoy

Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County		Fron	1					Litaii		1 40101		1 40101			
(722) McGinnis Lane	0.30	20	R			95-774	Wright Rd			NA			NA		07/07/201
		Tr	,			De	ead End			<u> </u>					
MaCraady Dd	0.01	Fron				Š	SR 91						NIA		00/00/001
(723) McCready Rd	0.81	<b>30</b>	R			De	ead End			NA T			NA		06/08/201
		Fron	1.				dener Valley Rd								
(724) Beech Grove Rd	1.70	110	R			75 005 W	dener vaney red			NA			NA		06/08/201
		T _e Fron	Y			95-789	Crofton Lane								
(724) Beech Grove Rd	1.75	190	R							NA			NA		06/08/201
		To	00				SR 91								
Taylors Valley Pd	1.60	Fron 210	<u> </u>	98%	0%	Tenness 0%	ee State Line	0%	С	0.095		0.813	320	G	2017
725 Taylors Valley Rd	1.60	310	G	90%			1% 0%	0%	U	0.095		0.613	320	G	2017
(725) Taylors Valley Rd	0.60	260 From	R		9.	5-726 Ches	tnut Mountain Rd			NA			NA		04/11/201
(725) Taylors Valley Rd	0.00	<b>200</b>	»			De	ead End						INA		04/11/2011
		Fron	1:				ylors Valley Rd								
(726) Chestnut Mountain Rd	0.50	280	R				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			NA			NA		04/11/201
		Т.	-			95-727 E	Dry Branch Rd								
(726) Chestnut Mountain Rd	0.40	200	R				•			NA			NA		04/11/2017
		T. Fron	-			0.40 1	ME 95-727								
(726) Chestnut Mountain Rd	1.62	150	R							NA			NA		04/11/2017
		Teres				2.02 1	ME 95-727			_					
(726) Chestnut Mountain Rd	1.48	130	R							NA			NA		04/11/2017
$\bigcup$		To	): }				Grassy Ridge Rd								
(726) Chesnut Mountain Rd	0.35	60	L			95-859 E, C	Grassy Ridge Rd			NA			NA		10/10/2013
(726) Chesnut Mountain Rd	0.00	- T.				05.600.6							INA		10/10/2010
(726) Chestnut Mountain Rd	0.90	40 Fron	<u> </u>   R			95-600 G	reen Cove Rd			NA			NA		04/11/2017
(726) 6.1161.1161.1161	0.00	To				US 58 Je	eb Stuart Hwy			Ti.					0 .,, _ 0
		Fron	12			Tenness	ee State Line								
(727) Dry Branch Rd	0.60	110	R							NA			NA		04/11/201
$\overline{}$		To	00		9.	5-726 Ches	tnut Mountain Rd								
O		Fron	Ь			De	ead End								
(728) Creek Junction Rd	0.95	<b>30</b>	R			110 50 1	1 Ctore of House			NA			NA		04/11/2017
		Fron	1				eb Stuart Hwy								
(729) Azen Rd	0.67	60	<u>R</u>			US 38 J6	eb Stuart Hwy			NA			NA		04/11/2017
(729) 7 12011 113	0.07	To	×			95-60	2 Azen Rd								0 .,, _ 0
		Fron	1:			De	ead End								
(730) Blevins Rd	0.90	80	R							NA			NA		04/18/2017
$\overline{}$		To	))			95-604 N	Mill Creek Rd								
		Fron				SR 91	Monroe Rd			$\Box$					
(731) Bucks Bridge Rd	2.80	630	R							NA			NA		04/18/2017
<u> </u>		Fron			9:	5-605 W, V	Videner Valley Rd			⇉					
(731) Barrtown Rd	1.33	<b>200</b>	R		0	5 605 E W	idener Valley Rd			NA			NA		04/18/2017
		Fron	12		9					1					
(732) Confederate Rd	0.90	80	R			95-755 K	tush Creek Rd			NA			NA		04/18/2017
		To				95-605 Wi	dener Valley Rd						<u> </u>		
		Fron	12		9	95-714 Sou	th Fork River Rd								
(733) Rush Creek Rd	2.25	60	R							NA			NA		04/18/2017
<u> </u>		To	x			95-605 Wi	dener Valley Rd								
<u> </u>		Fron	-	_		95-803 Reb	el Records Lane		_						04//0/==:
(734) McGee Lane	1.90	90	R							NA			NA		04/18/2017
McGee Lane	1.90	90 To	R				Monroe Rd			NA			NA		04

					vvasii	ington N		JCK			K		Dir			
Route	Length	AADT	QA	4Tire	Bus			1Trail		QC	Factor	QK	Factor	AAWDT	QW	Year
Washington County		From	J			110 11 1	XX: 1									
(735) Hawthorne Dr	2.30	460	R			US II I	ee Highv	vay			NA			NA		06/06/201
(733)		Te				5-803 W,										
O Danielania de Da	0.70	From	<u> </u>		9	5-803 E, C	Cedar Cre	ek Rd						NIA		00/00/004
(735) Ramblewood Dr	2.70	310	R		05.726	I. 4 D.	D.I. D	1.1	D.		NA			NA		06/06/201
		From			93-730	Indian Ru			DI							
(736) Golden Glow Dr	0.20	100	L R			95-762	Loves M	111			NA			NA		05/23/201
(736) Golden Glow Dr	0.20	To		95	-607 E, F	latwood A	cres Rd;	Golden G	Blow Dr		<b>—</b> "			10.		00/20/201
		From				5-607 W, 0										
(736) Kelly Chapel Rd	2.30	80	R								NA			NA		05/23/201
		Fron	e e			95-608 E, 95-60	Friendshi  NEST									
(736) Kellly Chapel Rd	1.80	240	R			75 00	O WEST				NA			NA		05/23/201
		To	c		9	5-714 S, F	rices Bric	ige Rd								
Delevel Mill Del	0.00	From	<u> </u>		9:	5-714 N, I	Prices Brid	dge Rd						NIA		00/00/004
(736) Debusk Mill Rd	2.30	<b>70</b>	R			CD 01 C	, Monroe	DA			NA			NA		06/06/201
		From					, Monroe									
(736) Ramblwood Dr	1.20	350	R								NA			NA		06/06/2017
		Te-				95-735 Ra	mblewoo	od Dr								
(736) Indian Run Rd	2.30	320	R								NA			NA		06/06/2017
		Te				US 11 I	ee Highv	vav								
(736) Gladys Lane	0.10	250 From	R			05111	oc mg	· u j			NA			NA		06/06/201
		To	ю			95-754 W										
( Kinnannan Dd	0.00	From	<u> </u>			95-754 E,	Old Stag	ge Rd						NIA		07/07/004
(736) Kincannon Rd	0.38	90 To	R			De	ad End				NA			NA		07/07/201
		From														
(737) College Dr	0.58	1400	G	98%	0%	1%	Lee Hwy	1%	0%	С	0.093		0.587	1500	G	2017
(131) ***********************************		To									_				-	
(737) College Dr	0.57	2700 From	G	98%	0%	1%	Exit 26	1%	0%	F	0.099		0.6	2900	G	2017
(737) Schoge 21	0.0.	T. 00	Ţ,	0070		5-609 We			0,0	-			0.0		<u> </u>	
$\sim$		From	ic .			95-609 E,										
(737) College Dr	0.67	1000	R								NA			NA		05/18/201
<u> </u>		From				95-744 Sn	nith Chap	el Rd								
(737) College Dr	0.48	310	R								NA			NA		05/18/2017
<u> </u>		From				95-870	Tree Top	Dr								
(737) College Dr	0.25	30	R								NA			NA		07/07/201
		To	C .				ad End									
Dames to LO4 N at Fuit	000.10	From				95-737	College 1	Dr			0.005			440	_	0017
Ramp to I-81 N at Exit	260.16	440	G			Ť	-81 N				0.095			440	G	2017
		From					College l	D.,								
(737) Ramp to I-81 S at Exit	26 0.15	1300	G			93-131	College	DI			0.117			1300	G	2017
(737)		To	-			I	-81 S								-	
		From					Lindell R	ld.								
(738) Ryan Rd	0.10	50	R								NA			NA		05/18/2013
$\overline{}$		Tc	-			95-806	W, Ryan	Rd								
(738) Walker Lane	0.20	210 From	R			. 2 300	, ,	-			NA			NA		05/18/201
		Te				95-806	E, Ryan l	Rd								
(738) Walker Lane	0.56	260 From	R			>J-000	ے, xyanı ا				NA			NA		05/18/201
		To				95-609 I	Hillman H	Iwy								
		From				95-609 I	Hillman H	Iwy								
(739) Ritchie Rd	0.90	130	R								NA			NA		06/27/201
$\overline{}$		To	c			De	ad End									

					***		Mannena									
Route	Length	AADT	QA	4Tire	Bus		Trι 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County		Fron				NCI	1. 1									
740) Old Saltworks Rd	1.24	1500	G	99%	0%	1%	L Abingdor 0%	0%	0%	F	0.1		0.684	1600	G	2017
(740) Old Saltworks Rd	1.24	Т.		0070	0 70				0 70		——————————————————————————————————————		0.004	1000	ŭ	2017
740) Old Saltworks Rd	1.64	1100 From	G	99%	0%	1%	9 Walden I 0%	0%	0%	С	0.104		0.7	1200	G	2017
(740) Old Saltworks Fla	1.01	т.		0070	0 70				070				0.7	1200	<u> </u>	2017
(740) Old Saltworks Rd	0.43	1400 From	G	99%	0%	93-694 E, 0%	North Rid	0%	0%	С	0.102		0.719	1400	G	2017
(740)		T									_				-	
740) Old Saltworks Rd	1.60	850 From	G	99%	0%	0%	laiden Cree  0%	0%	0%	F	0.101		0.719	890	G	2017
740)		Te	00				W, Lindell									
	4.04	From	n:			SR 80	E, Lindell	Rd								05/40/00
740 Robindale Rd	1.01	320	R								NA			NA		05/18/201
<u> </u>		Fron				95-744 E,	Smith Cha	pel Rd								
740 Tobias Dr	1.67	80	R								NA			NA		11/07/201
		.,					7 College I									
741) Fudge Rd	1.40	From 70	"L R			95-742 I	.ogan Cree	k Rd			NA			NA		05/11/201
741) Fudge Rd	1.40	<b>70</b>	n n			95-703 F	E, Shortsvill	le Rd						INA		05/11/201
		Fron	n:				, Shortsvil									
741) Maiden Creek Rd	1.80	220	R								NA			NA		05/11/201
$\bigcup$		T. Fron				95-700 E	, Rich Valle	ey Rd								
741) Finley Lane	0.67	20	R								NA			NA		04/20/201
		T	00			D	ead End									
		Fron	n:			SR 80 F	layters Gap	Rd								
742 Logan Creek Rd	0.20	110	R								NA			NA		05/11/201
		T. Fron	n:			95-74	11 Fudge R	d								
742) Logan Creek Rd	0.60	20	R								NA			NA		05/11/201
<u> </u>		Te	n'			95-743 Y	ellow Sprin	igs Rd								
O Valless Ousdans Dd	4.00	Fron				95-703	Shortsville	Rd					0.500	NIA		05/44/004
743 Yellow Springs Rd	1.20	<b>30</b>	R			CD 00 I	I C	D.I			0.119		0.528	NA		05/11/201
		From					Hayters Gap									
744) Smith Chapel Rd	0.60	400	"L			SR 80 F	Hayters Gap	Rd			NA			NA		05/18/201
(744) Smith Chapel Rd	0.00	<b>400</b>	00			95-740 V	V, Robinda	le Rd						1471		00/10/201
		Fron	n:		95-7		ias Dr; Rol		d							
(744) Smith Chapel Rd	1.30	610	R								NA			NA		05/18/201
<u> </u>		Te	00			95-73	7 College I	Or								
011011 1 11	0.04	From		000/	00/		0 Lindall R		201				0.055	500	•	0017
745) Old Saltworks Rd	3.24	560	G	99%	0%	0%	1%	0%	0%	F	0.115		0.655	580	G	2017
<u> </u>		Fron					ckwell Cha				<u> </u>					
745) Old Saltworks Rd	1.65	470	G	99%	0%	0%	1%	0%	0%	F	0.114		0.627	490	G	2017
$\overline{\circ}$		From	10				Clinchburg									
745) Old Saltworks Rd	0.95	460	G	99%	0%	0%	1%	0%	0%	F	0.107		0.658	480	G	2017
<u> </u>		Fron	n:			95-700	Rich Valley	y Rd								
745) Old Saltworks Rd	0.70	690	G	99%	0%	0%	1%	0%	0%	F	0.11		0.579	720	G	2017
		From	2			95-750	Old Mill	Rd								
745) Old Saltworks Rd	1.06	740	G	99%	0%	0%	1%	0%	0%	С	0.113		0.506	780	G	2017
<u> </u>		Te	0.5				1, S Main S									
<u> </u>		From	n.			95-745 O	ld Saltworl	ks Rd								
746 Blackwell Chapel Rd	2.00	60	R								NA			NA		05/11/201
<u> </u>		Fron				95-700	Rich Valley	y Rd			$\Box$					
746 Blackwell Chapel Rd	0.08	30	R								NA			NA		07/07/201
		Te	1				ead End									
	2.55	From			Ģ	95-611 No	rth Fork Ri	ver Rd			<u> </u>	· <u> </u>			· <u> </u>	04/00/00:
747 Tumbling Creek Rd	0.80	150	R			05 (12 13	. D 37 "	D 1			NA			NA		04/20/201
			1			93-013 W	, Poor Vall	ey Kd			I					

						Maintena									
Length	AADT	QA	4Tire	Bus					QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	From	J			05 (12 E	D V-11	D. 1								
2.00	90	R			93-013 E,	Poor vand	y Ku			NA			NA		11/07/201
	To				D	ead End									
	From				95-745 O	d Saltworl	s Rd								
1.40	80 To	R			05 750 N	I Old Mill	Dd			NA			NA		09/20/2017
	From														
2.30	200	R			an 0.					NA			NA		06/23/2017
	10	1			SR 91	Crescent I	Rd .								
	From				95-609	Hillman H	wy								
80.0	1800	G	100%	0%	0%	0%	0%	0%	F	0.096		0.581	1900	G	2017
	From														
0.38	1300	N	100%	0%				0%	N	0.108		0.62	1300	N	2017
	10	1			NCL (	ilade Sprii	ıg								
	From	-			NCL (	Glade Sprin	ng								
1.44	1300	G	100%	0%	0%	0%	0%	0%	С	0.108		0.62	1300	G	2017
	To From					, Seven Sp	rings								
1.00	990	G	100%	0%	0%	0%	0%	0%	F	0.107		0.620	1000	G	2017
	From							221					212		
2.20	300 To	G	100%	0%				0%	F	0.122		0.568	310	G	2017
	From						is Ku			+					
0.72					D	au Enu				NA			NA		05/23/201
	To														
1 40			ΩΩ9/	Λ9/				Ω9/		0.104		0.510	520	G	2017
1.40	730		33 /6	0 /6				0 76		0.104		0.519	320	ч	2017
1.00	260 From	G	99%	0%				0%	F	0.109		0.559	270	G	2017
	To		0070	0,70				0,0				0.000	_, 0	<u> </u>	
1.00	From				SR 91 N	, Crescent	Rd						NIA		00/00/001
1.60	160									NA			NA		06/23/2017
1 71	From				95-750 N	I, Old Mil	Rd						NΛ		06/23/2017
1.71					WCL	Glade Sprii	ng						INA		00/23/2017
0.40	From				WCL (	Glade Spri	ng						NIA		00/00/004
0.49	410	R			05 750 9	Old Mill	DA			NA			NA		06/23/2017
	From														
0.63	90	R			93-00	9, 95-150	,			NA			NA		06/23/2017
	To	o			SR 91 M	Ionte Vista	Dr								
1 50					95-75	1 Fleet Ro	l			NΑ			NΔ		06/23/2017
1.00	. To	···			05 (52	C1 T -							1471		00/20/2011
0.30	170 From	:L R			93-032	SHAIUH LA	IIC			NA			NA		05/23/2017
-	To	c		95-60	)9 Plum Cı	eek Rd; B	lue Hill Ro	d							
	From				IIS 11 W	, Lee High	wav			1					
					0511 11	, Lee Ingi									
1.40	230	R								NA			NA		06/06/2017
1.40	<b>230</b>				US 11 E	Lee High	way			NA —			NA		06/06/2017
0.68	230				US 11 E		way			NA NA NA			NA NA		06/06/2017
	2.00  1.40  2.30  0.08  0.38  1.44  1.00  2.20  1.40  1.60  1.71  0.49	1.40 80 To From 1.40 80 To To From 1.44 1300 To	2.00 90 R Tro  1.40 80 R Ter  2.30 200 R To  1.40 1800 G  0.38 1300 N  1.00 990 G  1.00 990 G  2.20 300 G  Tro  From  1.44 1300 G  1.00 990 G  1.00 Prom  1.40 490 G  1.40 490 G  1.40 490 G  1.40 490 G  1.40 R  Tro  From  1.40 R  Tro  From  1.40 R  Tro  From  0.49 410 R  Tro  From  0.49 410 R  Tro  From  0.49 A10 R  Tro  From  1.50 70 R  Tro  From  1.50 R  Tro  From  1.50 R  Tro  From  Tro  From  Tro  From  Tro  From  1.50 R  Tro  From  Tro  From  Tro  From  Tro  From  Tro  Tro  Tro  From  Tro  Tro  Tro  Tro  Tro  Tro  Tro	2.00 90 R To	AADT QA 4Tire Bus  2.00 90 R To	AADT QA 4Tire Bus 2Axle  2.00 90 R  To Street Stree	AADT   QA   4Tire   Bus   Bu	AADT	AADT   QA   4Tire   Bus   Bus   Truck   2Trail   2Trail	AADT   QA   4Tire   Bus     Axis   3+Axle   1Trail   2Trail   2Trail   2Trail   2   2   2   2   3   3   4   3   4   3   4   4   3   4   3   4   4	AADT   QA   4Tire   Bus	AADT   QA   4Tire   Bus	AADT	AADT   QA   4Tire   Bus	AADT   QA   4Tire   Bus   Truck   Tr

Route	Length	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	QW	Year
Washington County							3+Axle		∠ıraıl		Factor		Factor			
756 Doe Run Lane	0.10	20	R			US 58 Je	b Stuart H	wy			 NA			NA		04/11/201
(756) Doe Run Lane	0.10	To			9	5-601 Bee	ch Mounta	in Rd						147 (		04/11/201
		From				De	ad End									
(757) Government Rd	1.20	1100	R			11C 50 Io	h Ctrout II				NA			NA		05/04/201
		From	l				b Stuart H ad End	wy								
(758) Chadwick Rd	0.40	20	R			De	au Enu				NA			NA		07/07/201
		То			ç	95-605 Wid	lener Valle	y Rd								
<u> </u>		From				Tennesse	ee State Li	ne								
759 Horizon Dr	0.15	70	R								NA 			NA		04/25/201
Oraka Pd	0.15	From	R			95-673	Drake Rd	l						NA		04/25/201
759 Drake Rd	0.15	110	_ n								NA			INA		04/25/201
759 Drake Rd	0.80	210	R			Tennessee :	State Line;	Gap			NA			NA		04/25/201
(759) Drake Rd	0.00	To				95-674 Dei	nton Valle	y Rd						1471		0-1/20/201
Town of Glade Spring																
	0.10	From				95-750 S	Old Mill	Rd						NA		06/00/004
760 Magnolia Dr	0.10	20	R								NA —			NA		06/23/201
(760) Magnolia Dr	0.10	47 From	R		0.	10 MN 95-	750 Old N	Iill Rd			NA			NA		06/23/201
(760) Wagnolia Di	0.10	To				95-750 N	, Old Mill	Rd						INA		00/23/201
Washington County																
		From				95-60	8; 95-736									
761) Irish Lane	0.20	40 To	R			Do	ad End				NA			NA		07/07/201
		From	l				Monroe Ro	4								
(762) Loves Mill Rd	2.52	600	G	95%	0%	1%	4%	0%	0%	С	0.1		0.508	630	G	2017
		To				95-608 F	riendship	Dr								
(762) Loves Mill Rd	3.63	560 From	G	95%	0%	1%	4%	0%	0%	F	0.105		0.614	580	G	2017
$\bigcirc$		То				Smyth C	County Lin	ie								
Ohio Do	0.00	From	$\sqsubseteq$			De	ad End							NIA		07/07/004
763) Ohio Dr	0.30	60 To	R			95-640 1	Benhams R	?d			NA			NA		07/07/201
		From	! 				Astor Rd									
(764) Shannon Hill Dr	0.30	100	R			75-007	/ Astor Ru				NA			NA		07/07/201
		То				De	ad End									
O		From				De	ad End				<u> </u>					
765 Canebrake Rd	1.00	60 To	R			95-692 To	ola Craak	Dd			NA			NA		04/20/201
		From	l				rterfield H									
(766) Rustic Lane	1.08	420	R			03 1910	iterricia ri	.w y			NA			NA		07/12/201
		To				US 19	9; 95-848									
		From				US 11 L	ee Highwa	ay								
(767) Deerfield Lane	1.00	390 To	R			05.600.1	T-11 TT				NA			NA		06/06/201
		From	<u>                                       </u>				Hillman Hy	vy			<del>-  </del> -					
(768) Brandy Lane	0.60	20	R			De	ad End				NA			NA		04/20/201
7,00		To				95-700 Ri	ich Valley	Rd								
		From				US 58 Je	b Stuart H	wy								
(769) Stella Dr	0.30	70	R								NA			NA		06/27/201
		To	<u> </u>				b Stuart H	wy								
(770)	0.11	From <b>NA</b>				De	ad End				 NA			NA		
(770)	0.11	To				95-630 M	cCall Gan	Rd						INA		
											-					

					vvas		Talliteriance			17					
Route	Length	AADT	QA	4Tire	Bus	•	Truck- 3+Axle 1Tı		QC I	K actor	QK	Dir Factor	AAWDT	QW	Year
Washington County		From				De	ad End			ı					
(771) Idaho Dr	0.15	40	R			Вс	au Liiu			NA			NA		08/04/201
		Tr				US 58 Je	b Stuart Hwy								
		From				SR 80 Ha	yters Gap Rd								
(772) Riverridge Church Rd	0.22	10	R							NA			NA		04/20/201
<u> </u>		To					yters Gap Rd								
Pannington Way	0.01	From	ᄂ			S	SR 91						NIA		00/04/001
973 Bennington Way	0.21	100	R			De	ad End			NA			NA		08/04/201
		From					ad End			+					
774) Wright Rd	0.45	90	R			DC	au Enu			NA			NA		08/04/201
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		Te					SR 91								
774) Wright Rd	1.30	60	R			<u> </u>	OK 91			NA			NA		04/18/201
777		To				95-722 M	IcGinnis Lane								
		From				US 19 Po	rterfield Hwy								
775) Brinkley Rd	0.16	170	R							NA			NA		04/27/201
<u> </u>		T.e From				95-700 N, I	Rich Valley Ro	i		1					
775) Brinkley Rd	0.04	1200	R			,				NA			NA		11/09/201
		Te-				95-700 S, I	Rich Valley Ro	<u> </u>		1					
775) Brinkley Rd	0.10	<b>40</b> From	R			•	-			NA			NA		08/04/201
		To				De	ad End								
_		From				S	SR 91								
776) Diamond Dr	0.22	70	R							NA			NA		08/04/201
<u> </u>		Tr				De	ad End								
Duelieus Helleus Del	0.40	From	ᄂᢩ			De	ad End						NIA		00/04/004
777) Buckeye Hollow Rd	0.40	<b>30</b>	R			95 600 G	reen Cove Rd			NA			NA		08/04/201
		From													
778) Maple Bend Rd	0.24	9	R			SK 91	I SOUTH			NA			NA		04/18/201
776)	0.2 .	To	m			SR 91	NORTH			7					0 17 10720 1
		From					Litchfield Rd								
779) Hillandale Rd	0.70	170	R							NA			NA		05/11/201
		Te				95-694 N	Vorthridge Rd			٦					
779) Hillandale Rd	0.10	200 From	R							NA			NA		05/11/201
		Te				95-780 N	AcCulloch Dr								
779) Hillandale Rd	0.10	60	R			)5 700 IV	recunoch Br			NA			NA		05/11/201
		Te	_			0.10 N	ИЕ 95-780								
779) Hillandale Rd	0.60	60	R			0.10 1	112 /3 /00			NA			NA		05/11/201
		To				95-741 Ma	iden Creek Rd								
		From				De	ad End								
780) McCulloch Dr	0.40	90	R							NA			NA		08/04/201
		To				95-779 F	Hillandale Rd								
		From				NCI	L Bristol								
781) Tranbarger Rd	1.50	290	R							NA			NA		08/23/201
<u> </u>		Tr	1				ak Grove Rd								
Chaffartaura Dd	0.60	From	ᄂ			De	ad End			N. A			NI A		06/10/001
782) Shaffertown Rd	0.60	90 To	R			119 58 C	ate City Hwy			NA			NA		06/13/201
		From													
783) Fairhaven Rd	1.50	140	R			95-/10/	Alvarado Rd			NA			NA		04/25/201
703)	1.50	T-0	<u> </u>			95-708	Bethel Rd			<b>–</b> "`			14/4		J 1, LU/LU I
		From					ad End								
784) Fleenors Mem Rd	0.60	90	R							NA			NA		05/25/201
		To				95-700 Ri	ich Valley Rd								
·			_	· <u></u>	_	<u></u>	·				_			_	

					1140	mington ivic	amtenance A	ica							
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County		From													
784) Fleenors Mem Rd	1.20	40	R			95-700 Ric	h Valley Rd			NA			NA		05/25/201
704)		To				Dead End	; 1.20 MN								
$\widehat{}$		From				Dead	d End								
785) Justice Dr	0.60	80	R			05 (50 P %				NA			NA		08/23/201
		From					falo Pond Rd								
786) Pocahontas Trail	0.40	120	R			Deac	d End			NA			NA		08/04/201
780) * * * * * * * * * * * * * * * * * * *		To				95-735 Ran	nblewood Dr								
		From				Dead	d End								
787) Celebrity Lane	1.04	70	R							NA			NA		04/25/20
<u> </u>		From				1.04 ME	Dead End			_					
787) Celebrity Lane	0.16	<b>40</b>	R			*** ** * * * * *	G			NA			NA		08/04/20
		From					Stuart Hwy								
788) Cornett Rd	1.29	70	R			95-718 S, V	ails Mill Rd			NA			NA		06/08/20
766) 33	0	т.				1.20.10	105 710								00/00/20
788) Cornett Rd	0.07	60 From	R			1.29 MF	N 95-718			NA			NA		06/08/20
766)		To				05 710 M	IcCann Rd								
788) Cornett Rd	0.19	80 From	R	-		95-719 IVI	iccaiii Ku			NA			NA		06/08/20
,00)		To				95-718 N V	ails Mill Rd								
788) McCann Rd	0.70	920 From	R			)3-710 IV, V	ans will rea			NA			NA		06/08/20
		To				SR	. 91								
		From				Dead	d End								
789) Crofton Lane	0.15	30	R							NA			NA		08/04/20
<u> </u>		To					ch Grove Rd								
790) Morning Glory Lane	0.35	190	R			Dead	d End			NA			NA		08/04/20
790) Worning Clory Lane	0.55	190 To	n			95-745 Old S	Saltworks Rd						INA		00/04/20
		From					ck Knob Rd			1					
791) Ketron Lane	0.40	150	R							NA			NA		08/04/20
$\bigcup$		To				Dead	d End								
O 5 // /		From				Dead	d End			<u> </u>					00/01/00
792 Bethany Lane	0.45	<b>40</b>	R			05 700 Pio	h Valley Rd			NA			NA		08/04/20
		From								1					
793) Berry Creek Rd	1.05	210	R			Deac	d End			NA			NA		07/27/20
700)		To				SCL A	bingdon								
		From				SCL A	bingdon								
794) Stone Mill Rd	0.91	1800	R							NA			NA		07/19/20
<u> </u>		To			95-670		Rd; Vances Mi	l Rd							
795) Linhaven Dr	0.38	From	R			95-745 Old S	Saltworks Rd			NA			NA		05/11/20
795 Linhaven Dr	0.30	To	n			95-745 Old S	Saltworks Rd						INA		03/11/20
		From					d End								
796) McFaddin St	0.25	70	R			2000	. Liiu			NA			NA		08/04/20
		To				95-802 M	endota Rd								
		From	_			SR 80 L	indell Rd								
797) Sherwood Dr	0.50	210 To	R			Б	1 F., 1			NA			NA		08/04/20
		From					d End			<u> </u>					
798) Appaloosa Rd	3.64	140	R			95-616 Can	ey Valley Rd			NA			NA		05/25/20
190 Appaioosa Hu	0.04	140 To	-11			95-622 N	ordyke Rd			$\exists$			INA		55/25/20
		From					d End			Ī	•				
799) Gum Hill Rd	1.50	100	R							NA			NA		06/13/20
$\smile$		To				95-627 W	olf Run Rd								

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County		From	n-			De	ead End									
(800) Hiawatha Lane	0.19	60	R			2.	oud Dild				NA			NA		08/04/201
$\bigcirc$		T	o.			SR 80	Lindell R	Rd								
O 0 1 1 1 1 1	0.00	From	n:			De	ead End									00/05/004
(801) Greertown Rd	0.80	110	R								NA			NA		08/25/201
801) Greertown Rd	0.10	40 From	R			0.80 M	E Dead E	End			<del>_</del> NA			NA		11/07/201
(801) Greertown Rd	0.10	40	n o		(	95-605 Wi	dener Val	lev Rd						INA		11/01/201
		Fror	n:				orterfield				1					
802) Mendota Rd	0.23	330	G	98%	1%	0%	1%	0%	0%	F	0.102		0.714	350	G	2017
		T. Fror				95-876	Cross La	ine			$\neg$ —					
802) Mendota Rd	1.94	350	G	98%	1%	0%	1%	0%	0%	С	0.12		0.667	360	G	2017
		T. Fror	0			95-831	Roebuck	Rd			_					
(802) Mendota Rd	5.21	240	G	98%	1%	0%	1%	0%	0%	F	0.111		0.7	250	G	2017
$\bigcirc$		T. From	o:			95-872 A	Alum Well	ls Rd			_					
802) Mendota Rd	3.12	110	G	98%	1%	0%	1%	0%	0%	F	0.128		0.6	120	G	2017
$\overline{}$		T. From	o:			95-856 Ro	binette G	ap Rd			_					
(802) Mendota Rd	2.09	110	G	98%	1%	0%	1%	0%	0%	F	0.117		0.586	110	G	2017
$\overline{}$		T. From	or			95-621	Barnrock	Rd								
802) Mendota Rd	3.23	300	G	98%	1%	0%	1%	0%	0%	F	0.117		0.564	310	G	2017
		Т	00			95-614 A	AP Carter	Hwy								
0 1 0 1 0 1	4.00	From		200/	201		11; SR 80		20/				0.540	770		2017
803 Cedar Creek Rd	4.20	740	G	98%	0%	2%	0%	0%	0%	F	0.09		0.548	770	G	2017
<u> </u>	0.40	From		000/	201		Rivermont		20/				0.500	100		0017
803 Rock Spring Rd	2.48	110	. G	98%	0%	2%	0% Monroe I	0%	0%	С	0.119		0.533	120	G	2017
		Fror	n								1					
804) Rust Hollow Rd	1.80	210	R			95-662 S _I	ning vano	cy Ku			NA			NA		06/29/201
004)		Т	0:			95-645	Wyndale	Rd								
		From	n:			SR 80	Lindell R	Rd								
(805) Meadowview Square	0.07	230	R								NA			NA		05/18/201
		Т	00			95-738	Walker L	ane								
	0.55	From			95	-738 Walk	ter Lane; l	Ryan Rd								05/40/004
806 Ryan Rd	0.55	60 T	R			05 729	Walker L				NA			NA		05/18/201
		Fror	n													
807) Cole Lane	0.30	260	R			US 11	Lee Highv	vay			NA			NA		08/09/20
607)						05 1702	C111	A								
807) Cole Lane	0.12	<b>70</b> From	R			93-1702	Skyland .	Ave			NA			NA		08/04/201
007)	_	Т	00			De	ead End									
		Fror	n:			95-647 Ol	d Jonesbo	oro Rd								
(808) Halls Bottom Rd	1.32	1500	R								NA			NA		12/31/201
$\bigcirc$		Т	o.			US 11	Lee Highv	vay								
<u> </u>		Fron				95-700 F	Rich Valle	y Rd								
809 Orchid Rd	0.60	48 T	R				15.1				NA			NA		05/25/201
							ead End									
810) Campbell Hollow Rd	1.40	90	"L R			De	ead End				 NA			NA		07/14/20
(810) Campbell Hollow Rd	1.40	JJ T	n 1 1			95-711	Alvarado	Rd						INA		51/17/20
		From	n:				Northridge									
811) Farmington Rd	0.60	160	R			,5 5) 11					NA			NA		06/06/201
		Т				De	ead End									
		Fror	n:			De	ead End									
(812) Kilgore St	1.50	50	R								NA			NA		05/16/201
$\overline{}$		T	03			95-622	Nordyke	Rd								

									Truck		K		Dir				
Route	Length	AADT	QA	4Tire	В	sus			xle 1Tra	()(;	Facto	QK	Factor	AA۱	WDT	QW	Year
Washington County		From	1				05 680 1	Brumlay	Gap Rd		Ĭ						
(813) Sugar Cove Rd	0.60	150	R				93-069 1	Bruilley	Оар Ки		NA			Ν	IA		04/27/201
		Te	1				Γ	Dead En	d								
<u> </u>		From	<u> </u>				95-795	5 Linhay	ven Dr		_]_						
814) Hawke Rd	0.19	100	R					Dead En	d		NA			N	IA		08/04/2017
		From	1			q			/alley Rd								
(815) Lorimer Branch Lane	0.70	47	R				3 07 1 1	zemon v	runcy rea		NA			Ν	IA		04/25/2017
		To					Γ	Dead En	d								
O = -		From	<u> </u>				95-609	Hillma	n Hwy								
816 Elm St	0.19	110	R					Dead En	A		NA			N	IA		08/04/201
		From				- 0					<u> </u>						
817) Taos Lane	0.15	40	R			9	<u>13-743 U</u>	na sanv	works Rd		NA			Ν	IA		08/04/201
017)		To					Γ	Dead En	d								
		From					Γ	Dead En	d								
818) Concord Lane	0.30	30	R								NA			Ν	IA		08/30/201
<u> </u>		To	1				SR 75 G	Green Sp	oring Rd								
819) Allison Lane	0.50	From	╚				95-7	751 Flee	t Rd						1.0		00/20/201
(819) Allison Lane	0.50	40	R				г	Dead En	d		NA			IN	IA		08/30/201
		From	1					Lee Hi									
820) Ravenwood Dr	0.45	200	R				0511	Lecin	giiway		NA			Ν	IA		08/29/201
		To					1	Dead En	d								
		From					95-613	Poor Va	alley Rd								
821) Aistrop Rd	0.80	180	R								NA			Ν	IA		04/20/201
<u> </u>		Tr	1					Dead En									
822) Ivanhoe Rd	0.50	40	R				Г	Dead En	d		NA				IA		08/30/201
822) Ivanhoe Rd	0.50	<b>40</b>				- (	95-633 I	Reedy C	Creek Rd					, ,	1/1		00/30/201
		From			_			Dead En									
823) Latham Rd	0.39	30	R						-		NA			Ν	IA		08/30/201
$\bigcirc$		To				9	05-647 C	Old Jone	sboro Rd								
<u> </u>		From					95-700	Rich Va	alley Rd								
824) Sparrow Rd	0.75	130	R					) 1F	1		NA			Ν	IA		04/20/201
		From			_	-		Dead En									
(825) Elementary Dr	0.81	1400	R			95	5-681 W	/oodlanc	d Hills Rd		NA			Ν	IA		08/11/201
623) 2.66	0.0.	To	Ü				US 19 F	Porterfie	eld Hwy					•	.,		00/ : :/=0 :
		From					Γ	Dead En	d								
826) Hobbs Dr	0.70	100	R								NA			Ν	IA		05/25/201
<u> </u>		To	1				95-700	Rich Va	alley Rd		J						
Olavada a Dal	0.54	From	<u> </u>					Dead En	d		<b>—</b>						00/40/004
827 Slaughter Rd	0.54	60 Tr	R			c	05 641 C	Camp Gr	round Rd		NA			N	IA		06/13/2013
		From						Dead En									
828) Earth Rd	0.52	30	R				L	Jeau En	u		NA			Ν	IA		05/11/201
		To					95-700	Rich Va	alley Rd								
		From					95-675	Good H	Iope Rd								
829 Keller Rd	1.00	130	R								NA			N	IA		06/27/201
		Tr	1		_	_		Dead En									
Dayonnart Lana	0.60	From	<u> </u>				SR 80 I	Hayters	Gap Rd						١٨		04/20/204
830 Davenport Lane	0.63	40 To	R				—	Dead En	đ		NA			N	IA		04/20/2017
		From						Dead En									
(831) Roebuck Rd	0.40	40	R				L	cau Ell	u		NA			Ν	IA		08/30/2017
	-	To					05.80	2 Mendo	ota Rd					-			

						hington Maintenance	riica							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tr		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Glade Spring		From				D 15.1								
832) Strawberry Ln	0.13	45	R			Dead End			NA			NA		08/30/201
(032)		To	Y			Bus SR 91								
Washington County														
(833) Piper Rd	0.09	480	L	96%	2%	95-711 Alverado Rd 0% 0% 19	6 0%	С	0.105		0.597	500	G	2017
(833) 1 ipci 1 id	0.03	To		30 /6	2 /0	US 58 Jeb Stuart Hwy	0 070		0.103		0.007	300	а	2017
		From	1:			Dead End								
(834) Hebron Lane	0.10	20	R						NA			NA		08/30/201
		To	00			SR 91 Crescent Rd								
835) Copperfield Rd	1.82	110	<u> </u>			95-674 Denton Valley Rd			NA			NA		04/25/201
(835) Copperfield Rd	1.02	To	»		ç	95-664 Whitaker Hollow R	d					INA		04/23/201
_		From	1:			95-699 Walden Rd			İ					
(836) Malicote Dr	1.10	160	R						NA			NA		05/11/201
$\bigcirc$		To	x			95-694 Northridge Rd								
O = 1 = 5	0.40	From	12			95-645 Wyndale Rd								00/00/004
837 Fenton Dr	0.12	60 To	R			Cul-de-Sac			NA			NA		08/30/201
		From	12			95-737 College Dr								
(838) Cambridge Ave	0.08	30	R			93-737 College Di			NA			NA		05/18/201
000		To	):			95-897; Gap								
	0.08	50	"L R			95-866; Gap			 NA			NA		05/18/201
838)	0.00	To	, T			95-839; Gap						INA		03/10/201
$\bigcirc$		From	ı			95-816; Gap								
838)	0.06	<b>20</b>	R			Dead End			NA			NA		08/30/201
		From	12			95-609 Hillman Hwy								
839) Alder St	0.08	270	R			93-009 Hillian Hwy			NA			NA		05/18/201
000)		To	00			95-838 .								
		From	12			SR 91; 95-751								
(840) Banner Alley	0.06	240	R						NA			NA		06/23/201
		- 10	).			95-841 Shasta Rd			_					
841) Shasta Rd	0.13	70	" <u> </u>			Dead End			NA			NA		08/30/201
841) Shasta Ha	0.10	To				95-840 Banner Alley								00/00/201
		From	1:			95-609 Hillman Hwy								
842) Amherst Circle	1.45	890	R						NA			NA		05/18/201
		To	x			End Loop								
843) Burson Lane	0.20	From				95-640 Benhams Rd			NA			NA		06/13/201
843 Burson Lane	0.20	<b>240</b>	R			95-633 Reedy Creek Rd						INA		00/13/201
		From	1:			Dead End								
(844) Old Monroe Rd	0.19	1500	R						NA			NA		11/07/201
$\bigcirc$		To	Y			SR 91 Monroe Rd								
0		From	1			US 58 Jeb Stuart Hwy								20/20/20/
845) Sand Hill Rd	0.11	<b>20</b>	R			Dead End			NA			NA		08/30/201
		From	1-			Dead End								
846) Summit Dr	0.43	70	R			Deau Effu			NA			NA		08/30/201
		To	1			95-609 Hillman Hwy								
		From	1:			SR 80 Glennbrook Ave								
(847) Wayside Lane	0.10	190	R						NA			NA		08/30/201
		To	1			Dead End								
848) Briarwood Lane	0.40	210	* R			US 19; 95-766			NA			NA		08/30/201
MAN DIMINIOUS LUID														

Route	Length	AADT	QA	4Tire	Bus		Truck ⊦Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County		From	1							1					
(849) Arrowhead Lane	1.00	50	R			95-878 Mi	mon Lane			NA			NA		04/25/2017
049		To				Dead	End								
		From				Dead	End								
(850) Musick Dr	0.38	110	R							NA			NA		08/30/2017
<u> </u>		To			ç	95-633 Reed	y Creek Rd								
Murroufield Dr	0.05	From	<u> </u>		95	5-605 Widen	er Valley Rd						NIA		00/00/0017
851 Murrayfield Dr	0.25	60 To:	R			Dead	End			NA T			NA		08/30/2017
		From				95-609 Hill				_					
(852) Princeton Ave	0.22	120	R			93-009 Hill	illiali riwy			NA			NA		05/18/2017
032)		To				95-609 Hil	lman Hwy								
		From				95-666 Moc	k Knob Rd								
853) Bethlehem Rd	0.38	30	R							NA			NA		08/30/2017
<u> </u>		To				Dead	End								
O		From				Dead	End								
854) Bethesda Rd	1.05	90	R			05.66634				NA			NA		08/23/2017
		10.				95-666 Moc									
(855) Marys Chapel Rd	0.40	From:	<u> </u>			Scott Cou	inty Line			NA			NA		07/06/2017
(855) Marys Chapel Rd	0.40	50 To	R	95-	-630 Ma	rys Chanel F	Rd; Archery Ra	nge Rd					INA		07/06/2017
		From		75	050 1414	95-614 Bar		inge itu							
(856) Robinette Gap Rd	0.50	230	R			93-014 Dai	IIIOCK KU			NA			NA		07/12/2017
030)		To				95-802 Me	endota Rd								
		From			U	JS 58 W, Jet	Stuart Hwy								
(858) Hollyfield Rd	1.02	190	R							NA			NA		05/04/2017
		To			Į	JS 58 E, Jeb	Stuart Hwy								
$\sim$		From		95-726	Chesnu	t Mountain I	Rd; Chestnut N	Iountain Ro							
(859) Grassy Ridge Rd	3.50	60 To	R							NA			NA		04/11/2017
<u> </u>						US 58 Jeb S									
862 Discovery Rd	0.30	From:	L			Dead	End			NA			NA		08/30/2017
862 Discovery Rd	0.30	JU To:	<u> </u>		-	95-600 Gree	en Cove Rd						INA		00/30/2017
		From				95-608 Frie									
(863) Rouse Rd	0.55	40	R			93-008 1110	nusnip Ku			NA			NA		05/23/2017
(003)		To				Dead	End								
		From				95-737 Co	ollege Dr								
(865) Itta Bena Rd	0.92	20	R							NA			NA		05/18/2017
		To:				0.92 MN	95-737								
(865) Collins Dr	0.20	920	R							NA			NA		05/18/2017
		To				95-609 Hil	lman Hwy								
		From				95-609 Hil	lman Hwy								
(866) Linden St	0.08	300	R							NA			NA		05/18/2017
<u> </u>		To:				95-8	38.								
(866) Linden St	0.22	140	R							NA			NA		08/30/2017
		To				Dead	End								
$\bigcirc$	0.00	From				Dead	End								00/00/004
867 Jordan Lane	0.03	50	R							NA 			NA		08/30/2017
O lead 1	2.55	From				95-868 Ho	lbrook St			<u> </u>					00/45/55:
867 Jordan Lane	0.08	130	R			05 647 17	o Mili Dii			NA			NA		08/15/2017
			l			95-647 King									
(868) Holbrook St	0.11	From:	R			Dead	End			NA			NA		08/30/2017
(808) LIGIDIOOK OL	U. I I	90	n							144			INH		00/00/2017

Route	Length	AADT	QA	4Tire	Bus	-			-Truck			QC	K		QK	Dir	AAW	DT	QW	Year
Washington County						2			xle 1Tr	raıı	21rail		Fac	tor		Factor				
869 Astor Rd	0.15	190	<u> </u> R					Dead Er	nd				 N/	Α			N/			08/31/201
(869) 7 (818) 7 (8	00	т.				1	US 11	Lee H	iohway					•						00/01/201
869) Astor Rd	1.54	650 From	G	97%	1%		0%	19		%	0%	С	0.1	06		0.623	69	0	G	2017
$\bigcup$		To	):					5 Wynd												
Troo Ton Dr	0.73	Pron					95-73	37 Colle	ege Dr				N	٨			N/			05/19/201
870 Tree Top Dr	0.73	<b>70</b>	R				Г	Dead Er	nd				11/	4			INA	`		05/18/201
		Fron	1:			95-0			Valley Ro	d										
871) Rafferty Rd	1.88	40	R										N	A			N	١		04/18/201
<u> </u>		To	x				1	Dead Er	nd											
872) Alum Wells Rd	0.40	Fron	 R					Dead Er	nd				 N/	Δ			N/			09/21/201
872) Alum Wells Rd	0.40	To				-	95-80:	2 Mend	ota Rd					٦.			11/	`		03/21/201
		Fron	1:					Dead Er					Ī							
873)	0.60	10	R										N	A			N	١.		05/16/201
$\bigcirc$		To	):			95-6	514 Sv	vinging	Bridge R	.d										
Discordanced Da	0.40	Fron			Ç	95-6	11 No	orth For	k River R	d				۸			NI			00/01/001
874) Riverbend Dr	0.40	<b>50</b>	R				<u> </u>	Dead Er	nd				N/	А			N	`		08/31/201
		Fron	12					Dead Er					$\pm$							
875) Little Rock Rd	0.33	60	R					oud E					N	A			N	١		08/31/201
		To	):				95-76	62 Love	s Mill											
<u> </u>		Fron	1.			U	S 19 I	Porterfi	eld Hwy				II.							
876 Cross Lane	0.20	140	R			_	05.90	2 Mend	oto Pd				N/	A			N/	١.		06/15/201
		Fron	12					ul-de-S												
(877)	0.81	270	R					ui-uc-s	ac				N/	A			N	١		11/07/201
		To	):			1	US 11	Lee H	ighway											
		Fron	1:			US	5 58 S	, Jeb St	uart Hwy											
878 Minton Lane	0.41	60	R			***	. 50 31		. **				N/	A			N/	١.		04/25/201
		Fron	1			US			uart Hwy											
879) Old Trail Rd	0.57	720	"L					Dead Er	nd				N/	Α			N/	\		07/27/201
679)		To	);			ç	95-609	Hillm:	an Hwy				Ī							
		Fron	1:			95	6-633 I	Reedy (	Creek Rd											
(880) Old Trail Rd	0.30	60	R										N	A			N/	١.		06/13/201
<u> </u>		To				9		0 Benha					_							
(881) Hoot Owl Rd	0.25	45	" R					Dead Er	<u>ıd</u>				 N/	Δ			N/			08/31/201
881) 1100t GWI 110	0.20	To				95	5-700	Rich V	alley Rd				T)	•			147	•		00/01/201
		Fron	1:					69 Aste												
882) Astor Rd	0.01	280	R										N	A			N	١.		06/29/201
<u> </u>		To						5 Wync												
883) Repass Rd	1.00	210	<u> </u>			9.	5-611	Provid	ence Rd				 N/	٨			N/			08/11/201
883 Repass Rd	1.69	210 To					WC	L Abin	gdon				11/	н			INA	`		00/11/201
		Fron	1.					Dead Er												
(884) Montgomery Rd	0.95	70	R										N	A			N	١		04/25/201
<u> </u>		To				95-	674 D	Denton '	Valley Rd	1										
O West Di	2 2 -	Fron				U	JS 58	Jeb Stu	art Hwy				Ц.	^						00/04/00:
885 Waters Rd	0.25	<b>80</b>	R					Dead Er	vd.				N/	A			N/	١		08/31/201
		Fron	12		0	15 75				Dd			井							
(886) Hanger Lane	0.70	120	R		9	13-13	o wa	sungto	n Spring I	ĸű			N/	A			N/	١		05/23/201
		To					Г	Dead Er	nd				٦Ï				• ••			

						9	ton wa	mona	1100 7 11	- u								
Route	Length	AADT	QA	4Tire	Bus		Axle 3-				QC	Fac		QK	Dir Factor	AAWDT	QW	Year
Washington County		Fron	n:				Deed	F., 4										
887) Cardinal Lane	0.20	60	R				Dead	End				N.	Α			NA		08/31/201
007) *** ** **		Т	o.			95	5-609 Hil	man Hv	vy									
		Fron	n:			95	5-603 Kan	narock I	Rd									
888) Logging Camp Rd	0.25	40	R									N	Α			NA		08/31/201
		Te	0:				Dead	End										
Ochool House Bd	0.45	From				95	5-603 Kan	narock l	Rd			$\Box$	^			NIA		00/04/004
School House Rd	0.15	30 T-	R				Dead	End				N.	А			NA		08/31/201
		From	n:			110	S 58 Jeb S		13.73.7									
890) Butterfly Rd	0.12	40	R			0.5	) 30 Jeu :	nuart II	wy			N.	Α			NA		08/31/201
090) , -	-	Te	0:				Dead	End										
		Fron	n:			95-	633 Ever	ett Hagy	Rd									
891) Kimberlin Rd	1.30	380	G	99%	0%		1%	0%	0%	0%	С	0.1	21		0.628	390	G	2017
$\bigcirc$		T	00			95-	684 Rattl	e Creek	Rd									
O		Fron				95-	684 Rattl	e Creek	Rd				_					
892 Condor Lane	0.50	60 T	R				Deed	F., 4				N.	A			NA		08/31/201
			1				Dead											
894) Snapp Siding Lane	0.65	60	" <u> </u> R			—	95-751 F	leet Rd				N.	Δ			NA		05/23/201
894) Shapp Siding Lane	0.03	T.	o: N				Dead	End					^			INA		03/23/201
		Fron	n			Ι,	JS 11 Lee		av.			1						
895) Selp Hill Dr	0.25	30	R				STILL	Tilgilwa	ıy			N.	Α			NA		08/31/201
1		T	0:				Dead	End										
		From	n-			95	5-609 Hil	lman Hv	vy									
897) Arbor St	0.18	70	R									N	Α			NA		08/31/201
$\bigcirc$		Ti	n.				Dead	End										
O		Fron				9	95-684 Fa	ll Hill R	d									
898) Cabin Creek Rd	0.40	50	R				D 1	Г. 1				N.	A			NA		08/31/201
			4				Dead					_						
899) Sawmill Rd	0.85	40	" R				Dead	End				N.	Δ			NA		04/11/201
899 Sawmill Rd	0.00	<b>40</b>				95.	-600 Gree	en Cove	Rd				^			INA		04/11/201
		Fron	n:				Dead											
900) Cave Creek Rd	0.30	60	R				Dead	Liid				N.	Α			NA		08/31/201
		Te				To	ennessee	State Li	ne									
		Fron	n:			95-	-803 Ceda	ır Creek	Rd									
901) Lanier Dr	0.76	340	R									N.	Α			NA		06/06/201
$\overline{}$		Te	0:				Dead	End										
		Fron				9:	5-677 Wa	ıtauga R	2d				_					
902 Farnsworth Rd	0.40	1700	R			CD	. 75 Green	. Canin a	D.4			N.	A			NA		06/27/201
		Fron										1						
903) Pickett Lane	0.14	30	R			SR	75 Green	Spring	Rd			N.	Δ			NA		08/31/201
903) Pickett Lane	0.14	т.	_				Dead	End					^			IVA		00/01/201
		Fron	n			95-7	705 Hone		t Rd			i						
904) Porter Lane	0.10	770	R									N	Α			NA		08/25/201
$\bigcup$		T	0:				Dead	End										
		Fron	L				US	58										
905) Gale Ave	0.26	180	R									N	Α			NA		06/13/201
<u> </u>		From	o:				End I	оор										
905) Saxon Rd	0.08	150	R									N	Α			NA		06/13/201
<u> </u>		T	ı				Begin	Loop										
	0.10	From					Dead	End										00/01/05:
906 Misty Rd	0.40	100	R				5 (D( D		. 1			N.	А			NA		08/31/2017
		10	***			95	5-676 Bro	wning F	Kd			j						

							iii iviaii			-							
Route	Length	AADT	QA	4Tire	Bus			Truck Axle 1Tr			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County		From	ı				Dood E	d									
(907) Piper Rd	0.55	110	R				Dead E	ana				NA			NA		06/21/2017
		Te	·			95-	711 Alva	rado Rd									
<u> </u>		Fron				95-6	70 Spoor	n Gap Rd									
908 Drugan Lane	0.13	<b>50</b>	R			05.6	70 5	ı Gap Rd				NA			NA		07/19/2017
		From						Pond Rd				+					
(909) Applejack Rd	0.45	80	R			93-03	9 Dullak	) Folia Ku				NA			NA		08/31/2017
		To					Dead E	and									
		Fron					Dead E	and									
(910) Spring Lake Rd	0.25	80	R									NA			NA		08/31/2017
Operior at Later Date	0.00	From				0.2	5 MN De	ead End				$\supset$			NIA		00/04/004
910 Spring Lake Rd	0.20	90 To	R			IIS 1	9 Porter	ield Hwy				NA			NA		08/31/2017
		From					665 Cleve										
(911) Green Springs Church	h Rd0.12	710	G	99%	0%	0%		% 0%	%	0%	С	0.096		0.507	740	G	2017
		To	c				SR 75; 95	5-670									
		From				SR	R 91 Mon	roe Rd									
(913)	0.24	50	R				n 15					NA			NA		08/31/2017
		From	1 .r				Dead E					1					
(914)	0.06	50	R				Dead E	una				NA			NA		08/31/2017
914)	0.00	To	_			SR	R 91 Mon	roe Rd									00/01/2017
		From	r			95-	622 Noro	lyke Rd									
915	0.34	80	R									NA			NA		08/31/2017
<u> </u>		Tr	1				Dead E										
	0.00	From	╚			95-84	14 Old M	lonroe Rd							NIA		06/06/0017
919	0.36	250 To	R				US 1	1				NA T			NA		06/06/2017
		Fron				95	5-901 Laı										
(920) Brandon Dr	0.17	320	R				, , o r <u> </u>					NA			NA		06/06/2017
		To	c			US	11 Lee F	Highway									
O		From	10				Cul-de-	Sac									
923) White Top View Rd	0.59	130	R			0.5	(00 W/ 1	1 D1				NA			NA		07/12/2017
		From	1				-699 Wal										
(924) Liberty Hall Dr	0.40	200	G	96%	0%	95-803 29		ecords Lan		0%	С	0.139		0.529	200	G	2017
924)		To					R 91 Mon										-
		Fron	r.			95-70	00 Rich V	Valley Rd									
(930)	0.15	10	R									NA			NA		06/15/2017
		To	1			95-69		s Mill Rd									
(1010) Hedgerow Hill	0.32	340	 R				Cul-de-	Sac				NA			NA		08/29/2017
1010) Hedgerow Hill	0.52	<b>340</b>				FR-2	2 Singing	gwood Rd							INA		00/23/2017
		From	4					erow Hill									
(1011) Crabtree Court	0.25	80	R									NA			NA		08/31/2017
$\bigcirc$		To	c				Cul-de-	Sac									
		From					Cul-de-	Sac									
(1012) County Cork Lane	0.14	60 Tr	R			05 1/	)10 Hada	erow Hill				NA			NA		08/31/2017
		Fron	d									<del></del>					
(1021) Merrimac Dr	0.28	45	R			93-6	J KOCK	y Hill Rd				NA			NA		08/31/2017
		To					Dead E	and									
		Fron					Cul-de-	Sac									
(1022) Sweetland Court	0.13	60	R									NA			NA		08/31/2017
$\overline{}$		To	1			SR 7:	5 Green S	Spring Rd									

										manoc									
Route	Length	AADT	QA	4Tire	E	Bus				Truck-		QC	K Facto	QK r	Dir Facto	AAWD	ΓQV	/	Year
Washington County		From	1					Cul	-de-Sa										
(1028) Heron Circle	0.45	90	R					Cui	-ue-sa	ic .			NA			NA		08/	31/2017
1020)		Tr				95-67	/5 Co	rnelius	s Dr; C	Good Ho	pe Rd								
		From					95-	-1028	Heron	Circle									
(1029) Grey Heron Court	0.05	30	R										NA			NA		08/	31/2017
<u> </u>		To						Cul	-de-Sa	ıc									
Colony Long	0.20	100	ᄂ					Cul	-de-Sa	ıc						NΙΛ		00/	21/2017
(1030) Colony Lane	0.30	120 To	R				95-6	47 Old	1 Iones	sboro Ro	1		NA			NA		06/	31/2017
		From			_		75-0-		-de-Sa										
(1031)	0.13	130	R					Cur	-uc-sa	ic			NA			NA		08/	31/2017
		To					95-64	47 Old	d Jones	sboro Ro	1								
		From					95	5-802 J	Mendo	ta Rd									
(1040)	0.11	80	R										NA			NA		08/	31/2017
		To						De	ad End	1									
O 5 - 5 i		From					US	58 G	ate Cit	y Hwy			Ц.,						
Penn Rd	0.15	<b>240</b>	R					)5 11C	)2 Dome	. D.4			NA			NA		06/	13/2017
		From	<u> </u>		_				2 Penr										
(1102) Penn Rd	0.07	80	R		—		9	)5-110	1 Penr	n Rd			NA			NA		08/	31/2017
(1102) Penn Ra	0.07	To						De	ad End	1			$\dashv$			IVA		00/	J1/2017
		From			_		_		ood La				i						
(1106) Edgewood Dr	0.11	300	R										NA			NA		07/	06/2017
		Te				Ç	95-11	11 So	uthern	View R	d								
(1106) Edgewood Dr	0.04	60 From	R				70 11	11 50	u	, 10 , 10			NA			NA		07/	06/2017
		To					95-	1107 (	Greenh	oriar Dr									
(1106) Larwood Lane	0.23	48	R					1107	Siccino	71tti D1			NA			NA		07/	06/2017
		To							wood l										
O Lanua ad Lana	0.07	From	ᄂ					Enc	d Loop	)						NIA		07/	06/2017
(1106) Larwood Lane	0.37	<b>520</b>	R		—		—	NCI	L Briste	ol			NA			NA		07/	J6/201 <i>1</i>
		From	l		_		05			ood Dr									
(1107) Greenbriar Dr	0.05	30	R				93	11001	Eugew	oou Di			NA			NA		08/	23/2017
1107		To					95-1	1106 I	Larwoo	od Lane									
		From					95-6	533 Re	eedy Ci	reek Rd									
(1108) Appleton Dr	0.22	200	R										NA			NA		06/	13/2017
$\overline{}$		T _e From					9:	5-1109	9 Bexle	ey Dr			$\neg$ $\vdash$						
(1108) Appleton Dr	0.44	110	R										NA			NA		06/	13/2017
$\overline{}$		To						Enc	d Loop	)									
O		From						Cul	-de-Sa	ıc									
(1109) Bexley Dr	0.10	30	R				0.5	1100					NA			NA		08/	31/2017
			<u> </u>		_					ton Dr									
(1111) Southern View Rd	0.06	330	L				95-	1106 I	Edgew	ood Dr			NA			NA		07/	06/2017
Southern view Rd	0.00	550														INA		07/	JU/2017
(1111) Southern View Rd	0.07	130 From	R				95-1	1112 P	Pin Oak	k Circle			NA			NA		07/	06/2017
Southern view Rd	0.07	To			—		95.	-1113	Hamle	t Lane						INA		07/	J0/201 <i>1</i>
		From			_	c				View R	d		<u> </u>						
(1112) Pin Oak Circle	0.24	170	R			9	,J-11	11 30	autell	VICW K	u		NA			NA		07/	06/2017
		Te	_				05	_1112	Hamla	et Lane									
(1112) Pin Oak Circle	0.18	90 From	R				73-	-1113	114111110	Laile			NA			NA		08/	31/2017
		To						De	ad End	1								/-	
		From					95-11	11 So	uthern	View R	d								
(1113) Hamlet Lane	0.17	90	R										NA			NA		08/	23/2017
$\overline{}$		To					95-1	1112 F	in Oak	k Circle									

Desir.	1	445-	•	4.7.			Truck		K	611	Dir	A A 14:5=	0111	
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+	Axle 1Trail 2	Trail QC	Factor	QK	Factor	AAWDT	QW	Year
Washington County		From				NCL Bi	ristol							
(1116) Pinebrook Dr	0.15	260	R						NA			NA		08/23/2017
		To From:	<u> </u>			95-1117 Oakv								
(1117) Oakwind Circle	0.31	140	L			95-1116 Pine	ebrook Dr		NA			NA		08/31/2017
		To				Cul-de-	Sac							
		From				NCL B	ristol							
(1119) Willow Creek Circle	0.70	490	R			F 11			NA			NA		08/23/201
		From				End Lo								
Sharrett Rd	0.36	20	L			95-640 Ben	hams Rd		NA			NA		08/31/201
(1120)		To				Dead l	End							
		From				95-1107 W, G1	eenbriar Dr							
(1121) White Pine Circle	0.21	60	R						NA			NA		08/23/201
		To				95-1107 E, Gr								
(1130) Pioneer Dr	0.21	90	R			Cul-de-	Sac		 NA			NA		08/31/201
(1130) Pioneer Dr	0.21	To				95-633 Reedy	Creek Rd					INA		00/31/201
		From				Cul-de-								
(1131) Tyler Circle	0.06	60	R						NA			NA		08/31/201
$\overline{}$		To				95-1130 Pio	oneer Dr							
AMilla and Olivella	0.00	From	Ļ			Cul-de-	Sac					NIA		00/04/004
(1132) Wilson Circle	0.06	<b>30</b>	R			95-1130 Pio	oneer Dr		NA			NA		08/31/201
		From				Dead I								
(1200) Fig Tree Rd	0.32	110	R			Dead			NA			NA		08/31/2017
		To				95-757 Gove	rnment Rd							
O		From				Dead l	End							
(1201) Rambo St	0.20	<b>70</b>	R			WCL D-			NA			NA		08/31/2017
						WCL Dat	nascus							
Town of Damascus		From				WCL Dat	nascus							
(1201) Rambo St	0.09	240	R						NA			NA		08/25/2017
		To				US 58 Jeb S								
C Pagyar Dam Aya	0.20	From	R			95-1203 V	/ater St		 NA			NA		05/04/201
(1202) S Beaver Dam Ave	0.20	1000							INA			INA		05/04/2017
(1202) S Beaver Dam Ave	0.06	1100 From:	R			95-1225 Be	owlin St		NA			NA		05/04/2017
S Beaver Dam Ave	0.00	1100										INA		03/04/2011
(1202) S Beaver Dam Ave	0.02	1500 From:	R			95-1224 C	litton St		NA			NA		05/04/2017
(1202)		To				US 58 Jeb S	uart Hwy							
		From				95-1202 S Beav	en Dam Ave							
(1203) Water St	0.09	680	R						NA			NA		05/04/2017
<u> </u>		To:				95-1204 B	rook St		$\exists$					
(1203) Water St	0.06	720	R						NA			NA		05/04/2017
		To				95-716 Sha								
(1204) Brook St	0.16	420	R			95-1203 V	ater St		 NA			NA		05/04/2017
1204) Brook St						95-1205 Cor	nmerce St							
		From				95-1204 B								
(1205) Commerce St	0.05	330	R						NA			NA		05/04/2017
<u> </u>		To		-		95-716 Sha	ndy Ave		<u> </u>					
C C C C C C C C C C C C C C C C C C C	0.07	From	Ļ			95-716 Sha	ndy Ave					NIA		0E/00/003
(1206) E Creepers Way	0.07	80 To:	R			95-1221 L	eigh St		NA			NA		05/09/2017
						7J-1441 L	rigii di							

					Wash	nington Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Tra	$\cap$ C	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Damascus		Fron	n										
(1206) E Creepers Way	0.07	50	R			95-1221 Leigh St		NA			NA		05/09/201
		Te	n.			95-1207 Trestle St							
(1207) Trestle St	0.05	60 From	R			95-1206, E Creepers Way		NA			NA		05/09/201
(1207) Trestle St	0.03	To				US 58 Jeb Stuart Hwy		INA			INA		03/09/201
		Fron				95-1209, E Fifth St							
1208 Railroad Ave	0.14	160	R					NA —			NA		05/09/201
(1208) Railroad Ave	0.15	90 Fron	R			US 58 Jeb Stuart Hwy		NA			NA		05/09/201
(1208) Haliroad Ave	0.10	To				95-1217 First St					147.		00/00/201
O		Fron				95-1208 Railroad Ave							
1209 E Fifth St	0.06	80	R					NA —			NA		05/09/201
(1209) E Fifth St	0.09	40 From	R			US 58 Douglas Dr		 NA			NA		08/31/201
(1209) E FIRTH St	0.00	To	_			Dead End					147.		00/01/201
		Fron				95-716 Shady Ave							
1210 Textile St	0.06	180	R			Dead End		NA			NA		05/09/201
		Fron	n:			95-716 Shady Ave							
(1211) Cotton St	0.06	40	R			•		NA			NA		08/31/201
		From	0:			Dead End							
(1212) Orchard Hill Rd	0.41	230	L			US 58 Douglas Dr		NA			NA		05/04/201
		To	n.			SCL Damascus							
Washington County		Fron	n:			SCL Damascus							
(1212) Orchard Hill Rd	0.63	100	R			SCL Damascus		NA			NA		05/04/201
$\bigcup$		To	00			SR 91 Mountain City Rd							
Town of Damascus		Fron	n:			US 58 Douglas Dr							
(1213) Fritz St	0.04	170	R					NA			NA		05/09/201
		To	00			95-1214 Ena St							
(1214) Ena St	0.08	30	" R			Dead End		NA			NA		08/31/201
(1214)		To				95-1213 Fritz St							
O 5.5 11.01	0.00	Fron				95-1208 Railroad Ave		<u> </u>					05/00/004
E Fourth St	0.06	50	R					NA			NA		05/09/2017
(1215) E Fourth St	0.06	210 From	R			US 58 Douglas Dr		NA			NA		05/09/201
		To	_			ECL Damascus							
Washington County		Fron	no			ECI Damasaya							
(1215)	0.33	70	R			ECL Damascus		NA			NA		08/31/201
$\bigcirc$		Te	o.			Dead End							
Town of Damascus		Fron	n:			95-1208 Railroad Ave							
(1216) E Second St	0.07	90	R			70 1200 Rumoud 1110		NA			NA		05/09/201
$\frac{\circ}{\circ}$		Fron				SR 91 Damascus Dr							
E Second St	0.07	60 Ta	R			Dood Fred		NA			NA		08/31/201
-		Fron			0	Dead End 5-1218, N Bone Hollow Rd		<u> </u>					
(1217) E First St	0.03	160	R		9	5 1210, 11 Done Honow Ru		NA			NA		05/09/201
$\frac{\circ}{\circ}$		T. Fron	n:			SR 91 Damascus Dr		$\Box$					
E First St	0.07	<b>40</b>	R			05 1200 Dailman J. A		NA			NA		05/09/201
		10	1			95-1208 Railroad Ave							

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Damascus									. 4010.		. 40.0.			
(1218) N Bone Hollow Rd	0.17	110	R	-	-	95-1217, E First St			 NA			NA		05/09/201
(1218) IV Bolic Floriow Fla	0.17	To				95-1219 Hill Crest Av			— "``			1471		00/00/201
		From				95-1220 Cemetery Ridg	ge							
(1219) Hill Crest Ave	0.14	60	R						NA			NA		05/09/201
$\bigcirc$		To			9	5-1218, N Bone Hollow	Rd							
0	0.00	From				SR 91 Damascus Dr								05/00/004
1220 Cemetery Ridge	0.20	40 To	R			95-1219 Hill Crest Av			NA			NA		05/09/201
		From				95-1219 Hill Crest AV								
Leigh St	0.06	60	R			95-1200, E Cleepels W	<u>1y</u>		NA			NA		05/09/201
0		To				US 58 Jeb Stuart Hwy								
Leigh St	0.06	220 From	R			US 38 Jeb Stuart Hwy			NA			NA		05/09/201
1221)		То				95-1222 Imboden St								
		From				Dead End								
1222) Imboden St	0.05	160	R						NA			NA		08/31/201
		To From				95-1223 Reynolds St			$\Box$					
(1222) Imboden St	0.07	360	R						NA			NA		05/09/201
$\overline{}$		To From				95-716 Shady Ave			_					
1222) Imboden St	0.07	190	R						NA			NA		05/09/201
$\overline{}$		To				95-1221 Leigh St								
O =		From				Dead End								
1223 Reynolds St	0.05	110	R						NA			NA		08/31/201
<u> </u>		To From				US 58 Jeb Stuart Hwy								
1223 Reynolds St	0.06	810 To	R			05 1222 X 1 1 G			NA			NA		05/09/201
		From				95-1222 Imboden St								
1224) Clifton St	0.14	110	R		95	5-1226 Appalachian Tra	l Dr		 NA			NA		05/04/201
Clitton St	0.14	То			9	5-1202, S Beaver Dam	Ave		—i"`			14/1		00/04/201
		From				5-1226 Appalachian Tra								
1225) Bowlin St	0.17	40	R						NA			NA		05/04/201
$\bigcup$		To			9	5-1202, S Beaver Dam	Ave							
		From				95-1225 Bowlin St								
(1226) Appalachian Trail Dr	0.07	130	R						NA			NA		05/04/201
<u> </u>		То				95-1224 Clifton St								
Washington County		From				95-706 Rivermont Rd								
1227) Ridgeview Dr	0.51	320	R			25-100 Rivermont Ru			NA			NA		08/25/201
		To				End Loop								
		From				95-711 Alvarado Rd								
(1230) Drowning Ford Rd	0.25	320	R						NA			NA		06/21/201
		То				Dead End								
		From				95-708 Rhea Valley R	1							22/22/22/
1235 Shadowwood Circle	0.39	160 _{To}	R			End Loop			NA			NA		06/08/201
		From				•			_					
(1240) Mount Calm Dr	0.47	50	R			95-842 Amherst Circle			 NA			NA		08/25/201
1240) 11100111 001111 01	<b>∪.</b> ⊣1		••			05 1241 5 1 1						IVA		33, <u>2</u> 0, <u>2</u> 0 1
(1240) Mount Calm Dr	0.40	90 From	R			95-1241 Echo Lane			NA			NA		08/31/201
1240 Would Saill Di	0.40	To	-11			Cul-de-Sac			$\exists$			INA		33/31/201
		From				95-1240 Mount Calm I	)r		Ī					
(1241) Echo Lane	0.42	70	R						NA			NA		08/31/201
$\bigcup$		To				Cul-de-Sac								

					wasii											
Route	Length	AADT	QA	4Tire	Bus		Truck- +Axle 1T			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Glade Spring		From	1			Bus S	D 01									
(1301) Sycamore St	0.07	110	R			Dus 3	K 91				NA			NA		07/27/201
		To	_			95-1313 (	Cherry St									
1301) Sycamore St	0.23	80 From	R			70 1515	onerry or				NA			NA		07/27/201
$\overline{}$		То				95-1304 Sy	camore St									
O		From				Bus S	R 91									
1302 Curtis Lane	0.07	30	R			ъ.	Г. 1				NA			NA		08/31/20
		From				Dead										
1303) Kirkwood St	0.32	180	R			SR 91 N	tapie St				NA			NA		07/27/20
1303)		To				05 1204 5	vaamana Ct									
1303) Kirkwood St	0.08	210 From	R			95-1304 Sy	camore st				NA			NA		07/27/20
1303)		То				Bus S	R 91									*********
		From	1			Dead	End									
Sycamore St	0.03	90	R								NA			NA		08/31/20
$\smile$		To From				95-1301 Sy	camore St				_					
Sycamore St	0.10	130	R								NA			NA		07/27/20
<u> </u>		То	1			95-1303 Ki	rkwood St									
	0.17	From				SR 91 N	Iaple St									00/00/00
Highland Ave	0.17	130	R								NA			NA		06/23/20
	0.15	From				95-1307 S	tadium St				$\Rightarrow$					00/00/00
Highland Ave	0.15	150	R			Bus S	D 01				NA			NA		06/23/20
_		From														
1306) Hemlock St	0.06	140	R			95-1307 S	tadium St				NA			NA		06/23/20
1300) - 1011110011 01	0.00	To				D C	D 01									00/20/20
1306) Hemlock St	0.06	40 From	R			Bus S	K 91				NA			NA		08/31/20
1300)		To				Dead	End									
		From				95-1306 H	emlock St									
1307) Stadium St	0.22	150	R								NA			NA		06/23/20
$\overline{}$		To From				95-1311	Mesa Dr				$\neg$					
1307) Stadium St	0.08	140	R								NA			NA		06/23/20
<u> </u>		То	4			95-1305 His	ghland Ave									
Vinc Ot/Heleten Hete	0.00	From				95-1310 H	olston Hgts							NIA		00/00/00
Vine St/Holston Hgts	0.06	<b>70</b>	R			95-1311	Masa Dr				NA			NA		06/23/20
		From	1			93-1311 Bus S					_					
1309) Crescent Rd	0.08	1400	G	99%	0%			%	0%	С	0.109		0.646	1500	G	2017
1309)		To	_			95-609;										
1309) Crescent Rd	0.29	630 From	R			93-009;	93-132				NA			NA		06/23/20
1003)		То				SR 91 Mon	te Vista Dr									
		From				SR 91 N	Iaple St									
Holston Hgts	0.07	170	R								NA			NA		07/27/20
						95-1311	Mesa Dr				_					
$\mathcal{O}$		To From									NA					07/07/00
Holston Hgts	0.06	140 From	R											NA		07/27/20
1310) Holston Hgts	0.06	To	R			95-1314 Sw	eet Briar St							NA		07/27/20
	0.06	140 From From 150	R								NA			NA NA		
		150 From			95	95-1314 Sw -1308 Vine S										
1310) Holston Hgts	0.04	150 From	R		95		t/Holston H				NA			NA		07/27/20
1310 Holston Hgts		150 From			95	-1308 Vine S	t/Holston H									07/27/20° 07/27/20° 08/31/20°
	0.04	150 From	R		95	-1308 Vine S	t/Holston H End				NA			NA		07/27/20

					vvasi	nington Maintenance Are	a						
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	O.C	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Glade Spring													
(1311) Mesa Dr	0.03	90	L			95-1308 Vine St		 NA			NA		06/23/201
(1311) 111000 21	0.00	To				95-1307 Stadium St							00/20/201
Washington County													
(1312) Stage Coach Rd	0.69	1300	R			SR 91 SOUTH		 NA			NA		07/27/201
1312) Stage Coach Hu	0.03	1300 To				ED 22 CI D					INA		07/27/201
1312) Stage Coach Rd	0.38	290 From	R			FR-33 Glove Dr		NA			NA		07/27/201
0		То	_		95-131	8 Leo "Muscles" Shoals Mem	Pk						
1312) Stage Coach Rd	0.25	240 From	R		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			NA			NA		07/27/201
$\bigcup$		То			Ç	95-1317; SCL Glade Spring							
Town of Glade Spring		From	ı		(	95-1317; SCL Glade Spring							
1312) Stage Coach Rd	0.23	880	R			55-1317, SCL Glade Spring		NA			NA		09/20/20
		То				SR 91 N, Maple St							
		From	L_			SR 91 Maple St							a= /a= /= /
1313 Cherry St	0.19	150 To	R			95-1301 Sycamore St		NA			NA		07/27/20
		From	l			Dead End							
1314) Sweet Briar St	0.09	70	R			Dead End		NA			NA		08/31/20
		То				95-1310 Holston Hgts							
Washington County								T					
1315) Medallion Dr	0.07	170	   R			SR 91		 NA			NA		07/27/20
1315) Wodamon Bi	0.07	т.				95-1316 S, Huckleberry Dr							01721720
(1315) Columbine Lane	0.12	90 From	R			93-1310 S, Hucklebelly DI		NA			NA		07/27/20
		To			Ç	95-1316 N, Huckleberry Dr							
<u> </u>		From			95-1315	S, Columbine Lane; Medallion	n Dr						
(1316) Huckleberry Dr	0.23	70	R					NA			NA		07/27/201
	0.07	From	<u> </u>		ç	95-1315 N, Columbine Lane					NIA		07/27/20
(1316) Huckleberry Dr	0.07	<b>50</b>	R			SR 91; SCL Glade Spring		NA			NA		07/27/20
Fown of Glade Spring								<u> </u>					
		From			Ģ	95-1312; SCL Glade Spring							
1317 Olive St	0.14	60 To	R			Dead End		NA			NA		08/31/201
W. 1			<u> </u>			Dead End		<u> </u>					
Washington County		From				Dead End							
( ₁₃₁₈ ) Leo "Muscles" Shoals	sMe6n1P5k	30	R					NA			NA		08/31/20
		То	<u> </u>			95-1312 Stage Coach Rd		1					
1319) Ferndale Lane	0.23	45	L R			Cul-de-Sac		 NA			NA		08/31/20
1319) . Gda.ioa.io	0.20	То	Ė			95-1316 Huckleberry Dr							00/01/20
		From				SR 91 S, Monroe Rd							
(1320) Croweville Dr	0.34	90	R					NA			NA		06/06/20
		To	1			SR 91 N, Monroe Rd							
Town of Glade Spring		From				95-1322 Spring Garden Dr		1					
(1321) Spring Hill Dr	0.53	350	R					NA			NA		07/27/201
$\underline{\hspace{1cm}}$		То				Bus SR 91							
Continue Continue D	0.00	From	_			95-1321 Spring Hill Dr					NIA.		07/07/00
(1322) Spring Garden Dr	0.20	270 To	R			Cul-de-Sac		NA T			NA		07/27/201
		From				Dead End							
(1323) Mimosa St	0.12	70	R			Dead Diffe		NA			NA		08/31/201
$\bigcirc$		To				95-1304 Sycamore St							

					Wash	nington Maintenan	ce Area							
Route	Length	AADT	QA	4Tire	Bus	Truc 2Axle 3+Axle 1		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Glade Spring		From	1			95-1321 Spring Hill I	)r							
Spring Crest Dr	0.19	80 Tr	R			Cul-de-Sac			NA			NA		08/31/2017
Vashington County														
1325) Graceland Lane	0.50	260	R			95-609 Hillman Hwy	1		NA			NA		11/07/2017
Town of Glade Spring		TC.	1			95-609; 17-1093								
1326	0.19	80	R			CL Glade Spring; 95-1:	325		NA			NA		08/31/201
Vashington County		Te	d			Dead End								
1401) Shepard Lane	0.17	130	R			95-1402 Athens Dr			NA			NA		07/14/201
		To				95-664 Lake Rd			<u> </u>					
Athens Dr	0.30	20	R			Cul-de-Sac			NA			NA		08/31/2017
		To	od.			95-1401 Shepard Lar	e							
Harbour Light Circle	0.37	70	 R			Begin Loop			 NA			NA		07/14/201
Harbour Light Circle	0.57	7 U	× T			95-664 Lake Rd						INA		07/14/201
		From	ic .			95-664 Lake Rd								
1407)	0.34	90	R						NA			NA		09/21/201
<u> </u>		Te	r			Cul-de-Sac								
<u> </u>		Fron	L			95-647 Kings Mill Pil	te							
Fantasy Dr	0.17	60 To	R			Cul da Saa			NA			NA		08/31/201
		From	]			Cul-de-Sac			1					
Quintana St	0.17	60	R			Cul-de-Sac			 NA			NA		08/31/201
Quintana St	0.17	To				95-1422 Fantasy Dr						1471		00/01/201
		From				95-647 Kings Mill Pil								
Crimson St	0.26	100	R			25 OTT KINGS WINT I			NA			NA		08/31/201
		To	oc			Dead End								
		From	ic .			Dead End								
1425) Briscoe Dr	0.26	20	R						NA			NA		08/31/201
$\overline{}$		To	00			95-650 Old Jonesboro	Rd							
$\widehat{}$		From				95-675 Cornelius Di								
1426)	0.73	190	R			0.1.1.0			NA			NA		06/27/201
			1			Cul-de-Sac								
	0.10	120	" <u></u> R			95-675 Cornelius Dr	•		 NA			NA		06/27/201
1427	0.10	TC TC	<u> </u>			95-1426						INA		00/21/201
		From				95-664 Aven Lane								
(1442) Whitney Lane	0.46	70	R			93-004 Aven Lane			NA			NA		08/31/201
1442)		To				Cul-de-Sac								
		From	ı-			Cul-de-Sac								
Moonlight Bay Rd	0.18	70	R						NA			NA		08/31/201
<u> </u>		Te	r			95-670 Denton Valley	Rd							
		From				Begin Loop								
1446) Crosswinds Dr	0.31	130	R						NA			NA		07/14/201
<u> </u>		To	1			95-1445 Moonlight Bay								
<u> </u>	0.0=	From	<u> </u>			95-649 Highpoint Ro	1							00/4=/05:
1450 Brynwood Dr	0.07	820	R						NA			NA		08/15/201
		From				95-1453 Four Seasons	Dr		]-					
1450 Brynwood Dr	0.07	670	R						NA			NA		08/15/2017
<u> </u>		To	2			95-1454 Ivy Dr								

Route	Length	AADT	QA 4Tire	BusTruck 2Axle 3+Axle 1Trail 2T		Dir AAWDT C	W Year
Washington County		From		95-1454 Ivy Dr	<del>-</del>		
1450) Brynwood Dr	0.19	490	R	93-1434 IVY DI	NA	NA	08/15/201
$\overline{\bigcirc}$		To From		95-1455 Autumn Rd			
Brynwood Dr	0.06	270	R		NA	NA	08/15/201
1450 Brynwood Dr	0.26	120 From	R	95-1456 Woodway Rd	 NA	NA	08/15/201
1450) 2171111000 21	0.20	120 Te	••	95-1452 Heather Dr			00/10/201
		From		95-1454 Ivy Dr			
Willow Lane	0.19	150	R	95-1455 Autumn Rd	NA T	NA	08/15/201
		From		95-1453 Four Seasons Dr			
1452) Heather Dr	0.08	180	R	75 T 155 T our Sousons D1	NA	NA	08/15/201
		T.e From		95-1454 Ivy Dr			
1452 Heather Dr	0.20	170	R		NA	NA	08/15/201
<u> </u>	2.05	From	_	95-1455 Autumn Rd			00/45/004
Heather Dr	0.35	100	R 		NA ———	NA	08/15/201
1452) Heather Dr	0.03	20 From	R	95-1450 Brynwood Dr	NA	NA	08/31/201
1432) 11041101 21	0.00	To	••	Dead End			00/01/201
		From		95-1452 Heather Dr			
1453 Four Seasons Dr	0.12	160	R	05 1450 P I.D.	NA	NA	08/15/201
		From		95-1450 Brynwood Dr			
1454) Ivy Dr	0.06	100	R	95-1452 Heather Dr	NA	NA	08/15/201
		To From		95-1451 Willow Lane			
1454) Ivy Dr	0.06	270	R		NA	NA	08/15/201
		Te		95-1450 Brynwood Dr			
1455) Autumn Rd	0.06	70	R	95-1452 Heather Dr	 NA	NA	08/15/201
Autumn Rd	0.00	To To		05 1451 Willow Long		14/1	00/10/201
1455) Autumn Rd	0.06	190 From	R	95-1451 Willow Lane	NA	NA	08/15/201
		To		95-1450 Brynwood Dr			
O		From		95-1450 Brynwood Dr			
1456 Woodway Rd	0.18	200 _{то}	R	95-1452 Heather Dr	NA T	NA	08/25/201
		From		95-648 Sinking Creek Rd			
1460 Lyle Lane	0.21	190	R	93-046 Silikilig Creek Ku	NA	NA	08/25/201
		To		95-1461 Lyle Lane			
		From		95-1460 Lyle Lane			
(1461) Lyle Lane	0.07	<b>30</b>	R	0.1.1.0	NA	NA	08/31/201
		From		Cul-de-Sac			
1462 Lone Eagle Dr	0.27	460	R	Cul-de-Sac	 NA	NA	08/25/201
1402) 2010 2019 21		Te		95-647 Old Jonesboro Rd			
_		From		95-1464 Kestrel Dr			
1463 Peregrine Dr	0.15	260	R		NA	NA	08/25/201
		To		95-1462 Lone Eagle Dr			
1464) Kestrel Dr	0.30	30	R	Cul-de-Sac	 NA	NA	08/31/201
1704) 1 1 2 1 1 0 1 2 1		To		95-1463 Peregrine Dr		1.07.1	20,01,201
1464) Kestrel Dr	0.05	120 From	R	75-1405 1 GIEGIIIIE DI	NA	NA	08/31/201
$\bigcup$		To		Cul-de-Sac			
$\sim$		From		95-1462 Lone Eagle Dr			
(1465) Raven Dr	0.06	230	R		NA	NA	08/25/201

					Wash	nington Maintenand								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County		From												
Osprey Ridge Rd	0.13	130	R			Cul-de-Sac			NA			NA		08/31/2017
(1466) Osprey Ridge Rd	0.17	45	L			95-1465 Raven Dr			NA			NA		08/31/2017
(1400)		To				Cul-de-Sac								
		From				95-1491 Ashley Circle								
(1490) Stone Dr	0.12	310	R						NA			NA		08/15/2017
(1490) Stone Dr	0.08	130	R			95-1492 Abbie Lane			NA			NA		08/15/2017
(1490) Stone Dr	0.00	To	<u> </u>			Tennessee State Line						INA		00/13/201
		From	4			Cul-de-Sac								
(1491) Ashley Circle	0.04	30	R						NA			NA		08/31/201
		To				95-1490 Stone Dr								
		From				Tennessee State Line								
(1492) Abbie Lane	0.05	140	R						NA			NA		08/15/201
<u> </u>		To	1			95-1490 Stone Dr								
	0.10	From	<u> </u>			95-825 Elementary Dr						NIA		00/01/001
(1498)	0.10	60 To	R			Cul-de-Sac			NA			NA		08/31/201
		From							_					
(1499)	0.11	60	R			Cul-de-Sac			NA			NA		09/01/201
(1499)	0.11	To	Ë			95-1498			— <u>`</u> ``			1471		00/01/201
		From	1			SR 75 Green Spring Ro	1							
(1500) Ibex Dr	0.28	80	R			Six 73 Green spring ix	•		NA			NA		09/01/201
		To				Cul-de-Sac								
		From			95-	1502 Chantilly Way; Ell	iot St							
(1501) Merman St	0.06	270	R						NA			NA		08/11/201
$\bigcirc$		To From				95-1503 Mercedes Dr								
(1501) Merman St	0.27	250	R						NA			NA		07/12/2017
$\bigcup$		To				US 19 Porterfield Hwy								
		From				95-1505 Richardson Av	e							
(1502) Moulin St	0.28	540	R						NA			NA		08/11/201
<u> </u>		To From				95-1508 Church St								
(1502) Mary St	0.43	370	R						NA			NA		08/11/2013
		To From				95-1504 Mary St								
(1502) Elliot St	0.18	480	R						NA			NA		08/11/201
		To From				95-1501 Merman St			$\Box$					
(1502) Chantilly Way	0.19	790	R						NA			NA		08/11/2017
		To	4			US 19 Porterfield Hwy	•							
O		From	<u> </u>			95-1505 Richardson Av	e							.=
(1503) Mercedes Dr	0.54	320	R						NA			NA		07/12/201
		From				95-1504 Mary St			<b>⊐</b> :					
(1503) Mercedes Dr	0.05	520	R			05 1501 M			NA			NA		07/12/2017
		From	<u> </u>			95-1501 Merman St	~							
(1504) Mary St	0.16	80	R			95-1502 Elliot St; Mary	St		 NA			NA		08/11/201
(1504) Mary St	0.10	To	<u> </u>			95-1503 Mercedes Dr			-			INA		00/11/2017
		From	1			95-1502 Moulin St								
(1505) Richardson Ave	0.18	310	R			ye 1002 Mouni ot			NA			NA		07/12/2017
		To	-			95-1503 Mercedes Dr								
(1505) Richardson Ave	0.07	40 From	R			75-1505 Microedes Dr			NA			NA		09/01/201
		To	_			Dead End								
		From			Ţ	JS 58 ALT; NCL Abing	lon							
(1506) Hall St	0.11	40	R						NA			NA		09/01/2017
$\overline{}$		To				Dead End								

Route	Length	AADT	QA	4Tire	Bı	JS			-Truck xle 1Tr		QC	K Factor	QK	Dir Factor	AAW	DT	QW	Year
Washington County		From	ı							u		1		- actor				
(1507) Jennifer Dr	0.08	210	R				95-6	570; 95-	1514			NA			N/			12/10/2013
		Tr					95-150	)9 Jessi	ca Lane									
		From				95	-681 W	Voodlar	d Hills Rd	1								
(1508) Church St	0.06	920	R									NA			N/			08/11/2017
		To				95-	·1502 N	Aary St	Moulin S	t								
O laurian Laur	0.14	From	_				C	'ul-de-S	ac						N.			00/04/004
(1509) Jessica Lane	0.14	80	R									NA 			N.A	١.		09/01/2017
O leader Laur	0.40	From	_				95-150	07 Jenr	ifer Dr						NI.			00/04/004
(1509) Jessica Lane	0.13	<b>80</b>	R					'ul-de-S	00			NA			N/	١.		09/01/2017
		From	l			_												
(1510) Green Village Dr	0.41	90	R				В	egin Lo	op			NA			N/			06/15/2017
(1510) 6.100.1 7.114.90 2.1	0											<b>—</b>				•		00/10/2017
(1510) Green Village Dr	0.11	350 From	R				E	End Loc	p			NA			N <i>A</i>			06/15/2017
(1510) Green Village Dr	0.11	To				9	95-692	Whites	Mill Rd			¬```			147	•		00/10/2017
		From					F	End Loc	nn									
(1511) Stone Mountain Rd	0.19	230	R					sna Bo	'P			NA			N/			07/12/2017
		Te					95-15	513 Litt	on Rd									
(1511) Stone Mountain Rd	0.86	130 From	R				75 15	JIJ LIU	on ru			NA			N/			07/12/2017
		Te					R.	egin Lo	on									
(1511) Stone Mountain Rd	0.16	700 From	R					egiii Ex	ОР			NA			N/			07/12/2017
		Te					US 19 I	Porterfi	eld Hwy									
		From					95-670	Spoon	Gap Rd									
(1512) Grahams Dr	0.25	140	R									NA			N/			09/01/2017
$\overline{}$		To					C	ul-de-S	ac									
O		From					1	Dead E	nd									
(1513) Litton Rd	0.23	70	R									NA			N/	١		08/29/2017
						95-			ountain R	d								
(1514) Whites Point Dr	0.12	100	R				<u>C</u>	'ul-de-S	ac			 NA			N.A			09/21/2017
1514) Whites Point Dr	0.12	100	n									- INA			INF			09/21/2017
Mhitas Daint Dr	0.07	From					95-15	515 Sop	hie Dr						NI/			07/10/2017
(1514) Whites Point Dr	0.07	150	R				05 670	Spoon	Gap Rd			NA			N <i>A</i>	١		07/19/2017
		Fron							Point Dr									
(1515) Sophie Dr	0.12	90	R			9.	3-1314	wnites	Point Dr			NA			N/			09/01/2017
(1313) 336	0	To					С	ul-de-S	ac			Ti.				•		00/01/2011
		From					95-151	7 Stein	man Rd									
(1516) Keys Dr	0.12	40	R									NA			N/			09/01/2017
		To					C	ul-de-S	ac									
		From					95-76	6 Rusti	c Lane									
(1517) Steinman Rd	0.33	340	R									NA			N/	١		07/12/2017
		T _c From					95-1	516 Ke	ys Dr			$\Box$						
(1517) Steinman Rd	0.07	260	R									NA			N/			07/12/2017
		T _e From					95-15	18 Del	ano Dr									
(1517) Quail Ridge Way	0.68	190	R									NA			N/			07/12/2017
$\bigcirc$		To					С	ul-de-S	ac									
		From			95-	1517	Quail R	Ridge W	ay; Steinr	nan Rd								
(1518) Delano Dr	0.25	50	R									NA			NA			09/01/2017
<u> </u>		To						ul-de-S			 							
<u> </u>		From					95-15	521 Ess	ex Dr			J						07/10/55:
(1519) Heritage Dr	0.28	210	R				05.1	0.177				NA			N/	١		07/19/2017
		To					<del>1</del> 5-152(	u West	wood Dr									

Route	Length	AADT	QA	4Tire	Bu	S			Trail 27		QC	K Factor	QK	Dir Factor	AAWD [*]	T QW	Year
Washington County		-	1							ııalı		a0101		i acitii			
(1520) Westwood Dr	0.19	860	<u> </u>			95-1	543 Horte	enstine Pla	ice			NA			NA		07/19/2017
		To:				9:	5-1525 M	cCary Dr									
(1520) Westwood Dr	0.07	980	R									NA			NA		07/19/2017
(1520) Westwood Dr	0.07	1000 From:	R			95	5-1523 Oa	kwood D	•			NA			NA		07/19/2017
(1520) Westwood Dr	0.09	From:	R			9:	5-1519 H	eritage Dr				NA			NA		07/19/2017
<u> </u>	0.18	From:	R			9	5-1522 Jo	hnson Dr				NA			NA		07/19/2017
(1520) Westwood Dr	0.10	1400 To	n			95-6	647 Old Jo	onesboro l	Rd						INA		07/19/2017
		From				95-	-678 Vanc	es Mill R	d								
(1521) Essex Dr	0.25	250	R									NA			NA		12/10/2013
(1521) Essex Dr	0.07	380 From:	R			95-1	543 Horte	enstine Pla	ice			NA			NA		12/10/2013
<u> </u>		From				95	-1542 Du	ncan Plac	2			<u> </u>					
(1521) Essex Dr	0.07	530	R									NA —			NA		12/10/2013
(1521) Essex Dr	0.07	670	R			9.	5-1525 M	cCary Dr				NA			NA		12/10/2013
(1521) 2000X D1	0.07	To				05	5-1523 Oa	kwood D				¬					12/10/2010
(1521) Essex Dr	0.08	920 From:	R			73	-1323 Oa	KWOOG D				NA			NA		12/10/2013
(1521) Essex Dr	0.07	1000	R			9:	5-1519 He	eritage Dr				NA			NA		12/10/2013
		To:				9.	5-1522 Jo	hnson Dr				_					
(1521) Essex Dr	0.07	2300 To	R			95-6	647 Old Jo	onesboro l	Rd			NA			NA		12/10/2013
		From					95-1521 E										
Johnson Dr	0.27	110	R						_			NA			NA		07/19/2017
		From	l			93.	-1520 We Dead		Г			+					
(1523) Oakwood Dr	0.43	140	R				Dead	EIIG				NA			NA		09/01/2017
O al annual Da	0.00	From	_				95-1521 E	Essex Dr				<u> </u>			NIA		07/40/004
(1523) Oakwood Dr	0.29	90 To:	R			95.	-1520 We	stwood D	r			NA T			NA		07/19/2017
		From					Dead		•								
(1524) Westminster Ave	0.14	50	R									NA			NA		09/05/2017
<u> </u>		To				95-6	647 Old Jo	onesboro l	Rd								
(1525) McCary Dr	0.50	From:					Begin	Loop				NA			NA		07/10/201
(1525) McCary Dr	0.58	160	R									INA			NA		07/19/2017
(1525) McCary Dr	0.22	510	R				End L	оор				NA			NA		07/19/2017
<u> </u>	_ ,- ,-	From					95-1521 E	Essex Dr				<u> </u>					00/
McCary Dr	0.28	110	R			0.5	1520 W	. 15				NA			NA		08/25/2017
(1525) McCary Dr	0.09	70 From	R			95	-1520 We	stwood D	I			NA			NA		09/05/2017
<u> </u>		To					Dead	End									
		From					Begin	Loop									
(1526) Pleasant View Dr	0.48	180	R									NA			NA		11/09/2017
O Block 1377 5	2.55	From					End L	оор			•	<u> </u>					44/00/00:
(1526) Pleasant View Dr	0.08	220 To	R						Rd			NA			NA		11/09/2017

Route	Length	AADT	QA	4Tire	В	Bus		xle 3+			C	C F	K actor	QK	Dir Factor	AAW	DT	QW	Year
Washington County		From						-645 Wyı											
(1527) Woodcliffe Dr	0.05	950	R				93-	043 W y	ndale r	cu			NA			N/			08/11/201
		To					95-1	528 Sout	thwood	Dr									
(1527) Woodcliffe Dr	0.21	620 From	R										NA			N/			08/11/201
<u> </u>		To					95-1	1530 Eas	stwood	Dr			1						
(1527) Woodcliffe Dr	0.07	610	R										NA			N/	١		08/11/201
$\overline{}$		To				9:	5-681	l Woodla	and Hil	ls Rd									
O continue of Do	0.00	From	_				95-1	527 Woo	odcliffe	Dr						N.I.			00/44/004
(1528) Southwood Dr	0.09	270	R										NA -			N/	١		08/11/201
Couthwood Dr	0.06	From				ç	95-15	529 Midd	ilewoo	d Dr			NA			N/			00/11/201
(1528) Southwood Dr	0.06	100 To	R		—		95-1	531 Sout	thwood	Dr			7			INF			08/11/201
		From						528 Sout					1						
(1529) Middlewood Dr	0.19	100	R				75-1,	720 50ui	uiwooc	Di			NA			N/			08/11/201
		To					95-1	1530 Eas	stwood	Dr									
		From					95-1:	527 Woo	odcliffe	Dr									
(1530) Eastwood Dr	0.10	60	R										NA			N/	1		08/11/201
		To From:				Ģ	95-15	529 Midd	ilewoo	d Dr			]—						
(1530) Eastwood Dr	0.06	70	R										NA			N/			08/11/201
		To					95-15	531 Sout	thwood	Dr									
O 0 11 15		From					95-15	528 Sout	thwood	Dr			]						
(1531) Southwood Dr	0.19	140	R										NA			N/	١		08/11/201
O 0 11 12		From					95-1	1530 Eas	stwood	Dr			]						
(1531) Southwood Dr	0.07	160	R				0	5-681; 9:	5 0064				NA			N/	١		08/11/201
		From			_								1						
(1532) Greenevers Ct	0.17	220	R				95-	-1534 La	indfall	J.T			J NA			N/			08/11/201
(1532) GITOGITOTOTO GE	<b>0</b>	To				9:	5-681	l Woodla	and Hil	ls Rd			7			• •	•		00/ 1.1/20 1
		From					US 1	19 Porter	rfield H	wy									
(1533)	0.05	390	R										NA			N/			07/12/201
		To					95-	-766 Rus	stic Lar	ne									
<u> </u>		From						Cul-de-	-Sac				J						
(1534) Landfall Ct	0.11	70	R										NA			N/	١		09/05/201
<u> </u>		To From:					95-1	532 Gree	enevers	Ct			]—						
(1534) Landfall Ct	0.08	60 To:	R					C-1 1-	C				NA			N/	١		09/05/201
					_			Cul-de-					1						
(1535) Steeple Chase Rd	0.24	630	R			9	<del>)</del> 5-64	7 Old Jo	nesbor	o Rd			NA			N/			08/09/201
Steeple Chase Rd	0.24	To				9	95-15	36 Triple	e Crow	n Dr			7			147	•		00/00/201
		From						35 Steep					1						
(1536) Triple Crown Dr	0.43	670	R										NA			N/			08/09/201
$\bigcup$		To					95-1	538 Hun	nt Club	Rd			1						
(1536) Triple Crown Dr	0.18	120 From:	R										NA			N/			09/05/201
		To			_		_	Dead l	End										
		From:				9	95-15	36 Triple	e Crow	n Dr									
(1538) Hunt Club Rd	0.24	260	R					<u></u>	~				NA			N/			11/09/201
		To			_		_	Cul-de-					<u> </u>					_	
Ctive on De	0.00	150	Р.			ç	95-15	38 S, Hu	ınt Clu	b Rd			J NIA			K1.4			00/00/004
(1539) Stirrup Dr	0.29	150	R		—	Q	95-15	38 N, Hı	unt Clu	h Rd			NA T			N/	١.		08/09/201
		From			_	,		95-1541 A					<del></del>					_	
(1540) Jeffrey Dr	0.08	130	R				9	J-1J41 I	, xiiiCllà				NA			N/			07/19/201
,		To	•				95-6	78 Vance	es Mill	Rd			1			-			

Route	Length	AADT	QA	4Tire	Bu	s 2Axle 3+Axle 1		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County			•				Tall ZITall		racioi		racioi			
(1541) Amelia	0.14	90	L			Cul-de-Sac			NA			NA		07/19/2017
		To				95-1540 Jeffrey Dr								
Dunner Blace	0.10	From	_			95-1521 Essex Dr						NIA		07/10/001
(1542) Duncan Place	0.12	80 To	R			Cul-de-Sac			NA T			NA		07/19/2017
		From				95-1521 Essex Dr								
(1543) Hortenstine Place	0.30	150	R						NA			NA		07/19/201
<u> </u>		To				95-1520 Westwood Di								
(1544) Avondale Rd	0.45	340	R			95-1546 Galen Dr			NA			NA		11/09/201
1044)		To				95-1545 Judith Way								
(1544) Avondale Rd	0.18	570 From	R			75 15 15 Judici Way			NA			NA		08/09/201
$\bigcirc$		То				95-647 Old Jonesboro R	d							
Ludith Man	0.00	From	Ļ			95-1544 Avondale Rd						NIA		00/05/001
(1545) Judith Way	0.23	90 To	R			Cul-de-Sac			NA T			NA		09/05/201
		From				95-1544 Avondale Rd								
(1546) Galen Dr	0.22	130	R						NA			NA		08/09/2017
$\bigcup$		То				95-1544 Avondale Rd								
John Aphley Dr	0.16	200	R			95-670 Spoon Gap Rd			NA			NA		11/09/2017
John Ashley Dr	0.16	<b>200</b>	<u> </u>			Cul-de-Sac						INA		11/09/201
		From				Cul-de-Sac								
(1548) Paddock Place	0.10	30	R						NA			NA		09/05/2017
<u> </u>		To				95-1536 Triple Crown I	)r							
Trotters Lane	0.26	From <b>45</b>	R			Cul-de-Sac			NA			NA		09/05/201
1549 Trotters Lane	0.20	To				95-1536 Triple Crown I	)r					IVA		03/03/201
		From				Cul-de-Sac								
(1550) Windsor Dr	0.18	70	R						NA			NA		09/05/201
		То				95-647 Old Jonesboro R	d							
(1551) Sterling Dr	0.50	200	L			Cul-de-Sac			NA			NA		09/05/201
(1551) Storming Di	0.00	To				95-678 Vances Mill Ro								00/00/201
		From				Cul-de-Sac								
(1552) Black Oak Lane	0.04	80	R						NA			NA		09/05/201
		From	1			95-1551 Sterling Dr			1					
(1553)	0.08	170	R			95-645 Wyndale Rd			NA			NA		08/25/201
1555		То	_			95-1554								
		From				Cul-de-Sac								
(1554)	0.04	70	R						NA			NA		09/05/201
$\bigcirc$	0.40	From	$\Box$			95-1553			□					00/05/00/
(1554)	0.13	90 To	R			Cul-de-Sac			NA			NA		09/05/2017
		From	1			US 19 Porterfield Hwy			l					
(1555) Worthing Way	0.40	240	R						NA			NA		07/12/2017
$\overline{}$		To				95-848 Briarwood Land								
Chaffield Carret	0.04	From	<u></u>			Cul-de-Sac			NIA.			NIA		00/05/001
(1556) Sheffield Court	0.24	80 To	R			95-1555 Worthing Way	,		NA			NA		09/05/2017
		From				Cul-de-Sac								
(1557) Chatham Court	0.08	30	R			car de bue			NA			NA		09/05/2017
$\bigcirc$		To		-		95-1555 Worthing Way	,							

Route	Length	AADT	QA 4Tire	e Bus 2Axle 3+Axle 1Trail 2Trail	QC K QK	Dir AAWDT Q	W Year
Washington County			<b>.</b>		1 dotoi	1 40101	
(1558)	0.18	50	 R	Dead End	NA	NA	09/05/2017
(1558)	0.10	Tr.		95-681 Woodland Hills Rd			00/00/2017
		From		95-702 Baugh Lane			
(1559) Denham Dr	0.17	70	R		NA	NA	09/05/2017
		To		Cul-de-Sac			
(1560) Old Timber Rd	0.44	100		95-1502 Moulin St	NA	NA	08/11/2017
(1560) Old Timber Rd	0.44	180	R	95-1505 Richardson Ave		INA	06/11/2017
		From		Cul-de-Sac			
(1561) Fern Circle	0.04	45	R	our do but	NA	NA	09/05/2017
		To		95-1560 Old Timber Rd			
		From		Cul-de-Sac			
(1562)	0.21	70	R	0.7.00.2.7	NA	NA	09/05/2017
		- 10		95-883 Repass Rd			
(1500)	0.07	30	R	95-692 Whites Mill Rd	NA	NA	09/05/2017
(1563)	0.07	To	n	Cul-de-Sac		IVA	09/03/2017
		From		SR 75 Green Spring Rd			
(1570) Josh Allen Dr	0.30	170	R	221.0	NA	NA	11/07/2017
		To		Cul-de-Sac			
		From		95-1570 Josh Allen Dr			
(1571) Carol Jane Lane	0.09	60	R		NA	NA	09/05/2017
<u> </u>		To		Cul-de-Sac			
Millbrooks Dr	0.11	1100		95-678 Vances Mill Rd		NIA	07/10/2017
(1575) Millbrooke Dr	0.11	1100 Tr	R	95-1543 Hortenstine Place	NA	NA	07/19/2017
		From		Dead End	1		
(1576) Lauralee Ct	0.07	40	R	Dead End	NA	NA	09/05/2017
		To		95-1575 Millbrooke Dr			
		Fron		95-1576 Lauralee Ct			
(1577) Doris Kay Court	0.05	45	R		NA	NA	09/05/2017
		To		Cul-de-Sac			
	0.00	From		Cul-de-Sac		NA	00/0E/0017
(1579)	0.23	<b>50</b>	R	95-1558	NA	INA	09/05/2017
		From		Cul-de-Sac			
(1580)	0.23	60	R	Cui-de-Sat	NA	NA	09/05/2017
(1300)		To		95-678 Vances Mill Rd			
		From		95-1580			
(1581)	0.05	30	R		NA	NA	09/05/2017
		To		Dead End			
	2.22	From		95-1579			00/05/0047
(1582)	0.08	50 Tr	R	Cul-de-Sac	NA 	NA	09/05/2017
		From					
(1583)	0.05	40	R	95-1582	NA	NA	09/05/2017
(1363)	0.00	To		Cul-de-Sac			00,00,20.7
		From		Cul-de-Sac			
1584	0.10	30	R		NA	NA	09/05/2017
$\overline{}$		Te	·	95-1579			
$\bigcirc$		Fron		Cul-de-Sac		_	
(1585)	0.20	130	R	05 (70 2	NA	NA	09/05/2017
		To	]	95-670 Spoon Gap Rd	<u> </u>		
	0.11	From	R	Cul-de-Sac	NA	NA	09/05/2017
(1586)	U. I I	ου	п		INA	INA	U3/U3/ZU1/

					vvas		Truck		1/		D:-			
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail 2Tr	ററ	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County		From				05.15	22							
1590	0.34	890	R			95-159	93		NA			NA		07/19/201
(1550)		To	1			95-794 Stone	Mill Rd							
$\widehat{}$		From				95-159	93							
1591	0.31	410	R			95-159	20		NA			NA		07/19/201
		From	1			95-159			_					
1592	0.15	180	R			93-13	93		NA			NA		07/19/201
		To				95-159	91							
$\bigcirc$	0.04	From				95-159	92							07/10/00
1593	0.21	160	R			FR-25 Bonny	Castle Dr		NA			NA		07/19/201
		From	4			Cul-de-								
1700) Hearl Dr	0.12	150	R			our de	540		NA			NA		09/05/201
$\bigcup$		To	d			95-869 As	tor Rd							
Marahan Ann	0.44	From				95-625 Bord	wine Rd					NIA		00/00/00
Mosby Ave	0.11	250	R						NA			NA		08/09/201
Mosby Ave	0.09	70 From	R			95-1703 Cer	ntral Ave		NA			NA		08/09/201
1701) WOSDY AVE	0.03	70				05 1704 6:						INA		00/03/201
Mosby Ave	0.07	160 From	R			95-1704 Sie	sta Ave		NA			NA		08/09/201
100)		To				95-1702 Sky	land Ave							
<u> </u>		From				95-1703 Cer	tral Ave							
1702 Skyland Ave	0.15	50	R						NA			NA		08/09/20
	0.17	From				95-1701 Mo	sby Ave		$\supset$					00/00/00
1702 Skyland Ave	0.17	<b>70</b>	R			95-807 Col	e I ane		NA			NA		08/09/201
		From	1			95-1702 Sky								
1703) Central Ave	0.13	90	R			99 1702 BRy	iana 7110		NA			NA		08/09/20
		To From	_			95-1704 Sie	sta Ave		$\neg$ —					
1703 Central Ave	0.10	50	R						NA			NA		08/09/201
<u> </u>		To	1			95-1701 Mo								
1704) Siesta Ave	0.06	210	L			95-625 Bord	wine Rd		NA			NA		08/09/20
1704) 3.6314 7.113	0.00					95-1703 Cer	stral Ava							00,00,20
1704) Siesta Ave	0.10	50 From	R			93-1703 Cei	ittat Ave		NA			NA		08/09/20
		To From	_			95-1701 Mo	sby Ave							
1704) Siesta Ave	0.15	150 From	R						NA			NA		08/09/201
		To	1			95-807 Col	e Lane							
1705) Serenade Place	0.07	From	<u> </u>			95-1706 R	im Rd		NA			NA		08/03/201
Serenade Place	0.07	120										INA		06/03/20
1705) Serenade Place	0.20	300 From	R			95-1727 Lur	idy Lane		NA			NA		08/03/201
17/03) 30.011440 1 1430	0.20	To				US 11 Lee I	Highway							00,00,20
<u> </u>		From				Dead E	End							
1706 Rim Rd	0.15	45	R						NA			NA		09/05/201
<u> </u>	•	From	_			95-1705 Seren	nade Place		<u> </u>					00/00:=:
1706 Rim Rd	0.09	80	R						NA			NA		08/03/201
1706) Rim Rd	0.03	From				95-1721 Ridge	ewood Rd		NA			NA		09/05/201
(1706) Rim Rd	0.03	<b>20</b>	R			Dead E	End		INA			INA		U3/U3/2U I
		From				Dead E								
(1707) Carson Lane	0.11	60	R						NA			NA		09/05/201
$\overline{}$		To	4			95-1711 Blue	Spruce Rd							

Route	Length	AADT	QA	4Tire	Bus	S			Truck de 1Tra			QC	K Facto	, QK	Dir Factor	AAWDT	QW	Year
Washington County		Fron	d							a11 1	Liiaii		1 4010	•	1 40101			
1707) Carson Lane	0.08	80	R			95	-1711	Blue Sp	ruce Rd				NA			NA		08/17/201
$\overline{\bigcirc}$		T. Fron					95-170	8 Baytı	ee Rd									
(1707) Carson Lane	0.02	130	R										NA			NA		08/17/201
(1707) Carson Lane	0.05	130 From	1 R			ç	95-171	0 Fairvi	ew Rd				NA			NA		08/17/201
$\frac{\bigcirc}{\bigcirc}$		T. Fron				,	95-170	8 Baytı	ee Rd									
(1707) Carson Lane	0.03	230 T	R				FD 21	Majest	tic Dr				NA			NA		08/17/201
		Fron	ic c					7 Carso										
1708 Baytree Rd	0.20	90	R										NA			NA		08/17/201
		Fron	<u> </u>					7 Carso	n Lane oruce Rd									
1709) Blue Spruce Rd	0.08	120	R			93	-1/11	Diuc 3p	nuce Ku				NA			NA		08/17/201
		T. Fron				ç	95-171	0 Fairvi	ew Rd									
1709 Blue Spruce Rd	0.10	150	R				FR-21	Majest	tic Dr				NA			NA		08/17/201
		Fron							ruce Rd									
1710 Fairview Rd	0.11	40	R										NA			NA		08/17/201
		Fron						7 Carso	n Lane oruce Rd									
1711) Blue Spruce Rd	0.12	90	R			93	-1709	Diuc 3p	nuce Ku				NA			NA		08/17/201
		T						7 Carso										
Old Dominion Rd	0.40	1500	G	98%	1%		US 11 1%	Lee Hig		/ 0	0%	С	0.099	)	0.605	1600	G	2017
		T. Fron				95	5-1720	Lowry	Hills Rd									
Old Dominion Rd	0.10	1300	R										NA			NA		08/17/201
Old Dominion Rd	0.07	T. From	R			95-	1713 N	l, Wilde	erness Rd				NA			NA		08/17/201
Old Dominion Rd	0.07	T	·''			95-	1713 \$	Wilde	erness Rd							IVA		00/17/201
Old Dominion Rd	0.13	870 From	R			75-	1713 0	, ** Huc	aness Ru				NA			NA		08/17/201
		Fron				95-	1733 N	Mount V	ernon Dr				$\rightrightarrows$					22/17/22/
Old Dominion Rd	0.09	800	R										NA			NA		08/17/201
Old Dominion Rd	0.08	710 From	R			95-	·1730 \	W, Plan	tation Rd				NA			NA		08/29/201
		T. Fron				95-	-1730	E, Plant	ation Rd									
1712 Old Dominion Rd	0.07	640	R										NA			NA		08/29/201
Old Dominion Rd	0.07	500 From	R			95	5-1732	Montic	cello Dr				NA			NA		08/29/201
Old Dominion Rd	0.07	J00 T	·''			95-17	736 W	Terra (	Cota Circl	le						IVA		00/23/201
(1712) Old Dominion Rd	0.04	440 From	R			75-17	750 11,	, iciia (	cota Circi	ic			NA			NA		08/29/201
<u> </u>		Fron				95-	1732 V	V, Mon	ticello Dr				$\supset$					
(1712) Old Dominion Rd	0.08	210	R										NA			NA		08/29/201
1712) Old Dominion Rd	0.08	170	R			95-1	736 E,	Terra (	Cota Circle	e			NA			NA		08/29/201
		To				95-	-1732 I	E, Mont	icello Dr									
1713) Wilderness Rd	0.21	130	R			95-1	712 S,	Old Do	minion Ro	d			NA			NA		08/29/201
Wilderness Rd	0.21	т				0	5_1720	) Planta	tion Dd				INA			INA		00/28/201
Wilderness Rd	0.28	<b>50</b> From	R			9.	J-1/30	, FIdIII	uon Ku				NA			NA		09/20/201
		Fron				95-	1735 C	Constitu	tion Row									
Wilderness Rd	0.11	240 T	R			05	5-1714	Cavalia	er Circle				NA			NA		08/29/201
						7.)	,-1/14	Cavant	LILLE									

Length	AADT	QA	4Tire	Bus					QC	K Factor	QK		AAWDT	QW	Year
	From									1					
0.08	360	R			93-1714	Cavanci	Incic			NA			NA		08/17/201
	To			95											
0.05		L			95-1713	Wildernes	ss Rd			 NA			NA		09/05/201
	To				D	ead End									
0.12	From:				US 11	Lee Highv	vay						NIA		09/17/201
0.13	75U				05.17	722 1 (	74						IVA		08/17/201
0.07	600 From	R			95-1	/22 Lynn 3	St .			NA			NA		09/20/201
	To	4			95-1716	Battle Hi	ll Dr								
0.05	From:				D	ead End				NΔ			ΝΔ		09/05/201
0.00	43 T.				05.17	15 Traign	D _e						14/4		03/03/201
0.10	290 From:	R			93-17	15 Hojan	DI			NA			NA		08/17/201
	To				95-17	722 Lynn S	St								
0.48			91%	1%				0%	С	0 142		0.843	3000	G	2017
0.40	To	_	0170	1 70				070		J.142		0.040			2017
0.80	2600 From:	G	91%	1%	1%	3%	5%	0%	F	0.144		0.871	2800	G	2017
	To:			95-	1728 Bris	tol Compre	essors Ent			ightharpoons					
1.08	1400	G	91%	1%	1%	3%	5%	0%	F	0.127		0.613	1500	G	2017
0.25	1200		010/	10/				00/		0.120		0.700	1400	G	2017
0.25	1300 To		91%	176				0%		0.136		0.769	1400	G	2017
	From				US 11		_								
0.62	1800	G	94%	1%	0%	1%	4%	0%	С	0.1		0.75	1900	G	2017
n 22	1300				95-1741	Mahogan	y Dr			NA			NΑ		09/20/201
0.22	То				95-174:	5 Oak Parl	C Dr						14/4		03/20/201
	From				D	ead End									
0.16	250 To	R			IIS 11	Laa Highy	vov			NA			NA		09/05/201
	From	4		(											
0.17	80	R		1						NA			NA		09/05/201
	To														
0.11					95-17	706 Rim R	d			 NA			NA		09/05/201
	To				D	ead End									
0.17	From:				95-17	15 Trojan	Dr						NIA		00/00/001
0.17	<b>80</b>	· κ			95-1716	Battle Hi	ll Dr						NA		09/06/2017
	From	1													
0.25	230	R				15.1				NA			NA		08/03/201
	From	1					vov			_					
0.07	40	R			03 11	Lee right	vay			NA			NA		08/17/2017
	To:				95-1725	Peaceful	Lane								
0.08	<b>20</b>	R			y-	15.1				NA			NA		09/06/2017
	From	1								<u> </u>					
0.05	40	R			D	cau Ellu				NA			NA		09/06/2017
0.05	70	n								, .					
0.05	To From:	_			95-1724 1	Prestonwo	od Rd								
	0.08  0.05  0.13  0.07  0.05  0.10  0.48  0.80  1.08  0.25  0.62  0.16  0.17  0.11  0.17  0.25  0.07	0.08 360 To  0.05 30 To  0.13 750  0.07 600 To  0.07 600 To  0.08 2800  0.48 2800  0.80 2600  1.08 1400  0.25 1300 To  0.17 80 To  0.18 To  0.19 To  0.19 To  0.10 To  0.10 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To  0.11 To	0.08 360 R To    To	0.08 360 R    From	0.08 360 R To 99  0.05 30 R To 99  0.07 600 R To 70  0.07 600 R To 70  0.08 2800 G 91% 1%  0.25 1300 G 91% 1%  1.08 1400 G 91% 1%  1.09 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Comp	Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Comp	AADT	1781   217all   217all   217all   217all   217all   346   7	Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carrier   Carr	AADT	AADT   OA   4Tire   Bus   2Axle 3+Axle 1Trail   2Trail   OC   Factor   CR	Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Comp	Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Comp	Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Comp

Route	Length	AADT	QA	4Tire	Bus			Truc			QC	K Factor	QK	Dir Factor	AAW	DT (	WÇ	Year
Washington County		From								ZIIali		1 actor		1 actor				
(1726) Helen Lane	0.07	50	R			95-1	725 Pea	iceful La	ne			NA			N	١		08/17/201
		To	1			US	11 Lee	Highwa	y									
		From					Dead	End										
(1727) Lundy Lane	0.10	40	R									NA			N	١.		09/06/201
		To From				95-17	705 Sere	enade Pla	nce									
(1727) Lundy Lane	0.10	40	R									NA			N	١.		09/21/201
$\bigcirc$		To	1				Dead	End										
$\widehat{}$		From	<u> </u>				Dead	End										
(1728)	0.04	1200	R						. ~			NA			N/	١.		06/29/201
		From			95-		Industria Dead En	al Park R id: Gan	d; Gap									
1728)	0.41	1000	R				Jean En	и, опр				NA			N	١		06/29/201
		To				95-171	7 Indus	trial Parl	c Rd									
		From					Dead	End										
1729 Greenbriar Dr	0.20	100	R									NA			N	١.		09/06/201
$\bigcirc$		To	_			95-1	1746 Do	ver Circ	le			٦_						
(1729) Greenbriar Dr	0.45	310	R									NA			N	١		06/29/201
$\bigcup$		To	4		-	95-171	7 Indus	trial Parl	c Rd									
_		From				95-17	713 Wil	derness l	Rd									
(1730) Plantation Rd	0.07	30	R									NA			N/	١.		08/29/201
$\overline{}$		To			9:	5-1712	N, Old	Dominio	on Rd			$\neg$						
(1730) Plantation Rd	0.28	60	R									NA			N/	١.		08/29/201
		From	1		9	5-1712	2 S, Old	Dominio	on Rd			$\neg$ —						
(1730) Plantation Rd	0.07	210	R				,					NA			N	١		08/17/201
$\bigcup$		To	_		q	5-1734	1 Willia	msburg (	Tircle									
(1730) Plantation Rd	0.14	130	R			0 170	. ,, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	insourg (	<i></i>			NA			N	١		08/17/201
		To				95-1	731 Pla	ntation F	Rd									
		From				95-1	730 Pla	ntation F	Rd									
(1731) Plantation Rd	0.40	310	R									NA			N	١.		08/17/201
$\bigcirc$		To	9			95-173	35 Cons	titution I	Row									
		From				!	95-1712	2 MID										
( ₁₇₃₂ ) Monticello Dr	0.42	200	R									NA			N/	١.		08/29/201
		To From			9.	5-1712	E, Old	Dominio	on Rd									
(1732) Monticello Dr	0.21	130	R									NA			N/	١.		08/29/201
$\overline{}$		To From				95-17	38 Pied	mont Cir	cle			$\neg$ —						
(1732) Monticello Dr	0.38	140	R									NA			N/	١		08/29/201
$\bigcirc$		To	9		95	5-1712	W, Old	l Domini	on Rd									
		From					Cul-de	e-Sac										
(1733) Mount Vernon Dr	0.05	20	R									NA			N/	١.		09/06/201
<u> </u>		To	1			95-171		Dominior	ı Rd									
O 14/7111	0.05	From	<u> </u>				Cul-de	e-Sac				٠,,						00/00/004
(1734) Williamsburg Circle	0.05	<b>30</b>	R			05.1	720 DI-		1.1			NA			N/	١		09/06/201
								ntation F				_						
(1735) Constitution Row	0.06	150	R			95-17	/13 Wil	derness l	Rd			NA			N/			08/17/201
(1735) Constitution Row	0.00	To	<u> </u>			95-1	731 Pla	ntation F	2d						147	`		00/17/201
		From			04			Domini				<del>-  </del> -						
(1736) Terra Cota Circle	0.07	60	R		90	-1/12	11, 010	וווווווטעה	on IXU			NA			N/	١		08/29/201
1750		To				05.1	727.0	. 1. 0	1.									
(1736) Terra Cota Circle	0.14	30 From	R			95-1	1/3/ Str	ada Circ	ie			NA			N/			08/29/201
(1736) Terra Cota Circle	0.14	To	<del>"</del>		9	5-1712	E. Old	Dominio	on Rd						11/	•		00/23/20 I
		From	1				Cul-de					<del></del>						
(1737) Strada Circle	0.06	20	R				Cui-ue	-sat				NA			N	١		09/06/201
(1/3/) =								Cota Ci							,			

Route	Length	AADT	QA	4Tire	Bus	S			Truck de 1Tra		QC F	K actor	QK	Dir Factor	. AA	AWDT	QW	Year
Vashington County		Fron	J									1						
1738) Piedmont Circle	0.07	40	R			9:	5-1732	Montic	ello Dr			NA				NA		09/06/20
		т	Y				Cu	l-de-Sa	с			1						
		Fron	1:				De	ead End	l			]						
1739 Yamaha Circle	0.07	90	R			0.5	17171	1 1	ID 1 D1			NA				NA		09/06/20
		Fron	1			95-			Park Rd			1						
0rion Ave	0.25	100	R				De	ead End	1			NA				NA		09/06/20
1740		T	):			95-	1717 In	dustrial	Park Rd			1						
		Fron	12				En	nd Loop	)									
(1741) Mahogany Dr	0.08	320	R									NA				NA		08/03/20
<u> </u>		From	13			9	95-1748	Eggers	Place			]						
Mahogany Dr	0.01	300	R									NA _				NA		08/03/20
Mahanani Di	0.04	Fron				95	-1742 E	E, Mary	Lee Dr							NIA		00/00/00
Mahogany Dr	0.34	30	R									NA				NA		08/03/20
1741) Mahogany Dr	0.07	40 From	R			95-	-1742 V	V, Mary	y Lee Dr			NA				NA		09/20/20
Mahogany Dr	0.07	40					5 1510	_	1.5			7				INA		03/20/20
1741) Mahogany Dr	0.08	47 From	R			9	5-1743	Dogwo	ood Dr			NA				NA		08/03/20
1741)	0.00	т.				05	1747.0	Toch mo	re Court			¬						00/00/20
1741) Mahogany Dr	0.28	200 From	R			93.	-1/4/ C	asimic	ie Court			NA				NA		08/03/20
		т					Bes	gin Loo	n			1						
1741) Mahogany Dr	0.15	590 From	R					5	<u> </u>			NA				NA		08/03/20
<u> </u>		T	00			95-	1718 W	/estingl	nouse Rd									
O		From				95-	1741 W	, Maho	ogany Dr			J						
Mary Lee Dr	0.16	100	R									NA _				NA		08/03/20
Marria Dr	0.00	Fron	11			9	5-1743	Dogwo	ood Dr							N.1.A		00/00/00
Mary Lee Dr	0.06	<b>40</b>	R			95.	-1741 F	Maho	gany Dr			NA T				NA		08/03/20
		Fron	12				5-1741					1						
Dogwood Dr	0.23	80	R				J-1/+1	Manog	any Di			NA				NA		08/03/20
		Te	):			9	5-1742	Mary I	Lee Dr									
		Fron	1:			9.	5-1732	Montic	ello Dr									
1744 Bonher Rd	0.05	30	R				~	~				NA				NA		09/06/20
		Fron	1					l-de-Sa				1						
1745) Oak Park Dr	0.26	170	·L				Cu	l-de-Sa	С			NA				NA		08/09/20
Oak Park Dr	0.20	т.				05	1710 X	74:1	D.1			¬						00/00/20
Oak Park Dr	0.22	610 From	R			93-	1/18 W	esungr	nouse Rd			NA				NA		08/09/20
1149		T	00				Cu	l-de-Sa	c			1						
		Fron	1:			9:	5-1729	Greenb	riar Dr									
1746 Dover Circle	0.12	70	R									NA				NA		09/06/20
<u> </u>		T	r					l-de-Sa										
1747) Cashmere Court	0.08	70	E R				Cu	l-de-Sa	c			_ NA				NA		09/06/20
Cashmere Court	0.00	70				9	5-1741	Mahog	any Dr							INA		03/00/20
		Fron	1.				5-1741					l						
1748) Eggers Place	0.21	70	R			_						NA				NA		09/06/20
$\overline{}$		Т.	,				Cu	l-de-Sa	с			1						
O B 1 6' '		From				U	JS 58 Je	eb Stua	rt Hwy			]						00/0:/5=
1750 Beech Circle	0.05	350	R			05	-1751 P	Reach C	ircle Rd			NA T				NA		06/21/20
		Fron	12									1						
1751) Beech Circle Rd	0.05	110	`L			9	95-1752	Deecn	Circle			NA				NA		06/21/20
		T	):			ç	95-1750	Beech	Circle			1						

					1140	hington Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Tr	CC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County		Erom				05 1750 P. 1 C' 1							
(1751) Beech Circle Rd	0.45	240	R			95-1750 Beech Circle		NA			NA		06/21/201
(1731) 200011 011010 110	01.10	To				Cul-de-Sac		TÎ.					00/21/201
		From				95-1751 Beech Circle Rd							
(1752) Beech Circle	0.10	110	R					NA			NA		09/06/201
<u> </u>		To				Cul-de-Sac							
Pageb Hidagway	0.00	From	ᄂ			95-1751 Beech Circle Rd					NIA		00/06/00
Beech Hideaway	0.08	40	R			Cul-de-Sac		NA			NA		09/06/20
		From				US 11 Lee Highway		_					
1760 Woodstone Circle	0.67	350	R			OS 11 Lee Inghway		NA			NA		08/09/20
		To				End Loop							
		From				Dead End							
(1761) Flame Leaf Dr	0.76	100	R					NA			NA		08/29/20
<u> </u>		To				FR-20 Flame Leaf Dr							
Lynn St	0.06	From	ᄂ			Dead End					NIA		00/06/20
1769 Lynn St	0.06	<b>20</b>	R			95-1715 Trojan Dr		NA T			NA		09/06/20
		From				95-645 Wyndale Rd							
1770 Ironwood Loop	0.07	170	R			95-045 Wylidaic Rd		NA			NA		06/29/20
		To				95-1771 Ironwood Loop							
		From				95-1770 Ironwood Loop							
1771) Ironwood Loop	0.56	170	R					NA			NA		06/29/20
$\overline{}$		To				95-1770 End Loop							
O		From	<u> </u>			95-1771 Ironwood Loop							00/00/00
Windbreak Lane	0.09	40 To	R			Cul do Coo		NA			NA		09/06/20
		From				Cul-de-Sac							
1773) Fortunes Way	0.19	210	R			95-1774 Fortunes Way		NA			NA		06/29/20
1773	01.0	To	Ė			95-869 Astor Rd		TÎ.					00/20/20
		From				95-1773 Fortunes Way							
Fortunes Way	0.81	80	R					NA			NA		06/29/20
<u> </u>		To				95-1773 Fortunes Way							
O		From			9	95-1782 Peaceful Valley Rd							
1780 Peaceful Valley Rd	0.37	210 To	R			05 (45 W) 11 P1		NA			NA		06/29/20
		From	1			95-645 Wyndale Rd							
(1781) Cloudview Rd	0.54	170	R			Dead End		NA			NA		06/29/20
(1781) Cloudview Rd	0.04	To	广		-	95-1780 Peaceful Valley Rd		¬```			1471		00/20/20
		From				95-645 Wallace Pike							
1782) Peaceful Valley Rd	0.77	200	R					NA			NA		06/29/20
		To			9	95-1780 Peaceful Valley Rd							
$\widehat{}$		From			95	5-1802 Camp Comfort Heights							
(1801) Upland Dr	0.08	180	R			****		NA			NA		06/27/20
			<u> </u>			US 11 Lee Highway		_					
1802 Camp Comfort Heights	0.08	70	L			Dead End		NA			NA		09/06/20
(1802) Camp Comfort Heights	0.00	70	_n					INA			INA		03/00/20
(1802) Camp Comfort Heights	0.11	From:	R			95-1801 Upland Dr		NA			NA		09/06/20
(1802) Camp Comfort Heights	U. I I	<b>6</b> 0				Dead End		INA			NA		03/00/20
		From				Begin Loop							
1805) Ashley Hills Circle	0.38	170	R			ведін воор		NA			NA		06/27/20
,		To	_			End Loop							· -
(1805) Ashley Hills Circle	0.10	200 From	R			ъна воор		NA			NA		06/27/201
\/	-	To				95-677 Watauga Rd							

Route	Length	AADT	QA	4Tire Bus	K	QK	Dir	AAWDT	QW Year
Washington County				2Axle 3+Axle 1Trail 2Trail	Factor		Factor		
O	0.06	50	R	Dead End	 NA			NA	09/06/201
(1810) Eden Lane	0.06	50	_ n	05 1015 M . I . P.I	NA			IVA	09/00/201
1810) Eden Lane	0.25	290 From	T	95-1815 Macedonia Rd	NA			NA	06/21/201
(1010)		To	С	95-677 Watauga Rd					
		Fron	1	Cul-de-Sac					
(1811) Whiteridge Dr	0.28	160	R	05 677 Watawaa Dd	NA			NA	09/06/201
		Fron	d	95-677 Watauga Rd  Cul-de-Sac	1				
1812) Breckenridge Court	0.20	60	R	Cur-de-Sac	NA			NA	09/06/201
		To	c	95-1811 Whiteridge Dr					
O		Fron		95-1810 Eden Lane					
1815 Macedonia Rd	0.07	210	R		NA 			NA	06/21/201
Manadania Dd	0.07	Fron		95-1818 Wexmouth Dr				NIA	06/01/001
Macedonia Rd	0.07	80	R		NA —			NA	06/21/201
1815) Macedonia Rd	0.06	80 From	R	95-1816 W, Trinity Dr	NA			NA	06/21/201
(1815) Macedonia Rd	0.00	00 T.		05 1010 H 155 B				IVA	00/21/201
1815) Macedonia Rd	0.06	90 Fron	R	95-1819 Halifax Dr	NA			NA	06/21/201
1019		Te	_	95-1816 E, Trinity Dr					
1815) Macedonia Rd	0.10	240 From	R	75-1010 E, 11111ty E1	NA			NA	06/21/201
		T _e	-	95-1817 Wexmouth Dr	<b>—</b>				
1815) Macedonia Rd	0.24	600	R		NA			NA	06/21/201
$\bigcirc$		To	00	95-677 Watauga Rd					
Tuinitus Du	0.00	Fron	_	95-1817 Wexmouth Dr				NIA	00/01/001
(1816) Trinity Dr	0.09	160	R		NA			NA	06/21/201
1816) Trinity Dr	0.20	120 From	R	95-1815 W, Macedonia Rd	NA			NA	06/21/201
(1816) Trinity Dr	0.20	To	<u> </u>	95-1815 E, Macedonia Rd	<b>—</b> "			14/1	00/21/201
		Fron	d	95-1818 Wexmouth Dr					
(1817) Wexmouth Dr	0.07	90	R		NA			NA	06/21/201
<u> </u>		Fron		95-1816 Trinity Dr	$\Box$				
(1817) Wexmouth Dr	0.07	150	R		NA			NA	06/21/201
O		Fron		95-1819 Halifax Dr	<u> </u>				00/01/00
Wexmouth Dr	0.11	310	R	95-1815 Macedonia Rd	NA T			NA	06/21/201
		Fron	d	95-1815 Macedonia Rd					
1818) Wexmouth Dr	0.11	49	R	75 1015 Macedonia Ru	NA			NA	06/21/201
<u> </u>		To	c	95-1817 Wexmouth Dr					
O		Fron		95-1817 Wexmouth Dr					
1819 Halifax Dr	0.10	90 To	R	95-1815 Macedonia Rd	NA			NA	06/21/201
		Fron	I	95-1815 Macedonia Rd					
1820)	0.24	80	R	93°1013 Waccdoma Ku	NA			NA	09/06/201
		To	c	Cul-de-Sac					
<u> </u>		Fron		Damascus Elem Sch					
9408 Damascus Middle Sch	0.15	470	R	95-757 Government Rd	NA			NA	05/02/201
		Fron	<u> </u>						
(9409) Meadowview Elem Sch	0.10	840	L R	SR 80 Glennbrook Ave	NA			NA	05/02/201
		To	00	Meadowview Sch					
		Fron		95-700 Rich Valley Rd					
(9410) Greendale Elem Sch	0.15	1200	R		NA			NA	05/02/201
<u> </u>		To	1	Greendale Elem Sch					

					vvasi	nington Mainten								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle		O.C	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County		From:												
(9411) Wallace Mid School	0.15	760	L R			95-645 Wallace I	Pike		NA			NA		05/02/201
1941) Wallaco Wild Golloof	0.10	Tor				Wallace Elem S	ch					101		00/02/201
		From:				95-677 Watauga	Rd							
(9415) Watauga Elem School	0.14	1900	R						NA			NA		05/02/201
		To:				Wataugua Elem								
9416) Rhea Valley Elem Sch	0.30	760	L			Rhea Valley Sc	h		NA			NA		05/02/201
(9416) Rhea Valley Elem Sch	0.30	7 OU To:	<u> </u>			95-708 Rhea Valle	v Rd					INA		03/02/201
		From:				N V Inst	,							
9680)	0.20	530	R						NA			NA		11/09/201
<u> </u>		To				US 58 Gate City I	łwy							
$\widehat{}$		From:				Dead End								
(9681)	0.10	60	R				~ .		NA			NA		11/07/201
		10:	<u> </u>			SR 80 Hayters Ga								
	0.10	From:	L			95-802 Mendota	Rd		NA			NA		11/15/201
9683	0.10	To:				95-802 Mendota	Rd		Π΄			IVA		11/13/201
		From:				John Battle High S								
9767	0.10	350	R			voim Battle Tilgir o			NA			NA		05/02/201
		To				0.10 ME School	ol							
9767)	0.10	1200 From:	R						NA			NA		05/02/201
		To				0.20 ME School	ol							
9767)	0.40	1300	R						NA			NA		05/02/201
		To				US 11 Lee Highy	vay							
$\overline{}$		From:				95-609 Hillman F	lwy							
(9768) Patrick Henry High Sch	1000.13	390	R			D	70		NA			NA		05/02/201
		To				Patrick Henry H								
	0.15	1200	R			95-648 Sinking Cre	ek Rd		NA			NA		05/02/201
(9863)	0.13	1200 To:				High Point Scho	ol		Π΄			IVA		03/02/201
		From:				Abingdon Elem Sc								
(9864)	0.17	710	R						NA			NA		05/02/201
		To			9	95-681 Woodland H	ills Rd							
		From:				Holston High Sch	ool							
(9865)	0.13	650 To	R			an at			NA			NA		05/02/201
		10.				SR 91								
Fown of Glade Spring		From:				Glade Spring Sch	ool							
(9919)	0.25	640	R				***		NA			NA		05/02/201
<u> </u>		To				95-1312 Stage Coa	ch Rd							
City of Bristol														
1 Benham Rd	0.10	3900	G	98%	0%	Island Rd 1% 1%	0% 0%	, F	0.098		0.652	4200	G	2017
1 Bennam Rd	0.10	3300 To:		30 /6	0 76	NCL Bristol	0 / 6	) I	0.030		0.032	4200	u	2017
		From:				State St			<del>-</del>					
2 Goodson St	0.36	2700	G	97%	0%	1% 1%	0% 0%	C	0.099		0.533	2900	G	2017
102/		To				Mary St								
		From				US 421 Gate City	Hwy							
3 Island Rd	1.01	1600	G						0.104		0.588	1600	G	2017
		To: From:				Wagner Rd			_					
3 Island Rd	0.85	1500	G						0.106		0.646	1500	G	2017
		To: From:				Nininger Rd			$\supset$					
3 Island Rd	0.12	1500	G						0.108		0.63	1500	G	2017
		To	<u> </u>			Commonwealth Av	e Ext							

					wasi	iington Mainten	ance A	ea						
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Bristol		From				Commonwealth Av	zo Evt							
3 Island Rd	0.38	1400	G			Commonwealth A	VC EXT			0.108	0.524	1400	G	2017
102/		Tor				102-8 Pittstown	Rd							
		From:				US 421 Gate City	Hwy							
Osborne St	0.56	740	G	97%	1%	2% 0%	0%	0%	С	0.103	0.512	790	G	2017
<u> </u>		10:				102-13 Page S	St							
Commonwealth Ave Ex	+ 0 22	Prom-	<u> </u>	98%	0%	Keys St 1% 1%	0%	0%	С	0.095	0.601	2200	G	2017
Commonwealth Ave Ex	1 0.33	3100 To:	G	90%	076	Pittstown Rd		0%	C	0.095	0.601	3300	G	2017
		From:				Commonwealth								
Glenway Ave	0.42	3200	G	99%	0%	1% 0%	0%	0%	С	0.101	0.507	3500	G	2017
Glenway Ave		To:				Piedmont Ave							-	
		From:			Co	ommonwealth Ave I	Extension							
8 Pittstown Rd	0.45	2700	G	98%	0%	1% 1%	0%	0%	С	0.098	0.615	2900	G	2017
102		To				Island Rd								
		From:				Vance St								
g Randolph Ave	0.22	2800	G	99%	0%	1% 0%	0%	0%	F	0.103	0.505	2900	G	2017
_		To: From:				Wagner Rd								
g Randolph Ave	0.51	3500	G	99%	0%	1% 0%	0%	0%	С	0.096	0.507	3800	G	2017
MIZ/		To				Spurgeon Lan	e							
$\widehat{}$		From:				Fairview St								
10) Rhode Island Rd	0.35	1300	G	97%	1%	1% 0%	0%	0%	С	0.093	0.576	1400	G	2017
		10:	<u> </u>			Texas Ave								
0	0.40	From	<u> </u>	000/	00/	Randolph Ave		00/			0.547	4400	_	004
Spurgeon Ln	0.12	4100	G	99%	0%	1% 0% Commonwealth	0%	0%	F	0.102	0.517	4400	G	2017
		From:								1				
12 Texas Ave	0.49	2000	G	97%	1%	Rhode Island A	0%	0%	С	0.106	0.598	2200	G	2017
Texas Ave		To:	<u> </u>			E Valley Dr					5.555		-	
		From:				US 11 Euclid A	ve							
13 Vance St	0.13	1900	G	98%	1%	1% 0%	0%	0%	С	0.103	0.528	2000	G	2017
102/		To	_			Randolph St								
Vance St	0.32	560 From:	G			Randolphi St				0.099	0.516	600	G	2017
100		To				Page St								
○ B 0:	0.40	From:	L_			Vance St					0.505	222	•	004
13) Page St	0.12	680 To:	G			102 4 0 1	G.			0.113	0.525	680	G	2017
		-	<u> </u>			102-4 Osborne								
14) Catherine St	0.58	380	G			US 421 Gate City	Hwy			0.115	0.677	380	G	2017
Catherine St	0.56	To:				102-13 Vance	St			0.113	0.077	300	u	2011
		From:				SR 113 Piedmont								
15) Scott St	0.23	710	G			SK 113 Fledition	Avc			0.11	0.698	710	G	2017
Scott St		To:				Truck US 11 Rand	lall St							
		From:				US 1; State S								
16 Martin Luther King Jr B	81v <b>0</b> 0.09	6700	G	99%	0%	1% 0%	1%	0%	С	0.105	0.539	7200	G	2017
107		Tor			US	S 19; US 11; Cumb	erland St							
		From:				US 11 Euclid A	ve							
300 W State St	0.55	14000	G	98%	0%	1% 0%	0%	0%	С	0.085	0.509	15000	G	2017
102/		To-				Peters St								
W State St	0.67	14000	G	98%	0%	1% 0%	0%	0%	F	0.085	0.564	15000	G	2017
102/		To			2.	R 381 Commonwea	alth Ave			¬				
State St	0.43	8400 From:	G	98%	0%	1% 0%	0%	0%	F	0.083	0.550	9000	G	2017
State St		To			N	Martin Luther King	Jr Blvd							
		From:				W State St						<u> </u>		
Bob Morrison Blvd	0.45	3100	G	99%	0%	0% 0%	0%	0%	С	0.107	0.568	3300	G	2017
1112/		To				US 11 W Euclid	Ave							
				_		·	_				•		_	

					wasr	nington i	vlaintena	ance Ar	ea						
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Bristol															
Diadmont A	0.05	From	<u> </u>	000/	00/		300 State 5		00/			0.51	4400	0	0017
Piedmont Ave	0.05	3800	G	98%	0%	1%	0%	0%	0%	F	0.096	0.51	4100	G	2017
		From					1 Goode S view Ave	ST.							
3305) Piedmont Ave	0.15	2500	G	99%	0%	0%	0%	0%	0%	F	0.11	0.622	2600	G	2017
(3305) Piedmont Ave										-				-	
Disabount Assa	0.45	From	<u> </u>	000/	00/		nland Ave	00/	00/			0.500	4000		0047
Piedmont Ave	0.15	3900	G	98%	0%	1%	0%	0%	0%	F	0.114	0.563	4200	G	2017
		10				US 11	Euclid Av	/e							
		From					JS 421								
3307 Moore St	0.41	500	G	98%	0%	1%	0%	0%	0%	С	0.177		530	G	2017
102		To					berland St								
Manua Ct	0.40	From	<u> </u>	000/	00/		1ary St	00/	00/			0.547	1000	0	0017
3307 Moore St	0.43	1200	G	98%	0%	1%	0%	0%	0%	F	0.098	0.547	1300	G	2017
		10				Oa	kview St								
<u> </u>		From					1ary St				<u> </u>			_	
Fairview St	0.27	3200	G	96%	1%	2%	2%	0%	0%	F	0.103	0.527	3400	G	2017
$\overline{}$		To From				Rhode	Island Av	/e			$\neg$ $\vdash$				
3308 Massachusetts Ave	0.37	2200 From	G	96%	1%	2%	2%	0%	0%	С	0.105	0.511	2300	G	2017
Massachusetts Ave															
Magazahuartta Aus	N 1E	From		069/	10/		xas Ave	00/	00/	N.I	0.105	O E 1 1	2200	NI	2017
Massachusetts Ave	0.15	2200	N	96%	1%	2%	2%	0%	0%	N	0.105	0.511	2300	N	2017
		From				Hill	side Ave								
3308 Kings Mill Pike	0.46	3700	G	98%	0%	1%	1%	0%	0%	F	0.093	0.537	4000	G	2017
102)		To					alley Dr								
O		From	<u> </u>				alley Dr							_	
Kings Mill Pike	1.12	6200	G	98%	0%	1%	1%	0%	0%	С	0.093	0.523	6600	G	2017
		To From				Old A	Airport Rd				$\neg$ $\vdash$				
3308) Kings Mill Pike	0.36	7300	G	98%	0%	1%	1%	0%	0%	F	0.108	0.618	7700	G	2017
(3308) Kings Mill Pike		To				EC	L Bristol								
		From				Pied	mont Ave								
3312) W Valley Dr	1.00	1400	G	96%	1%	2%	1%	1%	0%	F	0.103	0.635	1500	G	2017
W Valley Dr		00		0070	. , ,	_,,	. , ,	. , 0	0,0	•		0.000	.000	<u>.</u>	
<u> </u>		To From	<u> </u>				Lee Highw								
E Valley Dr	0.56	5300	G	96%	1%	2%	1%	1%	0%	F	0.094	0.552	5700	G	2017
		To From				Old Ab	ingdon Hy	νγ			$\neg$ —				
3312 E Valley Dr	0.72	4000	G	96%	1%	2%	1%	1%	0%	С	0.094	0.509	4300	G	2017
E Valley Dr		То					s Mill Pike								
		From	1		NIC	CL Bristol;									
3314) Island Rd	2.01	2600	G	98%	0%	1%	0%	0%	0%	F	0.099	0.557	2800	G	2017
(3314) Island Rd		<b></b> To		0070	5 /0		Wallace		<b>0</b> /0	•		0.007	_500	<b>J</b>	_017
		From					lace Pike				_				
3314) Island Rd	0.31	4200	G	98%	0%	1%	0%	0%	0%	С	0.102	0.598	4500	G	2017
13314 Island Rd		To					Lee Highw					_			
		From				102-3308					1				
3318) Old Airport Rd	0.96	8800	G	95%	1%	1%	1%	3%	0%	F	0.094	0.591	9300	G	2017
Old Airport Rd	0.00	5550		JJ 70	1 /0			<b>U</b> /0	0 /0	'	<del></del>	0.551	5500	J	2017
		From	ـــِــا				nham Rd								
3318 Old Airport Rd	0.98	8700	G	95%	1%	1%	1%	3%	0%	С	0.09	0.515	9300	G	2017
		From				I-8	1 Exit 7				$\neg$ —				
3318) Old Airport Rd	0.20	17000	G	95%	1%	1%	1%	3%	0%	F	0.089	0.535	18000	G	2017
Old Airport Rd	-	To					1 Lee Hwy								
		From													
3318 Ramp to I-81 N at Exit	7 014	5000	G			102-3318	Olu Airpo	ıı Kü			0.084		5000	G	2017
$\binom{3318}{102}$ Hamp to I-81 N at Exit	. / 0.14	JUUU To				-	01 N				0.004		5000	G	2017
		10	<u> </u>				-81 N								
<u> </u>		From	<u> </u>			102-3318	Old Airpo	rt Rd						_	
Ramp to I-81 S at Exit	7 0.19	5400	G								0.089		5400	G	2017
<u> </u>		To				]	I-81 S								

Length	AADT	QA	4Tire	Bus				QC	K Factor	QK Dir Factor	AAWDT	QW	Year
	Erom				X 1 1 D 1				1				
0.33	2300 To	G	98%	1%	1% 0%  NCL Bristol	0%	0%	С	0.114	0.594	2500	G	2017
	From:				Valley Dr								
1.27	4000 To:	G	97%	0%	1% 1% US 11 Lee Highw	1% ay	0%	С	0.096	0.552	4300	G	2017
0.13	5300	N	98%	1%			0%	N	0.097	0.511	5600	N	2017
	To:				NCL Bristol	.,,	0,0						
0.28	1600 To:	G	98%	0%	W State St  1% 0%  US 11 Enclid Av	0%	0%	С	0.104	0.509	1700	G	2017
	From:			Edgen			ne						
0.19	7100 _{To:}	G	99%	0%	1% 0%	0%	0%	F	0.095	0.583	7600	G	2017
	From:	_		- 50									
0.30	1400	G	98%	0%	1% 0%	0%	0%	F	0.134	0.504	1500	G	2017
0.16	From:	G	98%	0%			0%	F	0 1	0 526	1500		2017
0.10	1400 To:		JU /6	0 /6			0 /0	'	<u> </u>	0.520	1500		2017
	From:				Piedmont Ave	_							
0.45	2600	G	99%					С	0.101	0.565	2700	G	2017
0.14	4700	G	99%	Truck 0%	1% 0%	r King Bl	vd 0%	F	0.099	0.567	5000	G	2017
0.09	4700 From:	N	99%	0%	1% 0%	0%	0%	N	0.099	0.567	5000	N	2017
	From	-			Old Airport Rd								
0.32	6100	G	98%	0%	1% 0%	1%	0%	F	0.104	0.539	6400	G	2017
0.45	From:	G	98%	0%	I-81	1%	0%	С	0.089	0 509	7000		2017
0.43	To:		30 70	0 70			0 70		0.003	0.303	7000		2017
	From					7.1			ı				
0.63	2100	Ь											
0.00	2100	G			SR 140 Jonesboro	Ku			0.139	0.576	2100	G	2017
	Z100			F	SR 140 Jonesboro faculty Parking; VHO				0.139	0.576	2100	G	2017
	From:			F		CC Dr							
0.10	To				aculty Parking; VHO	CC Dr			0.139 0.147	0.576		G G	
	From: 1600 From:				aculty Parking; VHC	CC Dr							
	From: 1600		98%		aculty Parking; VHC 140-1 VHCC Di VHC College Parkin WCL Abingdon 0% 0%	CC Dr	0%	С			1600		2017
0.10	From: 1600 From:	G	98%	V	140-1 VHCC DivHC College Parkin WCL Abingdon 0% 0% US 11 Main St	CC Dr	0%	С	0.147	0.578	1600	G	2017
0.10	From: 1600 To: From: 3800	G	98%	V	aculty Parking; VHC 140-1 VHCC Dr VHC College Parkin WCL Abingdon 0% 0% US 11 Main St US 11 Main St	CC Dr	0%	С	0.147	0.578	1600	G	2017
0.10	From: 1600 To: From: 3800 To: From: 4800	G G	98%	V	aculty Parking; VHC  140-1 VHCC Dr  VHC College Parkin  WCL Abingdon  0% 0%  US 11 Main St  US 11 Main St  Stanley St	CC Dr	0%	С	0.147	0.578 0.563	1600	G G	2017
0.10	From: 1600 To: From: 3800 To: From:	G G	98%	V	aculty Parking; VHC 140-1 VHCC Dr VHC College Parkin WCL Abingdon 0% 0% US 11 Main St US 11 Main St	CC Dr	0%	С	0.147	0.578 0.563	1600 4100 4800	G G	2017 2017 2017 2017 2017
0.10 1.07 0.19	1600 To:  From: 3800 To:  From: 4800 To:  1200 To:	G G G	98%	1%	aculty Parking; VHC  140-1 VHCC Di  VHC College Parkin  WCL Abingdon  0% 0%  US 11 Main St  US 11 Main St  Stanley St  140-3003 Valley  US 11 Main St	CC Dr r g Lot 0%	0%	C	0.147 0.105 0.168	0.578 0.563 0.671	1600 4100 4800	G G	2017
0.10 1.07 0.19	From: 1600 To: From: 3800 To: From: 4800 To: From: 4800	G G G	98%	1%	VHC College Parkin WCL Abingdon 0% 0% US 11 Main St US 11 Main St 140-3003 Valley US 11 Main St 15 Stanley St 140-3003 Valley US 11 Lee Hwy; W M 0% 0%	CC Dr r g Lot 0%	0%	C	0.147 0.105 0.168	0.578 0.563 0.671	1600 4100 4800	G G	2017 2017 2017 2017
0.10 1.07 0.19	To: From: 1600 To: 3800 To: From: 4800 To: 1200 From: 7200 To: To:	G G G		1% U	aculty Parking; VHC  140-1 VHCC Di  VHC College Parkin  WCL Abingdon  0% 0%  US 11 Main St  US 11 Main St  Stanley St  140-3003 Valley  US 11 Main St  Stanley St  140-3003 Valley  US 11 Main St  Valley St  Valley St	g Lot  0%  St  Iain St  0%			0.147 0.105 0.168 0.124	0.578 0.563 0.671 0.785	1600 4100 4800	G G G	2017 2017 2017 2017
0.10 1.07 0.19	1600 To:  From: 3800 To:  From: 4800 To:  1200 To:  From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: From: Fr	G G G		1% U	VHC College Parkin WCL Abingdon 0% 0% US 11 Main St US 11 Main St 140-3003 Valley US 11 Main St 15 Stanley St 140-3003 Valley US 11 Lee Hwy; W M 0% 0%	g Lot  0%  St  Iain St  0%			0.147 0.105 0.168 0.124	0.578 0.563 0.671 0.785	1600 4100 4800 1300 7600	G G G	2017 2017 2017 2017 2017
0.10 1.07 0.19 0.08	From: 1200 From: 7200 To: From: 7200 To: From: 7200	G G G G	99%	1% 1% U 0%	aculty Parking; VHC  140-1 VHCC Di  VHC College Parkin  WCL Abingdon  0% 0%  US 11 Main St  US 11 Main St  140-3003 Valley  US 11 Main St  Stanley St  140-3003 Valley  US 11 Main St  Valley St  Valley St  Russell Rd; ALT	g Lot  0%  St  Idain St  0%	0%	F	0.147 0.105 0.168 0.124	0.578 0.563 0.671 0.785	1600 4100 4800 1300 7600	G G G	2017
	0.33  1.27  0.13  0.28  0.19  0.30  0.16  0.45  0.14  0.09  0.32  0.45	1.27 4000 To:  1.27 4000 To:  0.13 5300 To:  From:  0.28 1600 To:  From:  0.30 1400 To:  0.30 1400 To:  0.45 2600  0.14 4700 To:  0.32 6100  0.45 6600 To:  From:  0.45 6600 To:  From:  0.45 6600 To:  From:  0.45 From:  0.45 From:  0.45 From:  0.45 From:  From:  0.45 From:  From:  0.45 From:  From:  0.45 From:  From:  0.45 From:  From:  0.45 From:  From:  0.45 From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From:  From	0.33 2300 G Total  1.27 4000 G Total  1.27 4000 G Total  0.13 5300 N Total  0.28 1600 G Total  0.19 7100 G Total  0.30 1400 G Total  0.45 2600 G  0.14 4700 G  0.14 4700 G  0.14 4700 G  0.15 Front  0.28 1600 G  0.10 Total  0.10 Total  0.11 Total  0.12 Total  0.13 Total  0.14 Total  0.15 Total  0.16 Total  0.17 Total  0.18 Total  0.19 Total  0.10 G  Total  0.10 G  Total  0.10 G  Total  0.11 Total  0.12 Total  0.13 Total  0.14 Total  0.15 Total  0.16 Total  0.17 Total  0.18 Total  0.19 Total  0.10 G  Total  0.10 G  Total  0.10 G  Total  0.11 Total  0.12 Total  0.13 Total  0.14 Total  0.15 Total  0.15 Total  0.16 Total  0.17 Total  0.17 Total  0.18 Total  0.19 Total  0.10 G  Total  0.10 G  Total  0.10 G  Total  0.10 G  Total  0.10 G  Total  0.10 G  Total  0.10 G  Total  0.10 G  Total  0.10 G  Total  0.10 G  Total  0.10 G  Total  0.10 G  Total  0.10 G  Total  0.10 G  Total  0.10 G  Total  0.10 G  Total  0.10 G  Total  0.10 G  Total  0.10 G  Total  0.10 G  Total  0.10 G  Total  0.10 G  Total  0.10 G  Total  0.10 G  Total  0.10 G  Total  0.10 G  Total  0.10 G  Total  0.10 G  Total  0.10 G  Total  0.10 G  Total  0.10 G  Total  0.10 G  Total  0.10 G	0.33 2300 G 98%  To  From:  1.27 4000 G 97%  To  From:  0.13 5300 N 98%  To  From:  0.28 1600 G 98%  To  From:  0.30 1400 G 98%  To  From:  0.30 1400 G 98%  To  From:  0.45 2600 G 98%  To  From:  0.45 2600 G 99%  To  From:  0.45 2600 G 99%  To  From:  0.45 6600 G 98%  To  From:  0.45 6600 G 98%  To  From:  0.45 6600 G 98%	0.33 2300 G 98% 1%  To Front  1.27 4000 G 97% 0%  To To To To To To To To To To To To To T	Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Company   Comp	Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carr	Length   AADT   QA   4Tire   Bus     Caxie   3+Axie   1Trail   2Trail   2Trail	Column	Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care   Care	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus   Continue   Continu	Length   AADT   QA   4Tire   Bus     Carte
						,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	iviairiteri	ande 7 ti	ca				
--------------------	-------------	-------------	------------	--------------	------	-------------------------------------	-----------------	------------------------------------------------	------	----	-------------	----	---------------
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor
own of Abingdon		From:				***							
Tanner St	0.08	1500	G	98%	1%	1%	11 Main S 0%	t 0%	0%	F	0.089		0.584
Tanner St	0.00	1300		<b>30</b> /0	1 /0			0 /6	0 /6	'	0.009		0.364
Minitan Mill Del	0.07	From	Ļ_	000/	10/		/alley St	00/	00/				0.007
Whites Mill Rd	0.87	2100 To:	G	98%	1%	1%	0%	0%	0%	С	0.091		0.627
							ICL Abing						
Hillman Hwy	1.35	4400	G	99%	0%	US 1 1%	1; Lee Hv 0%	/y 0%	0%	С	0.097		0.562
Hillman Hwy	1.33	4400 To:		99 /6	0 /6		Abingdo		0 /6		0.097		0.302
		From:											
Tunnel St/Old Salt	works FRMO8	1500	G	98%	1%	140-300	5 Hillman 0%	нwу 0%	0%	F	0.092		0.677
Tunnel St/Old Salt	WOINS 10000	To:	<u> </u>	0070			40 NCL A		070	•	0.002		0.077
7. 1:					,,,	, 10 02 1	1011021	ioniguon.					-
ashington County		From:				Sugar	r Hollow I	Rd					-
US 11		12000	G	96%	1%	1%	2%	1%	0%	С	0.092		0.524
		To					ttle Hill Dı						
110.44		From:	<u> </u>	000/	00/		SR 310	00/	00/				0.57
US 11		11000	G	96%	0%	1%	1%	2%	0%	С	0.1		0.57
		10.				Box	rdwine Rd						-
ity of Bristol		From:				Cla	nway Ave	,			ı		
Chester St		190	G			Gic	ilway Ave				0.123		0.588
Oncotor of		To:	<u> </u>			Arli	ington Ave	<u>,                                      </u>			7		0.000
		From											
Cheyenne Rd		160	G			Sn	awnee Rd				0.154		0.52
Oncycline ria		Tor	<u> </u>			She	erwood Dr				0.154		0.52
		From:	l										
Daniel St		270	G			IN	ewton St				0.13		0.877
Darlier Ot		To:	<u> </u>			Tennes	see State	Line			<u> </u>		0.077
		From											
Jefferson Dr		320	G			Cli	erry Lane				0.153		0.689
OCHOISON DI		To:	r <u> </u>			Cé	edar Lane				1		0.000
		From:	! !										
Lester St		130	G			N	Moore St				0.120		0.588
Ecotor Ot		To:	<u> </u>			R	ussell St				7		0.000
		From:											
Pearl St		90	G			PTC	spect Ave				0.128		0.52
r dan di		To:	r <u> </u>			Arli	ington Ave	<u>,                                      </u>					0.02
		From:					kview Dr						
Poplar St		70	G			Oa	ikview Di				0.253		0.59
. opia. ot		To:	Ť			Me	eadow Dr						0.00
		From:					erlake Dr				i		
Spring Branch Rd		40	G			0,	CHARC DI				0.31		0.516
Spring Endine		To:	r -			,	Vale Dr						
own of Abingdon											•		
OWILOT ADDITION		From:				Saw	grass Circ	le					
Augusta Dr		410	G								0.095		0.614
		To				Wir	nterham D	r					
		From	1			P	reston St						
Bradley St		1300	G		_	_	_				0.102		0.569
		To			_	I	Fuller St						
		From:		· <u></u>		В	ogey Dr	· <u></u>			1		
Fairway Dr		410	G								0.127		0.764
- 		To				D	ead End						
		From:										-	
		11011					mside Dr						
Oak Hill St		240	G			п	illside Dr				0.13		0.576