

2001

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

Jurisdiction Report

95

Washinton County
City of Bristol
Town of Abinadon
Town of Damascus
Town of Glade Spring

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

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

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the Design Hour estimate:

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems



Interstate Route

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



US Route



Virginia State Route



Secondary Route

Special Routes



Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route



ALT - Alternate Route
Wye - Wye Route connector



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



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


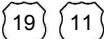









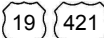

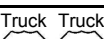
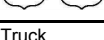



Virginia Department of Transportation
Traffic Engineering Division
2001
Annual Average Daily Traffic Volume Estimates By Section of Route
Washington Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
City of Bristol															
11 Euclid Ave	0.75	16000	F	98%	0%	1%	0%	0%	0%	F	1400	F	16000	F	2001
11 Euclid Ave	0.19	18000	F	98%	0%	1%	0%	0%	0%	F	1600	F	19000	F	2001
11 Euclid Ave	0.18	20000	F	98%	0%	1%	0%	0%	0%	F	1800	F	21000	F	2001
11 Euclid Ave	0.48	11000	F	98%	0%	1%	0%	0%	0%	F	1000	F	11000	F	2001
11 Euclid Ave	0.56	7900	F	98%	0%	1%	0%	0%	0%	C	780	F	8300	F	2001
11 Lee Hwy	0.77	17000	F	98%	0%	1%	0%	0%	0%	F	1600	F	18000	F	2001
11 Lee Hwy	0.70	14000	G	98%	0%	0%	0%	1%	0%	C	1100	G	14000	G	2001
11 Lee Hwy	0.73	16000	F	97%	0%	2%	1%	1%	0%	F	1400	F	17000	F	2001
11 Lee Hwy	1.25	19000	F	97%	0%	2%	1%	1%	0%	F	1900	F	19000	F	2001
11 Lee Hwy	0.30	18000	F	97%	0%	2%	1%	1%	0%	F	1800	F	19000	F	2001
11 Lee Hwy	0.68	12000	F	97%	0%	2%	1%	1%	0%	F	1300	F	12000	F	2001
Washington County															
11	2.83	9800	A	97%	0%	2%	1%	1%	0%	A	1000	A	9700	A	2001
11	2.08	9800	F	97%	0%	2%	1%	1%	0%	F	940	F	10000	F	2001
11	1.72	8700	F	97%	0%	2%	1%	1%	0%	F	770	F	8800	F	2001
Town of Abingdon															
11 Main St	0.55	9800	F	97%	0%	2%	1%	1%	0%	F	1000	F	10000	F	2001
11 Main St	0.43	24000	F	95%	1%	2%	0%	2%	0%	F	2300	F	25000	F	2001
11 Main St	0.47	23000	F	95%	1%	2%	0%	2%	0%	F	2300	F	24000	F	2001
11 Main St	0.47	15000	F	95%	1%	2%	0%	2%	0%	F	1400	F	15000	F	2001
11 Main St	0.35	11000	F	95%	1%	2%	0%	2%	0%	C	970	F	12000	F	2001
11 Main St	0.24	12000	F	95%	1%	2%	0%	2%	0%	F	1100	F	12000	F	2001
11 Main St	0.66	11000	F	92%	0%	2%	2%	3%	1%	F	970	F	11000	F	2001
11 Main St	0.93	11000	F	92%	0%	2%	2%	3%	1%	F	990	F	12000	F	2001
11 Main St	0.13	14000	F	92%	0%	2%	2%	3%	1%	F	1700	F	15000	F	2001
11 Main St	0.74	12000	F	92%	0%	2%	2%	3%	1%	C	1200	F	13000	F	2001

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(11)	0.09	17000	F	92%	0%	2%	2%	3%	1%	F	1300	F	17000	F	2001	
				From:	ECL Abingdon											
				To:	I-81 South											
(11)	0.11	17000	F	96%	0%	2%	1%	1%	0%	F	1500	F	17000	F	2001	
				From:	IS-00081-N019A(R)/FROM RT 81 NORTH											
(11)	0.30	NA									NA		NA			
				From:	US 58 East of Abingdon											
(11)	2.58	4400	F	96%	0%	2%	1%	1%	0%	F	410	F	4500	F	2001	
				From:	95-704											
(11)	2.09	4100	F	96%	0%	2%	1%	1%	0%	F	400	F	4100	F	2001	
				From:	SR 80 Cedarville											
(11)	4.33	2900	F	96%	0%	2%	1%	1%	0%	C	270	F	2900	F	2001	
				From:	SR 91 S											
(11)	0.13	6300	F	96%	0%	2%	1%	1%	0%	F	560	F	6400	F	2001	
				From:	SR 91 South of Glade Spring											
(11)	2.81	1300	F	96%	0%	2%	1%	1%	0%	F	130	F	1300	F	2001	
				From:	I-81 West of Chllhowie											
				To:	I-81 West of Chilhowie											
(11)	2.21	2600	F	96%	0%	2%	1%	1%	0%	F	300	F	2600	F	2001	
				From:	Smyth County Line											
City of Bristol																
Truck (11) (421)	State St	0.21	10000	F	92%	0%	2%	1%	4%	0%	F	910	F	10000	F	2001
				From:	SR 381 Commonwealth Ave											
				To:	102-3305 Piedmont Ave											
Truck (11) (421)	State St	0.34	9800	F	92%	0%	2%	1%	4%	0%	F	920	F	10000	F	2001
				From:	STATE ST											
Truck (11)	Randall St	0.93	7400	F	97%	0%	1%	1%	1%	0%	C	660	F	7700	F	2001
				From:	Cumberland St											
Truck (11) (113)	Moore St	0.12	10000	F	96%	0%	2%	0%	1%	0%	F	950	F	11000	F	2001
				From:	Euclid Ave											
(19) (381)	Commonwealth	0.07	19000	N	93%	1%	2%	3%	1%	0%	N	1800	N	20000	N	2001
				From:	State St; Tennessee State Line											
				To:	US 421											
(19) (381)	Commonwealth	0.16	19000	F	93%	1%	2%	3%	1%	0%	F	1800	F	20000	F	2001
				From:	SR 113 Cumberland Ave											
(19) (381)	Commonwealth	0.16	21000	F	94%	0%	2%	0%	3%	0%	F	1900	F	21000	F	2001
				From:	SR 133 Par Sycamore St											
(19) (381)	Commonwealth	0.19	22000	F	94%	0%	2%	0%	3%	0%	F	1900	F	22000	F	2001
				From:	RT 381											
(19) (11)	Euclid Ave	0.48	11000	F	98%	0%	1%	0%	0%	0%	F	1000	F	11000	F	2001
				From:	Piedmont Ave											
(19) (11)	Euclid Ave	0.56	7900	F	98%	0%	1%	0%	0%	0%	C	780	F	8300	F	2001
				From:	Moore St											
(19) (11)	Lee Hwy	0.77	17000	F	98%	0%	1%	0%	0%	0%	F	1600	F	18000	F	2001
				From:	Valley Dr											
(19) (11)	Lee Hwy	0.70	14000	G	98%	0%	0%	0%	1%	0%	C	1100	G	14000	G	2001
				From:	Overhill Rd											
(19) (11)	Lee Hwy	0.73	16000	F	97%	0%	2%	1%	1%	0%	F	1400	F	17000	F	2001
				From:	Island Rd											
(19) (11)	Lee Hwy	1.25	19000	F	97%	0%	2%	1%	1%	0%	F	1900	F	19000	F	2001
				From:	Bonham Rd											

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						2Axle	3+Axle	1Trail	2Trail						
City of Bristol															
 Lee Hwy	0.30	18000	F	97%	0%	2%	1%	1%	0%	F	1800	F	19000	F	2001
						From: Bonham Rd									
						To: Old Airport Rd									
 Lee Hwy	0.68	12000	F	97%	0%	2%	1%	1%	0%	F	1300	F	12000	F	2001
						From: NCL Bristol									
						To: NCL Bristol									
Washington County															
	2.83	9800	A	97%	0%	2%	1%	1%	0%	A	1000	A	9700	A	2001
						From: NCL Bristol									
						To: 95-1717									
	2.08	9800	F	97%	0%	2%	1%	1%	0%	F	940	F	10000	F	2001
						From: 95-611									
						To: WCL Abingdon									
Town of Abingdon															
 Main St	0.55	9800	F	97%	0%	2%	1%	1%	0%	F	1000	F	10000	F	2001
						From: WCL Abingdon									
						To: SR 140 Jonesboro Rd									
 Main St	0.43	24000	F	95%	1%	2%	0%	2%	0%	F	2300	F	25000	F	2001
						From: Colonial Rd									
 Main St	0.47	23000	F	95%	1%	2%	0%	2%	0%	F	2300	F	24000	F	2001
						From: US 11 MAIN ST									
 Porterfield Rd	0.45	15000	F	91%	0%	2%	1%	5%	0%	F	1500	F	16000	F	2001
						From: Alt US 58									
 Porterfield Rd	0.21	21000	F	91%	0%	2%	1%	5%	0%	F	2100	F	22000	F	2001
						From: NCL Abingdon									
						To: NCL Abingdon									
Washington County															
	3.79	19000	F	91%	0%	2%	1%	5%	0%	F	1600	F	19000	F	2001
						From: NCL Abingdon									
						To: 95-700									
	3.03	18000	F	91%	0%	2%	1%	5%	0%	F	1400	F	18000	F	2001
						From: 95-802									
						To: Russell County Line									
City of Bristol															
Truck  State St	0.21	10000	F	92%	0%	2%	1%	4%	0%	F	910	F	10000	F	2001
						From: SR 381 Commonwealth Ave									
						To: 102-3305 Piedmont Ave									
Truck  State St	0.34	9800	F	92%	0%	2%	1%	4%	0%	F	920	F	10000	F	2001
						From: TRUCK US 11 Randall St									
Truck  Randall St	0.93	7400	F	97%	0%	1%	1%	1%	0%	C	660	F	7700	F	2001
						From: STATE ST									
						To: CUMBERLAND ST									
Truck  Moore St	0.12	10000	F	96%	0%	2%	0%	1%	0%	F	950	F	11000	F	2001
						From: Oakview Ave									
						To: Euclid Ave									
Washington County															
	2.65	1200	F	89%	1%	4%	2%	5%	0%	F	120	F	1200	F	2001
						From: Scott County Line									
						To: 95-700									
	3.59	5000	F	89%	1%	4%	2%	5%	0%	F	460	F	5100	F	2001
						From: WCL Bristol									
						To: WCL Bristol									
City of Bristol															
 Gate City Hwy	0.50	5100	F	97%	0%	1%	1%	1%	0%	C	500	F	5300	F	2001
						From: WCL Bristol									
						To: I-81; US 421									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
City of Bristol															
58 81	2.44					From: IS-00081-N(B)/US-00058-096B(R)/FROM RTS									
	Combined Traffic:	31000	F	75%	1%	2%	1%	21%	1%	F	2400	F	31000	F	2001
See I-81 for directional traffic volume estimates for this segment.															
58 81	1.39					From: IS-00081-N(B)/IS-00081-N003A(L)/TO RT 381 SO									
	Combined Traffic:	47000	F	75%	1%	2%	1%	21%	1%	F	3700	F	47000	F	2001
See I-81 for directional traffic volume estimates for this segment.															
58 81	2.13					From: IS-00081-N(B)/IS-00081-N005A(U)/TO RTS 11									
	Combined Traffic:	42000	F	75%	1%	2%	1%	21%	1%	F	3400	F	43000	F	2001
See I-81 for directional traffic volume estimates for this segment.															
58 81	0.93					From: IS-00081-N(B)/IS-00081-N007A(U)/TO OLD									
	Combined Traffic:	48000	F	75%	1%	2%	1%	21%	1%	F	3900	F	49000	F	2001
See I-81 for directional traffic volume estimates for this segment.															
To: IS-00081-N(B)/102-03318-002A(R)/FROM OLD A															
Washington County															
58 81	3.84					From: IS-00081-N(B)/JB-102/NCL BRISTOL/									
	Combined Traffic:	48000	F	75%	1%	2%	1%	21%	1%	F	3900	F	49000	F	2001
See I-81 for directional traffic volume estimates for this segment.															
58 81	0.99					From: IS-00081-N(B)/IS-00081-N010A(L)/TO RT 11 CON									
	Combined Traffic:	38000	F	75%	1%	2%	1%	21%	1%	F	3300	F	38000	F	2001
See I-81 for directional traffic volume estimates for this segment.															
58 81	2.00					From: IS-00081-N(B)/FR-00310-000A(R)/FROM RT									
	Combined Traffic:	41000	F	75%	1%	2%	1%	21%	1%	F	3300	F	42000	F	2001
See I-81 for directional traffic volume estimates for this segment.															
58 81	1.93					From: IS-00081-N(B)/IS-00081-N013A(L)/TO RT 611									
	Combined Traffic:	39000	F	75%	1%	2%	1%	21%	1%	C	4000	F	39000	F	2001
See I-81 for directional traffic volume estimates for this segment.															
58 81	0.99					From: S-00081-N(B)/95-00611-001A(R)/FROM RT 611									
	Combined Traffic:	39000	F	75%	1%	2%	1%	21%	1%	C	4000	F	39000	F	2001
See I-81 for directional traffic volume estimates for this segment.															
58 81	1.93					From: IS-00081-N(B)/95-00647-010A(R)/FROM RTS									
	Combined Traffic:	39000	F	75%	1%	2%	1%	21%	1%	C	4000	F	39000	F	2001
See I-81 for directional traffic volume estimates for this segment.															
To: S-00081-N(B)/IS-00081-N014A(U)/TO RTS 647 &															
Town of Abingdon															
58 81	0.14					From: IS-00081-N(B)/JB-140/SCL ABINGDON/									
	Combined Traffic:	39000	F	75%	1%	2%	1%	21%	1%	C	4000	F	39000	F	2001
See I-81 for directional traffic volume estimates for this segment.															
58 81	1.06					From: IS-00081-N(B)/IS-00081-N017A(U)/TO RT 75									
	Combined Traffic:	46000	F	75%	1%	2%	1%	21%	1%	F	3700	F	46000	F	2001
See I-81 for directional traffic volume estimates for this segment.															
To: IS-00081-N(B)/SR-00075-009A(R)/FROM RT 75															
Washington County															
58 81	1.43					From: IS-00081-N(B)/JB-140/NCL ABINGDON/									
	Combined Traffic:	46000	F	75%	1%	2%	1%	21%	1%	F	3700	F	46000	F	2001
See I-81 for directional traffic volume estimates for this segment.															
58 11	0.30	NA				From: S-00081-N(B)/IS-00081-N019A(L)/TO RTS 11 &					NA		NA		
						To: IS-00081-N(B)/IS-00081-N019A(R)/FROM RT 81 NO									
US 11 East of Abingdon															
58	5.53	7900	F	93%	0%	2%	1%	4%	0%	F	690	F	8000	F	2001
58	3.57	5200	F	93%	0%	2%	1%	4%	0%	C	450	F	5200	F	2001
						From: E 95-708									
To: WCL Damascus															
Town of Damascus															
58	1.38	5200	N	93%	0%	2%	1%	4%	0%	N	450	N	5200	N	2001
58	0.45	3900	F	93%	0%	2%	1%	4%	0%	F	320	F	4000	F	2001
						From: W SR 91 Damascus									
To: ECL Damascus															

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Washington County																
58	0.54	3900	N	93%	0%	2%	1%	4%	0%	N	320	N	4000	N	2001	
				From:	ECL Damascus											
58	9.63	710	F	95%	0%	2%	1%	1%	0%	F	80	F	720	F	2001	
				To:	E SR 91 Damascus											
58	5.80	520	F	95%	0%	2%	2%	1%	0%	C	49	F	530	F	2001	
				From:	95-603											
				To:	Grayson County Line											
ALT 58 19	3.25	17000	F	91%	0%	2%	1%	5%	0%	F	1400	F	17000	F	2001	
				From:	Russell County Line											
58 19	3.03	18000	F	91%	0%	2%	1%	5%	0%	F	1400	F	18000	F	2001	
				To:	95-802											
ALT 58 19	3.79	19000	F	91%	0%	2%	1%	5%	0%	F	1600	F	19000	F	2001	
				From:	95-700											
				To:	NCL ABINGDON											
Town of Abingdon																
ALT 58 19	Porterfield Rd	0.21	21000	F	91%	0%	2%	1%	5%	0%	F	2100	F	22000	F	2001
				From:	NCL ABINGDON											
ALT 58	Russell Rd	1.01	7200	F	97%	0%	1%	1%	2%	0%	C	690	F	7600	F	2001
				To:	US 19											
ALT 58 11	Main St	0.24	12000	F	95%	1%	2%	0%	2%	0%	F	1100	F	12000	F	2001
				From:	Valley Street											
				To:	VALLEY ST											
ALT 58 75		0.78	18000	F	97%	0%	1%	1%	1%	0%	C	1600	F	18000	F	2001
				From:	MAIN ST											
				To:	US 11											
				To:	I-81											
Washington County																
75	4.29	2300	F	95%	0%	2%	1%	2%	0%	F	240	F	2300	F	2001	
				From:	Tennessee State Line											
75	4.46	4500	F	95%	0%	2%	1%	2%	0%	C	410	F	4600	F	2001	
				From:	95-670 Green Springs											
				To:	SCL Abingdon											
Town of Abingdon																
75	0.98	6300	F	96%	0%	2%	1%	1%	0%	C	600	F	6600	F	2001	
				From:	SCL Abingdon											
75	0.78	18000	F	97%	0%	1%	1%	1%	0%	C	1600	F	18000	F	2001	
				From:	I-81											
				To:	US 11											
Washington County																
80	1.06	2900	F	97%	0%	1%	1%	1%	0%	F	270	F	3000	F	2001	
				From:	US 11 Cedarville											
80	2.19	980	F	97%	0%	1%	1%	1%	0%	F	100	F	990	F	2001	
				To:	95-609 Meadowview											
80	6.00	870	F	97%	0%	1%	1%	1%	0%	C	90	F	880	F	2001	
				From:	95-740 N											
80	2.06	550	F	97%	0%	1%	1%	1%	0%	F	60	F	560	F	2001	
				To:	95-689 Hayters Gap											
80	3.67	310	F	97%	0%	1%	1%	1%	0%	F	45	F	320	F	2001	
				From:	95-613											
				To:	Russell County Line											
North 81	0.65	14000	F	74%	1%	2%	1%	22%	1%	F	940	F	14000	F	2001	
				From:	Tennessee State Line											
Combined Traffic:		29000	F	75%	1%	2%	1%	21%	1%	F	2100	F	30000	F	2001	
				To:	SCL Bristol											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
City of Bristol															
North (81)	0.61	14000	F	74%	1%	2%	1%	22%	1%	F	940	F	14000	F	2001
	Combined Traffic:	29000	F	75%	1%	2%	1%	21%	1%	F	2100	F	30000	F	2001
To: SCL Bristol															
North (81)	2.44	15000	F	74%	1%	2%	1%	22%	1%	F	1200	F	15000	F	2001
	Combined Traffic:	31000	F	75%	1%	2%	1%	21%	1%	F	2400	F	31000	F	2001
To: US 58, US 421															
North (81)	1.39	25000	F	74%	1%	2%	1%	22%	1%	F	2000	F	25000	F	2001
	Combined Traffic:	47000	F	75%	1%	2%	1%	21%	1%	F	3700	F	47000	F	2001
To: I-381															
North (81)	2.13	21000	F	74%	1%	2%	1%	22%	1%	F	1800	F	22000	F	2001
	Combined Traffic:	42000	F	75%	1%	2%	1%	21%	1%	F	3400	F	43000	F	2001
To: US 11 & US 19															
North (81)	0.93	22000	F	74%	1%	2%	1%	22%	1%	F	1800	F	22000	F	2001
	Combined Traffic:	48000	F	75%	1%	2%	1%	21%	1%	F	3900	F	49000	F	2001
To: Old Airport Rd															
To: NCL Bristol															
Washington County															
North (81)	3.84	22000	F	74%	1%	2%	1%	22%	1%	F	1800	F	22000	F	2001
	Combined Traffic:	48000	F	75%	1%	2%	1%	21%	1%	F	3900	F	49000	F	2001
To: NCL Bristol															
North (81)	0.99	20000	F	74%	1%	2%	1%	22%	1%	F	1700	F	20000	F	2001
	Combined Traffic:	38000	F	75%	1%	2%	1%	21%	1%	F	3300	F	38000	F	2001
To: RT F-310															
North (81)	2.00	20000	F	74%	1%	2%	1%	22%	1%	F	1700	F	20000	F	2001
	Combined Traffic:	41000	F	75%	1%	2%	1%	21%	1%	F	3300	F	42000	F	2001
To: 95-611															
North (81)	1.93	20000	A	74%	1%	2%	1%	22%	1%	A	1800	A	20000	A	2001
	Combined Traffic:	39000	F	75%	1%	2%	1%	21%	1%	C	4000	F	39000	F	2001
To: SR 140															
To: SCL Abingdon															
Town of Abingdon															
North (81)	0.14	20000	A	74%	1%	2%	1%	22%	1%	A	1800	A	20000	A	2001
	Combined Traffic:	39000	F	75%	1%	2%	1%	21%	1%	C	4000	F	39000	F	2001
To: SCL Abingdon															
North (81)	1.06	24000	F	74%	1%	2%	1%	22%	1%	F	1900	F	24000	F	2001
	Combined Traffic:	46000	F	75%	1%	2%	1%	21%	1%	F	3700	F	46000	F	2001
To: SR 75															
To: NCL Abingdon															
Washington County															
North (81)	1.43	24000	F	74%	1%	2%	1%	22%	1%	F	1900	F	24000	F	2001
	Combined Traffic:	46000	F	75%	1%	2%	1%	21%	1%	F	3700	F	46000	F	2001
To: NCL Abingdon															
North (81)	2.62	18000	F	74%	1%	2%	1%	22%	1%	F	1400	F	18000	F	2001
	Combined Traffic:	36000	F	75%	1%	2%	1%	21%	1%	F	2800	F	36000	F	2001
To: US 11, US 58															
North (81)	2.66	17000	F	74%	1%	2%	1%	22%	1%	F	1400	F	17000	F	2001
	Combined Traffic:	36000	F	75%	1%	2%	1%	21%	1%	F	2700	F	36000	F	2001
To: 95-704															
To: SR 80															

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Washington County															
North 81						From: SR 80									
	1.52	17000	F	74%	1%	2%	1%	22%	1%	F	1300	F	17000	F	2001
	Combined Traffic:	35000	F	75%	1%	2%	1%	21%	1%	F	2600	F	36000	F	2001
North 81						From: 95-737									
	2.97	16000	F	74%	1%	2%	1%	22%	1%	F	1200	F	16000	F	2001
	Combined Traffic:	32000	F	75%	1%	2%	1%	21%	1%	F	2300	F	32000	F	2001
North 81						From: SR 91									
	2.68	17000	F	74%	1%	2%	1%	22%	1%	F	1200	F	17000	F	2001
	Combined Traffic:	33000	F	75%	1%	2%	1%	21%	1%	F	2300	F	33000	F	2001
North 81						From: US 11									
	2.31	14000	F	74%	1%	2%	1%	22%	1%	F	970	F	14000	F	2001
	Combined Traffic:	31000	F	75%	1%	2%	1%	21%	1%	F	2200	F	31000	F	2001
South 81						From: Smyth County Line									
	1.06	15000	F	76%	1%	2%	1%	19%	1%	F	1200	F	15000	F	2001
	Combined Traffic:	29000	F	75%	1%	2%	1%	21%	1%	F	2100	F	30000	F	2001
City of Bristol						From: Tennessee State Line									
South 81						From: SCL Bristol									
	0.16	15000	F	76%	1%	2%	1%	19%	1%	F	1200	F	15000	F	2001
	Combined Traffic:	29000	F	75%	1%	2%	1%	21%	1%	F	2100	F	30000	F	2001
South 81						From: US 58, US 421									
	3.58	16000	F	76%	1%	2%	1%	19%	1%	F	1200	F	16000	F	2001
	Combined Traffic:	31000	F	75%	1%	2%	1%	21%	1%	F	2400	F	31000	F	2001
South 81						From: I-381									
	1.25	22000	F	76%	1%	2%	1%	19%	1%	F	1800	F	22000	F	2001
	Combined Traffic:	47000	F	75%	1%	2%	1%	21%	1%	F	3700	F	47000	F	2001
South 81						From: US 11, US 19									
	1.99	21000	F	76%	1%	2%	1%	19%	1%	F	1600	F	21000	F	2001
	Combined Traffic:	42000	F	75%	1%	2%	1%	21%	1%	F	3400	F	43000	F	2001
South 81						From: Old Airport Rd									
	0.50	27000	F	76%	1%	2%	1%	19%	1%	F	2000	F	27000	F	2001
	Combined Traffic:	48000	F	75%	1%	2%	1%	21%	1%	F	3900	F	49000	F	2001
Washington County						From: NCL Bristol									
South 81						From: RT F-310									
	1.29	18000	F	76%	1%	2%	1%	19%	1%	F	1600	F	18000	F	2001
	Combined Traffic:	38000	F	75%	1%	2%	1%	21%	1%	F	3300	F	38000	F	2001
South 81						From: 95-611									
	1.93	21000	F	76%	1%	2%	1%	19%	1%	F	1600	F	22000	F	2001
	Combined Traffic:	41000	F	75%	1%	2%	1%	21%	1%	F	3300	F	42000	F	2001
South 81						From: SR 140									
	1.40	19000	F	76%	1%	2%	1%	19%	1%	C	2200	F	19000	F	2001
	Combined Traffic:	39000	F	75%	1%	2%	1%	21%	1%	C	4000	F	39000	F	2001
						From: SCL Abingdon									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of Abingdon															
South (81)	0.69	19000	F	76%	1%	2%	1%	19%	1%	C	2200	F	19000	F	2001
	Combined Traffic:	39000	F	75%	1%	2%	1%	21%	1%	C	4000	F	39000	F	2001
From: SCL Abingdon															
South (81)	0.79	22000	F	76%	1%	2%	1%	19%	1%	F	1700	F	23000	F	2001
	Combined Traffic:	46000	F	75%	1%	2%	1%	21%	1%	F	3700	F	46000	F	2001
To: SR 75															
To: NCL Abingdon															
Washington County															
South (81)	1.52	22000	F	76%	1%	2%	1%	19%	1%	F	1700	F	23000	F	2001
	Combined Traffic:	46000	F	75%	1%	2%	1%	21%	1%	F	3700	F	46000	F	2001
From: NCL Abingdon															
South (81)	3.04	18000	F	76%	1%	2%	1%	19%	1%	F	1400	F	18000	F	2001
	Combined Traffic:	36000	F	75%	1%	2%	1%	21%	1%	F	2800	F	36000	F	2001
From: US 11, US 58															
South (81)	2.56	19000	F	76%	1%	2%	1%	19%	1%	F	1300	F	19000	F	2001
	Combined Traffic:	36000	F	75%	1%	2%	1%	21%	1%	F	2700	F	36000	F	2001
From: 95-704															
South (81)	1.47	19000	F	76%	1%	2%	1%	19%	1%	F	1300	F	19000	F	2001
	Combined Traffic:	35000	F	75%	1%	2%	1%	21%	1%	F	2600	F	36000	F	2001
From: SR 80															
South (81)	2.94	16000	F	76%	1%	2%	1%	19%	1%	F	1100	F	16000	F	2001
	Combined Traffic:	32000	F	75%	1%	2%	1%	21%	1%	F	2300	F	32000	F	2001
From: 95-737															
South (81)	2.88	16000	F	76%	1%	2%	1%	19%	1%	F	1100	F	16000	F	2001
	Combined Traffic:	33000	F	75%	1%	2%	1%	21%	1%	F	2300	F	33000	F	2001
From: SR 91															
South (81)	1.83	17000	F	76%	1%	2%	1%	19%	1%	F	1200	F	17000	F	2001
	Combined Traffic:	31000	F	75%	1%	2%	1%	21%	1%	F	2200	F	31000	F	2001
From: US 11															
To: Smyth County Line															
(91)	1.62	2700	F	83%	0%	3%	5%	8%	0%	C	220	F	2800	F	2001
From: Tennessee State Line															
To: US 58															
Town of Damascus															
(91) (58)	0.45	3900	F	93%	0%	2%	1%	4%	0%	F	320	F	4000	F	2001
From: US 58															
To: CL Damascus															
Washington County															
(91) (58)	0.54	3900	N	93%	0%	2%	1%	4%	0%	N	320	N	4000	N	2001
From: CL Damascus															
To: US 58															
Town of Damascus															
(91)	0.70	2100	F	91%	0%	1%	3%	4%	0%	C	180	F	2200	F	2001
From: US 58															
To: NCL Damascus															
Washington County															
(91)	6.85	2100	N	91%	0%	1%	3%	4%	0%	N	180	N	2200	N	2001
From: NCL Damascus															
(91)	0.97	2000	F	91%	0%	2%	3%	4%	0%	F	180	F	2000	F	2001
From: 95-803 South of Lodi															
(91)	3.57	2100	F	91%	0%	1%	3%	4%	0%	F	190	F	2100	F	2001
From: 95-762 North of Lodi															
To: US 11															

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year		
						2Axle	3+Axle	1Trail	2Trail								
Washington County																	
(91) (11)	0.13	6300	F	96%	0%	2%	1%	1%	0%	F	560	F	6400	F	2001		
				From: US 11													
(91)	0.51	4800	N	95%	0%	2%	1%	1%	0%	N	440	N	4800	N	2001		
				From: US 11													
				To: SCL Glade Spring													
Town of Glade Spring																	
(91)	1.37	4800	F	95%	0%	2%	1%	1%	0%	F	440	F	4800	F	2001		
				From: SCL Glade Spring													
(91)	0.77	3000	F	95%	0%	2%	1%	1%	0%	C	250	F	3000	F	2001		
				From: BUS SR 91													
				To: NCL Glade Spring													
Washington County																	
(91)	5.43	2500	F	95%	0%	2%	1%	1%	0%	F	220	F	2600	F	2001		
				From: NCL Glade Spring													
				To: WCL Saltville													
Town of Saltville																	
(91)	0.52	3500	F	96%	0%	1%	1%	1%	0%	C	300	F	3500	F	2001		
				From: WCL Saltville													
				To: Washington County Line													
Town of Glade Spring																	
Bus (91)	1.38	800	F	97%	0%	1%	1%	1%	0%	C	90	F	810	F	2001		
				From: S SR 91 Glade Spring													
				To: N SR 91 Glade Spring													
City of Bristol																	
(113) Cumberland St	0.28	2700	F	96%	0%	1%	1%	1%	0%	C	270	F	2800	F	2001		
				From: Commonwealth Ave													
Combined Traffic:				3700	F	96%	0%	1%	1%	1%	0%	C	380	F	3900	F	2001
				To: US 421 Piedmont Ave													
(113) Piedmont Ave	0.08	3800	F	96%	0%	2%	0%	1%	0%	F	380	F	3900	F	2001		
				From: Cumberland St													
Combined Traffic:				4800	F	97%	0%	2%	0%	1%	0%	F	490	F	5000	F	2001
				To: SR 113 P, Sycamore Ave													
(113) Piedmont Ave	0.25	3200	F	96%	0%	2%	0%	1%	0%	F	330	F	3300	F	2001		
				From: SR 113 P, Sycamore Ave													
				To: Oakview Ave													
(113) Oakview Ave	0.60	2200	F	96%	0%	2%	0%	1%	0%	C	240	F	2300	F	2001		
				From: Piedmont Ave													
				To: Moore St													
(113) Moore St	0.12	10000	F	96%	0%	2%	0%	1%	0%	F	950	F	11000	F	2001		
				From: Oakview Ave													
				To: Euclid Ave													
(113) Sycamore St	0.40	1100	F	98%	0%	1%	0%	1%	0%	C	110	F	1100	F	2001		
				From: SR 381 Commonwealth Ave													
Combined Traffic:				3700	F	96%	0%	1%	1%	1%	0%	C	380	F	3900	F	2001
				To: Piedmont Ave													
Town of Abingdon																	
(140) Jonesboro Rd	0.38	18000	F	91%	1%	1%	1%	5%	0%	C	1600	F	18000	F	2001		
				From: SCL Abingdon													
				To: US 11 Main St													
City of Bristol																	
North (381)	1.67	7800	B	94%	0%	2%	0%	3%	0%	B	840	B	7900	B	2001		
				From: SR 381													
Combined Traffic:				15000	B	94%	0%	2%	0%	3%	0%	B	1700	B	16000	B	2001
				To: I-81													
South (381)	1.67	7700	A	94%	0%	2%	0%	3%	0%	A	840	A	7900	A	2001		
				From: SR 381													
Combined Traffic:				15000	B	94%	0%	2%	0%	3%	0%	B	1700	B	16000	B	2001
				To: I-81													

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
City of Bristol															
(381) Commonwealth Ave	0.07	19000	N	93%	1%	2%	3%	1%	0%	N	1800	N	20000	N	2001
				From: State St; Tennessee State Line											
(381) Commonwealth Ave	0.16	19000	F	93%	1%	2%	3%	1%	0%	F	1800	F	20000	F	2001
				From: US 421											
(381) Commonwealth Ave	0.16	21000	F	94%	0%	2%	0%	3%	0%	F	1900	F	21000	F	2001
				From: SR 113 Cumberland Ave											
(381) Commonwealth Ave	0.19	22000	F	94%	0%	2%	0%	3%	0%	F	1900	F	22000	F	2001
				From: SR 133 Par; Sycamore St											
(381) Commonwealth Ave	0.63	23000	F	94%	0%	2%	0%	3%	0%	F	2000	F	23000	F	2001
				From: US 11 Euclid Ave											
				To: Keys St; I-381											
Washington County															
(421) (58)	2.65	1200	F	89%	1%	4%	2%	5%	0%	F	120	F	1200	F	2001
				From: Scott County Line											
(421) (58)	3.59	5000	F	89%	1%	4%	2%	5%	0%	F	460	F	5100	F	2001
				From: 95-700											
				To: WCL Bristol											
City of Bristol															
(421) (58) Gate City Hwy	0.50	5100	F	97%	0%	1%	1%	1%	0%	C	500	F	5300	F	2001
				From: WCL Bristol											
(421)	0.21	7100	F	92%	0%	2%	1%	4%	0%	C	600	F	7300	F	2001
				From: US 58; I-81											
(421)	0.80	8400	F	92%	0%	2%	1%	4%	0%	F	760	F	8800	F	2001
				From: Island Rd											
(421) (11) Euclid Ave	0.75	16000	F	98%	0%	1%	0%	0%	0%	F	1400	F	16000	F	2001
				From: W US 11											
(421) (11) Euclid Ave	0.19	18000	F	98%	0%	1%	0%	0%	0%	F	1600	F	19000	F	2001
				From: Vance St											
(421) (11) Euclid Ave	0.18	20000	F	98%	0%	1%	0%	0%	0%	F	1800	F	21000	F	2001
				From: Bob Morrison Blvd											
(421) (381) Commonwealth	0.19	22000	F	94%	0%	2%	0%	3%	0%	F	1900	F	22000	F	2001
				From: E RT 11											
(421) (381) Commonwealth	0.16	21000	F	94%	0%	2%	0%	3%	0%	F	1900	F	21000	F	2001
				From: SR 133 Par Sycamore St											
(421) (381) Commonwealth	0.16	19000	F	93%	1%	2%	3%	1%	0%	F	1800	F	20000	F	2001
				From: SR 113 Cumberland Ave											
(421) State St	0.21	10000	F	92%	0%	2%	1%	4%	0%	F	910	F	10000	F	2001
				From: RT 381											
(421) State St	0.34	9800	F	92%	0%	2%	1%	4%	0%	F	920	F	10000	F	2001
				From: SR 381 Commonwealth Ave											
(421) State St	0.28	12000	F	92%	0%	2%	1%	4%	0%	F	1100	F	13000	F	2001
				From: 102-3305 Piedmont Ave											
				To: Goodson St; Tennessee State Line											
Washington County															
(600)	0.45	240	R								NA		NA		1998
				From: 95-726											
(600)	1.00	340	R								NA		NA		1998
				From: 95-777											
				To: US 58											
(601)	0.15	20	R								NA		NA		10/29/2001
				From: US 58 SOUTH											
				To: 95-756											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Washington County															
601	2.30	46	R			From: 95-756 To: US 58 NORTH					NA		NA		10/29/2001
602	1.20	60	R			From: US 58 To: Smyth County Line					NA		NA		10/29/2001
602	0.70	80	R			From: Smyth County Line To: Smyth County Line					NA		NA		10/29/2001
602	0.30	180	R			From: Smyth County Line To: 95-603 EAST					NA		NA		1998
602	0.26	46	R			From: 95-603 WEST To: Dead End					NA		NA		10/29/2001
603	0.56	720	F	97%	0%	2%	0%	2%	0%	C	70	F	730	F	2001
603	0.35	800	F	97%	0%	2%	0%	1%	0%	F	70	F	810	F	2001
603	0.25	820	F	97%	0%	2%	0%	1%	0%	F	80	F	830	F	2001
604	1.00	100	R			From: Smyth County Line To: 95-730					NA		NA		1998
604	1.20	190	R			From: 95-730 To: JEFFERSON FOR BNDY					NA		NA		1998
604	0.80	240	R			From: JEFFERSON FOR BNDY To: 95-605 SOUTH					NA		NA		1998
604	1.30	290	F	97%	0%	1%	0%	1%	0%	C	40	F	290	F	2001
605	1.37	980	R			From: 95-762 To: SR 91					NA		NA		1998
605	3.05	430	R			From: SR 91 To: 95-724					NA		NA		1998
605	3.75	480	R			From: 95-724 To: 95-731 WEST					NA		NA		1998
605	1.90	170	R			From: 95-731 WEST To: 95-871					NA		NA		1998
606	0.58	40	R			From: 95-871 To: Smyth County Line					NA		NA		10/25/2001
607	0.17	120	R			From: Smyth County Line To: 95-762					NA		NA		1998
607	1.00	170	R			From: 95-762 To: 95-736 EAST					NA		NA		1998
608	1.69	190	R			From: 95-736 EAST To: Smyth County Line					NA		NA		1998
608	3.30	230	R			From: Smyth County Line To: 95-762					NA		NA		1998
609	1.18	1900	F	98%	0%	1%	0%	0%	0%	F	180	F	1900	F	2001
						From: ECL Abingdon To: 95-879									

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
609	0.61	2000	F	98%	0%	1%	0%	0%	0%	F	200	F	2100	F	2001	
				From:	95-879											
609	1.02	1600	F	98%	0%	1%	0%	0%	0%	F	180	F	1600	F	2001	
				From:	95-704											
609	0.11	1800	F	98%	0%	1%	0%	0%	0%	F	180	F	1800	F	2001	
				From:	95-694 WEST											
609	1.10	1200	A	98%	0%	1%	0%	0%	0%	A	140	A	1300	A	2001	
				From:	95-694 EAST											
609	0.36	1400	F	98%	0%	1%	0%	0%	0%	F	140	F	1500	F	2001	
				From:	95-846											
609	1.48	980	F	98%	0%	1%	0%	1%	0%	F	100	F	990	F	2001	
				From:	SR 80 WEST											
				To:	SR 80 EAST											
609	0.07	2600	F	98%	0%	1%	0%	0%	0%	F	240	F	2600	F	2001	
				From:	95-737 WEST											
609	0.55	2200	F	98%	0%	1%	0%	0%	0%	F	200	F	2200	F	2001	
				From:	95-651											
609	2.53	1300	F	86%	1%	12%	0%	1%	0%	C	130	F	1400	F	2001	
				From:	95-839											
				To:	WCL Glade Spring											
Town of Glade Spring																
609	0.42	1300	N	86%	1%	12%	0%	1%	0%	N	130	N	1400	N	2001	
				From:	WCL Glade Spring											
609	0.06	2800	F	86%	1%	12%	0%	1%	0%	F	250	F	2800	F	2001	
				From:	95-750											
609	0.16	690	R								NA		NA		1998	
				From:	SR 91 BUS; Gap Terminus											
				To:	95-1309; Gap Terminus											
609	0.62	740	F	86%	1%	12%	0%	1%	0%	F	80	F	760	F	2001	
				From:	SR 91 Underpass											
				To:	ECL Glade Spring											
Washington County																
609	0.41	740	N	86%	1%	12%	0%	1%	0%	N	80	N	760	N	2001	
				From:	ECL Glade Spring											
609	0.65	510	R								NA		NA		1998	
				From:	95-751											
609	1.29	360	R								NA		NA		1998	
				From:	95-753											
				To:	Smyth County Line											
610	0.10	90	R								NA		NA		1998	
				From:	95-645											
				To:	Dead End											
611	0.40	60	R								NA		NA		1998	
				From:	Dead End											
611	0.48	1400	R								NA		NA		1998	
				From:	95-647 EAST											
				To:	95-647 WEST											
611	0.08	3300	R								NA		NA		1998	
				From:	I-81 N RAMPS											
611	0.06	4900	R								NA		NA		1998	
				From:	I-81 S RAMPS											
611	1.70	920	R								NA		NA		1998	
				From:	US 11											
				To:	95-645 SOUTH											

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
611	0.90	350	R			From: 95-645 NORTH					NA		NA		1998
611	1.70	250	R			To: 95-681					NA		NA		1998
611	1.60	320	R			From: 95-633					NA		NA		1998
611	3.69	130	R			To: 95-700					NA		NA		10/18/2001
611	0.08	100	R			From: 3.69 MN 95-700					NA		NA		1998
611	5.51	380	R			To: US 19 SOUTH					NA		NA		1998
611	4.74	190	R			From: US 19 NORTH					NA		NA		10/18/2001
611	6.30	260	R			To: 95-692 SOUTH					NA		NA		1998
611	3.40	150	R			From: 95-692 NORTH					NA		NA		10/22/2001
611	6.30	260	R			To: SR 80 SOUTH					NA		NA		1998
611	3.40	150	R			From: SR 80 NORTH					NA		NA		10/22/2001
611	3.40	150	R			To: 95-747					NA		NA		10/22/2001
611	3.40	150	R			From: Smyth County Line					NA		NA		10/22/2001
612	3.20	30	R			To: 95-802					NA		NA		10/25/2001
612	3.20	30	R			From: Russell County Line					NA		NA		10/25/2001
613	3.93	550	F	99%	0%	0%	0%	1%	0%	F	60	F	560	F	2001
613	0.57	790	F	98%	0%	0%	0%	1%	0%	C	70	F	800	F	2001
613	2.47	1100	F	99%	0%	0%	0%	1%	0%	F	100	F	1100	F	2001
613	2.47	1100	F	99%	0%	0%	0%	1%	0%	F	100	F	1100	F	2001
614	1.37	280	F	99%	0%	1%	0%	0%	0%	F	30	F	290	F	2001
614	0.20	240	R			From: 95-802					NA		NA		1998
614	0.30	170	R			To: 95-615					NA		NA		10/15/2001
614	3.70	130	R			From: 95-873					NA		NA		1998
614	1.26	480	F	99%	0%	1%	0%	0%	0%	C	49	F	490	F	2001
614	0.84	220	R			To: 95-622					NA		NA		1998
614	1.50	110	R			From: 95-856					NA		NA		10/15/2001
614	0.50	10	R			To: 95-623					NA		NA		10/15/2001
614	1.00	40	R			From: Dead End; Gap Terminus 95-798; Gap Terminus					NA		NA		10/15/2001
614	1.60	80	R			To: Dead End; Gap Terminus 95-624; Gap Terminus					NA		NA		10/15/2001
614	1.60	80	R			From: 65-625					NA		NA		10/15/2001

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
614	2.70	140	R			From: 95-625					NA		NA		10/15/2001
614	2.20	330	R			To: 95-626					NA		NA		1998
614	2.00	210	R			From: 95-700 WEST					NA		NA		1998
614	1.80	140	R			To: 95-633 WEST					NA		NA		11/05/2001
615	1.69	240	R			From: 95-633 EAST					NA		NA		11/05/2001
615	1.69	240	R			To: 95-662					NA		NA		11/05/2001
616	2.80	70	R			From: Scott County Line					NA		NA		1998
616	2.80	70	R			To: 95-614					NA		NA		1998
616	0.10	60	R			From: Scott County Line					NA		NA		10/15/2001
616	0.10	60	R			To: 95-629 WEST					NA		NA		10/15/2001
616	2.50	70	R			From: 95-629 EAST					NA		NA		10/15/2001
616	1.40	150	R			To: 95-628					NA		NA		1998
616	1.17	740	R			From: 95-622 WEST					NA		NA		1998
616	1.50	160	R			To: 95-622 EAST					NA		NA		1998
616	2.90	100	R			From: 95-798					NA		NA		1998
616	1.00	130	R			To: 95-625 WEST					NA		NA		1998
616	1.80	70	R			From: 95-625 EAST					NA		NA		10/15/2001
616	1.40	46	R			To: 95-614 NORTH					NA		NA		10/18/2001
616	1.40	46	R			From: 95-614 SOUTH					NA		NA		10/18/2001
617	0.60	60	R			To: 95-626					NA		NA		10/15/2001
617	1.10	120	R			From: Scott County Line					NA		NA		10/15/2001
617	3.50	280	R			To: 95-618					NA		NA		10/15/2001
617	2.40	330	R			From: 95-630 SOUTH					NA		NA		1998
617	2.40	330	R			To: 95-630 NORTH					NA		NA		1998
617	2.40	330	R			From: 95-700 NORTH					NA		NA		1998
617	2.40	330	R			To: 95-700 SOUTH					NA		NA		1998
618	2.80	130	R			From: 95-633					NA		NA		1998
618	2.80	130	R			To: US 58					NA		NA		10/15/2001
619	0.80	60	R			From: 95-617					NA		NA		10/22/2001
619	0.80	60	R			To: 95-613					NA		NA		10/22/2001
620	0.90	45	R			From: Dead End					NA		NA		10/22/2001
620	0.90	45	R			To: 95-614					NA		NA		10/15/2001
620	0.90	45	R			From: 95-802					NA		NA		10/15/2001

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						2Axle	3+Axle	1Trail	2Trail								
Washington County																	
(621)	0.30	430	F	98%	0%	1%	0%	0%	0%	C	48	F	440	F	2001		
				From:	95-614												
				To:	95-802												
(622)	1.57	1200	F	98%	0%	1%	0%	0%	0%	C	110	F	1200	F	2001		
				From:	95-640												
(622)	2.57	840	F	98%	0%	1%	0%	0%	0%	F	80	F	850	F	2001		
				To:	95-700												
				From:	95-616 EAST												
(622)	1.07	640	F	98%	0%	1%	0%	0%	0%	F	60	F	650	F	2001		
				From:	95-616 WEST												
				To:	95-614												
(623)	0.50	60	R								NA		NA		10/15/2001		
				From:	95-614												
				To:	95-802												
(624)	0.70	20	R								NA		NA		10/15/2001		
				From:	95-614												
				To:	Dead End												
(625)	1.20	130	R								NA		NA		10/15/2001		
				From:	95-614												
				To:	95-616 WEST												
(625)	2.00	200	R								NA		NA		1998		
				From:	95-616 EAST												
				To:	95-700 WEST												
(625)	2.37	300	R								NA		NA		1998		
				From:	95-700 EAST												
				To:	95-633 EAST												
(625)	1.23	390	R								NA		NA		1998		
				From:	95-633 EAST												
				To:	95-657 NORTH												
(625)	1.45	1200	R								NA		NA		1998		
				From:	95-657 NORTH												
				To:	95-645 WEST												
(625)	2.06	1000	R								NA		NA		1998		
				From:	95-645 WEST												
				To:	US 11												
(626)	4.40	130	R								NA		NA		10/18/2001		
				From:	95-700												
				To:	95-614												
(627)	2.00	90	R								NA		NA		11/08/2001		
				From:	Dead End												
				To:	95-628												
(627)	1.10	230	R								NA		NA		1998		
				From:	95-628												
				To:	95-700 WEST												
(627)	2.10	470	R								NA		NA		1998		
				From:	95-700 EAST												
				To:	95-633 EAST												
(627)	0.60	570	R								NA		NA		1998		
				From:	95-633 WEST												
				To:	95-656												
(627)	1.40	170	R								NA		NA		11/08/2001		
				From:	95-656												
				To:	95-641												
(628)	4.00	10	R								NA		NA		10/15/2001		
				From:	95-641												
				To:	95-616												
(629)	4.10	150	R								NA		NA		1998		
				From:	95-616												
				To:	95-617												
(629)	0.05	NA									NA		NA				
				From:	95-617												
				To:	95-616 WEST												
				From:	95-616 EAST												
				To:	Dead End												

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
630	0.20	470	R			From: Tennessee State Line To: 95-633 WEST					NA		NA		1998
630	1.20	290	R			From: 95-633 EAST To: 95-855					NA		NA		10/15/2001
630	1.70	290	R			From: 95-855 To: US 58					NA		NA		1998
630	2.30	230	R			From: US 58 To: 95-617 SOUTH					NA		NA		1998
630	1.00	60	R			From: 95-617 SOUTH To: 95-617 NORTH					NA		NA		10/15/2001
630	0.61	150	R			From: 95-617 NORTH To: 95-616					NA		NA		10/15/2001
631	1.20	190	R			From: 95-630 To: 95-700					NA		NA		10/15/2001
632	2.30	150	R			From: US 58 To: 95-630					NA		NA		10/15/2001
633	1.50	540	F	98%	0%	1%	1%	1%	0%	C	50	F	550	F	2001
633	1.96	1200	F	98%	0%	1%	1%	1%	0%	F	140	F	1200	F	2001
633	2.56	900	F	98%	0%	1%	0%	0%	0%	C	80	F	910	F	2001
633	2.26	800	F	98%	0%	1%	0%	0%	0%	F	80	F	810	F	2001
633	1.73	1900	F	98%	0%	1%	0%	0%	0%	F	170	F	1900	F	2001
633	1.05	210	R			From: 95-659 EAST To: 95-625 WEST					NA		NA		1998
633	1.23	210	R			From: 95-625 WEST To: 95-625 EAST					NA		NA		1998
633	0.78	690	F	99%	0%	1%	0%	0%	0%	F	70	F	700	F	2001
633	2.23	660	F	98%	0%	1%	0%	0%	0%	F	70	F	670	F	2001
633	1.95	740	F	99%	0%	1%	0%	0%	0%	F	80	F	760	F	2001
633	0.48	530	R			From: US 19 NORTH To: US 19 SOUTH					NA		NA		1998
634	1.60	70	R			From: Dead End To: 95-700					NA		NA		11/08/2001
635	0.60	130	R			From: 95-636 To: 95-633					NA		NA		1998
636	1.90	200	R			From: Tennessee State Line To: 95-637					NA		NA		1998

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Washington County															
(637)	0.94	380	R			From: WCL Bristol					NA		NA		1998
(637)	0.50	120	R			From: 95-636					NA		NA		1998
						To: 95-633									
(638)	0.24	60	R			From: US 58					NA		NA		1998
						To: US 58									
(639)	0.99	310	R			From: NCL Bristol					NA		NA		1998
						To: Dead End									
(640)	2.31	2600	F	98%	0%	1%	0%	1%	0%	C	240	F	2700	F	2001
(640)	1.33	2400	F	98%	0%	1%	0%	1%	0%	F	220	F	2400	F	2001
						From: 95-656 SOUTH									
(640)	1.25	2500	F	98%	0%	1%	0%	1%	0%	F	230	F	2500	F	2001
						From: 95-633									
(640)	0.78	1000	F	98%	0%	1%	0%	1%	0%	F	90	F	1000	F	2001
						From: 95-622									
						To: 95-700									
(641)	2.59	590	F			From: 95-640					60	F	600	F	2001
(641)	0.97	330	R			From: 95-633					NA		NA		1998
						To: 95-827									
(641)	0.92	280	R			From: 95-700					NA		NA		1998
						To: 95-700									
(642)	0.63	160	R			From: 95-858					NA		NA		1998
						To: 95-858									
(643)	0.19	30	R			From: SR 91					NA		NA		1998
						To: SR 91									
(644)	0.50	360	R			From: Dead End					NA		NA		1998
						To: 95-640									
(645)	1.25	1800	F	96%	0%	2%	1%	2%	0%	F	200	F	1800	F	2001
						From: NCL Bristol									
(645)	0.68	2200	F	96%	0%	2%	1%	2%	0%	F	220	F	2300	F	2001
						From: 95-657									
(645)	0.13	2200	F	96%	0%	2%	1%	2%	0%	F	230	F	2300	F	2001
						From: 0.68 MN 95-657									
(645)	0.31	4100	F	96%	0%	2%	1%	2%	0%	C	370	F	4200	F	2001
						From: 95-659 SOUTH									
(645)	0.76	3100	F	96%	0%	2%	1%	2%	0%	F	300	F	3200	F	2001
						From: 95-659 NORTH									
(645)	0.71	2600	F	96%	0%	2%	1%	2%	0%	F	240	F	2600	F	2001
						From: 95-625 WEST									
(645)	1.02	2000	F	96%	0%	2%	1%	2%	0%	F	200	F	2000	F	2001
						From: 95-1717									
(645)	2.54	1600	R			From: 95-661					NA		NA		1998
						To: 95-662 EAST									

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
(645)	1.65	1300	R			From: 95-662 EAST					NA		NA		1998
(645)	1.67	1500	R			From: 95-611 EAST					NA		NA		1998
						To: WCL Abingdon									
(646)	0.36	20	R			From: SR 91					NA		NA		1998
						To: SR 91									
(647)	1.77	4800	F	97%	0%	1%	1%	1%	0%	F	440	F	4900	F	2001
(647)	1.91	3200	F	97%	0%	From: 95-649 WEST				C	330	F	3300	F	2001
						To: 95-666									
(647)	2.94	2500	F	97%	0%	1%	1%	1%	0%	F	250	F	2600	F	2001
(647)	1.72	2200	F	97%	0%	From: 95-663				F	220	F	2200	F	2001
						To: 95-611 WEST									
(647)	1.36	2300	F	98%	0%	1%	1%	1%	0%	F	270	F	2400	F	2001
(647)	0.24	3800	F	98%	0%	From: 95-1521				F	360	F	3800	F	2001
						To: 95-1520									
(647)	0.28	4900	F	98%	0%	1%	1%	1%	0%	C	470	F	4900	F	2001
						To: FR-24									
(647)	0.03	5400	F	98%	0%	1%	1%	1%	0%	F	510	F	5500	F	2001
						To: I-81									
(647)	0.15	12000	F	98%	0%	1%	1%	1%	0%	F	1200	F	12000	F	2001
						To: SCL Abingdon									
(648)	0.80	1900	R			From: 95-647					NA		NA		1998
(648)	0.70	1200	R			From: 95-649					NA		NA		1998
						To: Dead End									
(649)	0.40	3500	F	98%	0%	1%	1%	1%	0%	C	370	F	3700	F	2001
						To: 95-647 WEST									
(649)	0.70	640	R			From: 95-647 EAST					NA		NA		1998
						To: 95-1450									
(649)	0.10	650	R			From: 95-648					NA		NA		1998
						To: Tennessee State Line									
(650)	0.30	3600	F	98%	0%	0%	1%	1%	0%	C	340	F	3800	F	2001
						To: 95-649									
(650)	0.70	390	R			From: 95-654					NA		NA		1998
						To: 95-609									
(651)	0.20	60	R			From: 95-737					NA		NA		1998
						To: 95-609									
(652)	0.20	40	R			From: 95-753					NA		NA		10/25/2001
						To: 95-663									
(653)	0.20	40	R			From: 95-663					NA		NA		1998
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
(654)	1.70	490	R			From: 95-647 To: 95-666					NA		NA		1998
(655)	2.10	560	R			From: 95-640 To: 95-645					NA		NA		1998
(656)	0.50	700	R			From: 95-627 To: 95-640 NORTH					NA		NA		1998
(656)	2.10	870	R			From: 95-640 SOUTH To: 95-657					NA		NA		1998
(657)	0.45	1500	R			From: 95-645 To: 95-1021					NA		NA		1998
(657)	1.80	1200	R			From: 95-659 SOUTH To: 95-659 NORTH					NA		NA		1998
(657)	0.80	890	R			From: 95-625 NORTH To: 95-625 SOUTH					NA		NA		1998
(657)	1.40	380	R			From: 95-661 To: 95-661					NA		NA		1998
(658)	0.41	370	R			From: SR 75 To: 95-670					NA		NA		1998
(659)	1.07	4200	F	97%	0%	1%	1%	1%	0%	C	430	F	4400	F	2001
(659)	2.19	1000	F	97%	0%	1%	1%	1%	0%	F	100	F	1000	F	2001
(659)	2.06	330	R			From: 95-633 EAST To: 95-660					NA		NA		1998
(659)	0.70	80	R			From: 95-700 To: 95-700					NA		NA		1998
(660)	0.40	60	R			From: Dead End To: 95-659					NA		NA		11/05/2001
(661)	0.40	990	F	94%	1%	3%	2%	1%	0%	C	100	F	1000	F	2001
(661)	0.80	760	F	94%	1%	3%	2%	1%	0%	F	80	F	770	F	2001
(662)	0.77	260	R			From: 95-645 WEST To: 95-804					NA		NA		1998
(662)	0.55	160	R			From: 95-804 To: 95-645 EAST					NA		NA		1998
(663)	4.40	330	R			From: 95-647 To: 95-665 WEST					NA		NA		1998
(663)	0.48	290	R			From: 95-665 EAST To: SR 75 WEST					NA		NA		1998
(663)	0.78	200	R			From: SR 75 EAST To: 95-664 WEST					NA		NA		1998

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
(663)	0.29	110	R	From: 95-664 EAST						NA		NA			1998
				To: Dead End											
(664)	0.92	80	R	From: Dead End						NA		NA			1998
				To: 95-663 WEST											
(664)	1.46	360	R	From: 95-663 WEST						NA		NA			1998
				To: 95-669											
(664)	1.57	300	R	From: 95-669						NA		NA			1998
				To: 95-670 WEST											
				From: 95-670 EAST											
(664)	1.07	330	R	From: 95-670 EAST						NA		NA			1998
				To: 95-672; Gap Terminus											
				From: Dead End; Gap Terminus											
(664)	4.63	50	R	From: Dead End; Gap Terminus						NA		NA			11/01/2001
				To: 95-674											
(665)	0.30	610	R	From: 95-666 WEST						NA		NA			1998
				To: 95-666 EAST											
(665)	3.12	600	R	From: 95-666 EAST						NA		NA			1998
				To: 95-671											
(665)	0.90	780	R	From: 95-671						NA		NA			1998
				To: 95-670											
(666)	0.75	600	R	From: 95-647						NA		NA			1998
				To: 95-654											
(666)	1.17	690	R	From: 95-654						NA		NA			1998
				To: 95-791											
(666)	0.90	1200	R	From: 95-791						NA		NA			1998
				To: 95-665 EAST											
				From: 95-665 WEST											
(666)	0.02	610	R	From: 95-665 WEST						NA		NA			1998
				To: Tennessee State Line											
(667)	0.30	20	R	From: Dead End						NA		NA			10/29/2001
				To: 95-724											
(668)	0.19	140	R	From: 95-647						NA		NA			1998
				To: Dead End											
(669)	0.52	520	R	From: 95-664						NA		NA			1998
				To: SR 75											
(670)	0.72	1900	R	From: SCL Abingdon						NA		NA			1998
				To: 95-794											
(670)	4.56	1500	R	From: 95-794						NA		NA			1998
				To: 95-908 NORTH											
(670)	0.39	590	R	From: 95-908 NORTH						NA		NA			1998
				To: SR 75 NORTH; Gap Terminus											
				From: 95-665; Gap Terminus											
(670)	0.03	1500	R	From: 95-665; Gap Terminus						NA		NA			1993
				To: SR 75 MID											
				From: SR 75 SOUTH											
(670)	0.43	1800	R	From: SR 75 SOUTH						NA		NA			1998
				To: 95-658											
(670)	2.88	1700	R	From: 95-658						NA		NA			1998
				To: 95-674											

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(670)	0.60	470	R								NA	NA			1998	
				From:	95-674											
				To:	95-673											
(671)	1.40	150	R								NA	NA			11/01/2001	
				From:	95-665											
				To:	Dead End											
(672)	2.51	950	R								NA	NA			1998	
				From:	95-664											
				To:	SR 75											
(673)	1.10	360	R								NA	NA			1998	
				From:	Tennessee State Line											
(673)	1.70	190	R								NA	NA			1998	
				From:	95-670											
				To:	95-759											
(674)	1.20	600	R								NA	NA			1998	
				From:	95-670											
(674)	0.50	520	R								NA	NA			1998	
				From:	95-759											
(674)	3.00	540	R								NA	NA			1998	
				From:	Tennessee State Line; Gap Terminus											
				To:	95-710											
(675)	0.70	670	R								NA	NA			1998	
				From:	95-677											
(675)	1.79	540	R								NA	NA			1998	
				From:	95-829											
(675)	1.10	210	R								NA	NA			1998	
				From:	1.80 ME 95-829											
				To:	Dead End											
(676)	1.91	80	R								NA	NA			11/01/2001	
				From:	95-670											
(676)	0.09	110	R								NA	NA			11/01/2001	
				From:	1.91 ME 95-670											
(676)	0.48	370	R								NA	NA			1998	
				From:	95-672											
(676)	0.70	220	R								NA	NA			1998	
				From:	95-906											
				To:	Dead End											
(677)	0.21	1100	F	97%	0%	1%	1%	1%	0%	F	100	F	1100	F	2001	
				From:	SR 75											
(677)	2.80	2100	F	97%	0%	1%	1%	1%	0%	F	210	F	2100	F	2001	
				From:	95-902											
(677)	1.20	2300	F	97%	0%	1%	1%	1%	0%	C	210	F	2300	F	2001	
				From:	95-1810											
(677)	2.10	1400	R								NA	NA			1998	
				From:	US 58											
				To:	US 11											
(678)	0.80	1100	R								NA	NA			1998	
				From:	Dead End											
				To:	95-670											
(679)	0.16	20	R								NA	NA			11/08/2001	
				From:	95-663											
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
(680)	2.11	360	R								NA		NA		1998
(681)	0.60	380	R								NA		NA		1998
(681)	1.58	1400	R								NA		NA		1998
(683)	0.55	180	R								NA		NA		11/05/2001
(684)	1.80	120	R								NA		NA		11/05/2001
(684)	1.10	250	R								NA		NA		1998
(684)	3.80	90	R								NA		NA		10/18/2001
(684)	1.00	160	R								NA		NA		1998
(685)	0.06	60	R								NA		NA		1998
(686)	0.43	5	R								NA		NA		10/22/2001
(686)	1.50	80	R								NA		NA		10/22/2001
(687)	0.51	260	R								NA		NA		10/18/2001
(687)	0.11	270	R								NA		NA		10/18/2001
(687)	0.30	280	R								NA		NA		10/18/2001
(688)	0.45	70	R								NA		NA		10/18/2001
(689)	3.10	850	F	96%	0%	1%	2%	1%	0%	C	80	F	860	F	2001
(689)	0.50	630	F	96%	0%	1%	1%	1%	0%	C	70	F	640	F	2001
(689)	6.90	260	F	93%	0%	0%	2%	5%	0%	C	30	F	260	F	2001
(690)	2.00	440	R								NA		NA		1998
(691)	1.00	80	R								NA		NA		10/18/2001
(692)	0.46	1700	F	98%	0%	1%	0%	0%	0%	C	170	F	1800	F	2001

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
692	0.41	1100	F	98%	0%	1%	0%	0%	0%	F	100	F	1100	F	2001
692	2.56	800	F	99%	0%	1%	0%	0%	0%	F	80	F	810	F	2001
692	1.28	490	R								NA		NA		10/18/2001
692	0.73	390	R								NA		NA		10/18/2001
692	0.34	250	R								NA		NA		1998
693	2.42	220	R								NA		NA		1998
694	2.10	290	R								NA		NA		1998
694	1.20	540	R								NA		NA		1998
694	0.18	760	R								NA		NA		1998
694	1.62	660	R								NA		NA		1998
694	1.00	220	R								NA		NA		1998
695	0.60	230	R								NA		NA		1998
695	1.70	140	R								NA		NA		1998
695	1.30	90	R								NA		NA		1998
695	0.70	10	R								NA		NA		10/18/2001
696	1.55	60	R								NA		NA		10/22/2001
697	1.84	380	R								NA		NA		1998
698	0.12	20	R								NA		NA		1993
699	2.94	2000	R								NA		NA		1998
699	0.90	490	R								NA		NA		1998
700	0.04	1300	F	97%	0%	2%	0%	0%	0%	F	130	F	1300	F	2001

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
700	1.36	750	F	97%	0%	2%	0%	0%	0%	C	80	F	770	F	2001
700	1.50	590	F	97%	0%	2%	0%	0%	0%	F	60	F	600	F	2001
700	1.29	550	F	97%	0%	2%	0%	0%	0%	F	60	F	560	F	2001
700	0.95	830	F	97%	0%	2%	0%	0%	0%	F	80	F	840	F	2001
700	1.70	400	R								NA		NA		1998
700	1.75	450	R								NA		NA		1998
700	3.75	420	R								NA		NA		1998
700	3.40	1400	R								NA		NA		1998
700	0.07	790	R								NA		NA		1998
700	1.00	740	R								NA		NA		1993
700	3.31	620	R								NA		NA		1993
700	3.10	380	R								NA		NA		1998
700	1.80	290	R								NA		NA		1998
700	6.41	280	R								NA		NA		1998
701	0.23	800	R								NA		NA		1998
702	0.13	570	R								NA		NA		1998
703	1.40	690	R								NA		NA		1998
703	1.30	310	R								NA		NA		1998
703	2.74	190	R								NA		NA		1998
704	0.72	2200	F	85%	1%	3%	1%	10%	0%	F	220	F	2200	F	2001
704	0.03	2200	G								220	G	2300	G	2001
704	0.35	3700	F	85%	1%	3%	1%	10%	0%	C	360	F	3800	F	2001
705	1.23	230	R								NA		NA		1998

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
(705)	0.70	520	R								NA		NA		1998
				From:	95-904										
				To:	95-677										
(706)	0.30	770	R								NA		NA		1998
				From:	US 58										
(706)	2.18	430	R								NA		NA		1998
				From:	95-1227										
(706)	1.90	180	R								NA		NA		1998
				From:	95-694										
				To:	95-803										
(707)	1.30	50	R								NA		NA		11/08/2001
				From:	Dead End										
				To:	95-706										
(708)	2.80	1600	R								NA		NA		1998
				From:	SR 91										
				To:	US 58 MID										
(708)	1.37	80	R								NA		NA		11/01/2001
				From:	US 58 SOUTH										
				To:	95-722										
(708)	1.05	840	R								NA		NA		1998
				From:	95-722										
				To:	US 58 NORTH										
(709)	0.90	280	R								NA		NA		1998
				From:	95-722										
				To:	95-803										
(710)	2.70	270	R								NA		NA		1998
				From:	Tennessee State Line										
				To:	95-674										
(710)	1.52	670	R								NA		NA		1998
				From:	95-722										
(710)	1.40	280	R								NA		NA		11/01/2001
				From:	95-708										
(711)	1.50	200	F	100%	0%	0%	0%	0%	F	30	F	210	F	2001	
				From:	95-710										
(711)	1.31	250	F	100%	0%	0%	0%	0%	C	30	F	250	F	2001	
				From:	95-712										
(711)	0.03	50	R								NA		NA		1995
				From:	95-833										
				To:	US 58 WEST										
(711)	0.46	200	R								NA		NA		1998
				From:	US 58 EAST										
				To:	OLD US 58 EAST										
(712)	1.20	60	R								NA		NA		11/01/2001
				From:	Dead End										
(712)	0.50	140	R								NA		NA		1998
				From:	95-713										
(712)	1.43	360	R								NA		NA		11/01/2001
				From:	95-711										
				To:	US 58 SOUTH										
(712)	1.10	150	R								NA		NA		1998
				From:	US 58 NORTH										
				To:	95-719										
(713)	0.70	30	R								NA		NA		11/01/2001
				From:	Dead End										
				To:	95-712										

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
(714)	1.50	130	R			From: 95-731					NA		NA		10/25/2001
(714)	1.15	160	R			From: 95-733					NA		NA		10/25/2001
(714)	1.60	340	R			From: 95-762					NA		NA		10/25/2001
(714)	0.40	480	R			From: 95-736 SOUTH					NA		NA		1998
(714)	1.80	820	R			From: 95-736 NORTH					NA		NA		1998
(714)	0.08	20	R			From: US 11					NA		NA		1998
						To: Dead End									
(715)	1.49	200	R			From: Dead End					NA		NA		1998
(715)	0.43	60	R			From: US 58 WEST					NA		NA		1998
						To: US 58 EAST									
(716)	0.79	920	F	98%	0%	From: Tennessee State Line				F	80	F	930	F	2001
						To: SCL Damascus									
Town of Damascus															
(716)	0.26	920	N	98%	0%	From: SCL Damascus				N	80	N	930	N	2001
(716)	0.48	1300	F	98%	0%	From: 95-1210				C	120	F	1300	F	2001
(716)	0.14	1600	F	98%	0%	From: 95-1203				F	170	F	1700	F	2001
(716)	0.09	1900	F	98%	0%	From: 95-1205				F	210	F	1900	F	2001
(716)	0.07	460	R			From: US 58					NA		NA		1998
						To: 95-1222									
Washington County															
(717)	0.80	30	R			From: Dead End					NA		NA		11/08/2001
						To: 95-663									
(718)	0.12	90	R			From: 95-858					NA		NA		1998
(718)	0.97	870	R			From: US 58					NA		NA		1998
						To: 95-788									
(719)	2.11	280	R			From: 95-708					NA		NA		1998
						To: 95-788									
(720)	2.40	350	R			From: 95-722					NA		NA		1998
						To: 95-721									
(721)	0.70	380	R			From: SR 91					NA		NA		1998
						To: 95-722 EAST									
(721)	1.30	280	R			From: 95-722 WEST					NA		NA		1998
						To: 95-720									

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
(721)	0.72	30	R			From: 95-720					NA	NA			11/08/2001
						To: Dead End									
(722)	1.80	610	R			From: 95-710					NA	NA			1998
						To: US 58 NORTH									
(722)	0.90	830	R			From: US 58 SOUTH					NA	NA			1998
						To: 95-720									
(722)	2.50	420	R			From: 95-720					NA	NA			1998
						To: 95-709									
(722)	0.79	120	R			From: SR 91 WEST					NA	NA			1998
						To: SR 91 E; 95-736									
(722)	0.05	80	R			From: 0.05 MW SR 91 EAST					NA	NA			1998
						To: 95-774									
(722)	0.36	50	R			From: 95-774					NA	NA			10/29/2001
						To: Dead End									
(722)	0.30	48	R			From: SR 91					NA	NA			10/29/2001
						To: Dead End									
(723)	0.81	20	R			From: 95-605					NA	NA			10/29/2001
						To: 95-789									
(724)	1.70	110	R			From: 95-789					NA	NA			10/29/2001
						To: SR 91									
(724)	1.75	150	R			From: Tennessee State Line					NA	NA			1998
						To: 95-726									
(725)	1.60	370	R			From: 95-726					NA	NA			10/29/2001
						To: Dead End									
(725)	0.60	200	R			From: 95-725					NA	NA			1998
						To: 95-727									
(726)	0.50	230	R			From: 95-727					NA	NA			1998
						To: 0.40 ME 95-727									
(726)	0.40	260	R			From: 0.40 ME 95-727					NA	NA			1998
						To: 2.02 ME 95-727									
(726)	1.62	220	R			From: 2.02 ME 95-727					NA	NA			10/29/2001
						To: 95-859 WEST									
(726)	1.48	240	R			From: 95-859 EAST					NA	NA			1998
						To: 95-600									
(726)	0.35	220	R			From: 95-600					NA	NA			1998
						To: US 58									
(726)	0.90	80	R			From: Tennessee State Line					NA	NA			10/29/2001
						To: 95-726									
(727)	0.60	170	R			From: Dead End					NA	NA			1998
						To: US 58									
(728)	0.95	20	R			From: US 58					NA	NA			10/29/2001
						To: 95-602									
(729)	0.67	130	R			From: 95-602					NA	NA			10/29/2001
						To: 95-602									

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
730	0.90	120	R								NA		NA		10/25/2001	
				From:	Dead End											
				To:	95-604											
731	2.80	470	R								NA		NA		1998	
				From:	SR 91											
731	1.33	120	R								NA		NA		1998	
				From:	95-605 WEST											
				To:	95-605 EAST											
732	0.90	200	R								NA		NA		10/25/2001	
				From:	95-733											
				To:	95-605											
733	2.25	100	R								NA		NA		10/25/2001	
				From:	95-714											
				To:	95-605											
734	1.90	70	R								NA		NA		1998	
				From:	95-803											
				To:	SR 91											
735	2.30	240	R								NA		NA		1998	
				From:	US 11											
				To:	95-803 WEST											
735	2.70	380	R								NA		NA		1998	
				From:	95-803 EAST											
				To:	95-736											
736	0.20	90	R								NA		NA		1998	
				From:	95-762											
				To:	95-607 EAST											
736	2.30	150	R								NA		NA		10/25/2001	
				From:	95-607 WEST											
				To:	95-608; 95-761											
736	1.80	220	R								NA		NA		1998	
				From:	95-608											
				To:	95-714 SOUTH											
736	2.30	170	R								NA		NA		1998	
				From:	95-714 NORTH											
				To:	SR 91 SOUTH											
736	1.20	480	R								NA		NA		1998	
				From:	SR 91 NORTH											
				To:	95-735											
736	2.30	280	R								NA		NA		1998	
				From:	95-735											
				To:	US 11											
736	0.10	70	R								NA		NA		1998	
				From:	US 11											
				To:	95-754 WEST											
736	0.38	90	R								NA		NA		11/13/2001	
				From:	95-754 EAST											
				To:	Dead End											
737	0.58	1500	F	94%	1%	1%	2%	2%	0%	C	140	F	1500	F	2001	
				From:	US 11											
737	0.57	2300	F	94%	1%	1%	2%	2%	0%	F	230	F	2300	F	2001	
				From:	I-81											
				To:	95-609 WEST											
737	0.67	1100	R								NA		NA		1998	
				From:	95-609 EAST											
				To:	95-744											
737	0.48	300	R								NA		NA		1998	
				From:	95-744											
				To:	95-870											
737	0.25	30	R								NA		NA		10/22/2001	
				From:	95-870											
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
(738)	0.10	190	R								NA		NA		1998
				From:	SR 80										
(738)	0.20	260	R								NA		NA		1998
				From:	95-806 WEST										
(738)	0.56	130	R								NA		NA		1998
				From:	95-806 EAST										
				To:	95-609										
(739)	0.90	70	R								NA		NA		11/13/2001
				From:	95-609										
				To:	Dead End										
(740)	1.24	1700	F	98%	0%	2%	0%	1%	0%	F	160	F	1800	F	2001
				From:	NCL Abingdon										
				To:	95-699										
(740)	1.64	1300	F	98%	0%	1%	0%	1%	0%	C	120	F	1400	F	2001
				From:	95-699										
				To:	95-694 EAST										
(740)	0.43	1600	F	98%	0%	1%	0%	1%	0%	C	150	F	1600	F	2001
				From:	95-694 EAST										
				To:	95-703										
(740)	1.60	1000	F	98%	0%	1%	0%	1%	0%	F	110	F	1000	F	2001
				From:	95-703										
				To:	SR 80 WEST										
(740)	1.01	400	R								NA		NA		1998
				From:	SR 80 WEST										
				To:	SR 80 EAST										
(740)	1.67	100	R								NA		NA		1998
				From:	95-744 EAST										
				To:	95-737										
(741)	1.40	100	R								NA		NA		10/22/2001
				From:	95-742										
				To:	95-703 EAST										
(741)	1.80	180	R								NA		NA		1998
				From:	95-703 EAST										
				To:	95-700 EAST										
(741)	0.67	NA									NA		NA		
				From:	95-700 EAST										
				To:	Dead End										
(742)	0.20	90	R								NA		NA		10/22/2001
				From:	SR 80										
				To:	95-741										
(742)	0.60	40	R								NA		NA		10/22/2001
				From:	95-741										
				To:	95-743										
(743)	1.20	40	R								NA		NA		10/22/2001
				From:	95-703										
				To:	SR 80										
(744)	0.60	320	R								NA		NA		1998
				From:	SR 80										
				To:	95-740 WEST										
(744)	1.30	470	R								NA		NA		1998
				From:	95-740 WEST										
				To:	95-740 EAST										
				To:	95-737										
(745)	3.24	540	F	98%	0%	1%	0%	1%	0%	F	60	F	550	F	2001
				From:	SR 80										
				To:	65-746										
(745)	1.65	560	F	98%	0%	1%	0%	1%	0%	F	60	F	570	F	2001
				From:	65-746										
				To:	95-748										
(745)	0.95	340	F	98%	0%	1%	0%	1%	0%	F	40	F	340	F	2001
				From:	95-748										
				To:	95-700										
(745)	0.70	1000	F	98%	0%	1%	0%	1%	0%	F	100	F	1000	F	2001
				From:	95-700										
				To:	95-750										

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(745)	1.00	1100	F	98%	0%	1%	0%	1%	0%	C	110	F	1100	F	2001	
				From:	95-750											
				To:	SR 91											
(746)	2.00	120	R								NA		NA		1998	
				From:	95-745											
(746)	0.08	30	R								NA		NA		10/22/2001	
				From:	95-700											
				To:	Dead End											
(747)	0.80	270	R								NA		NA		1998	
				From:	95-611											
				To:	95-613 WEST											
(747)	2.00	110	R								NA		NA		10/22/2001	
				From:	95-613 EAST											
				To:	Dead End											
(748)	1.40	400	R								NA		NA		1998	
				From:	95-745											
				To:	95-750 NORTH											
(748)	2.30	240	R								NA		NA		1998	
				From:	95-750 SOUTH											
				To:	SR 91											
Town of Glade Spring																
(750)	0.08	2300	F	98%	0%	1%	0%	1%	0%	F	210	F	2300	F	2001	
				From:	95-609											
				To:	95-751											
(750)	0.38	1300	F	98%	0%	1%	0%	0%	0%	F	150	F	1300	F	2001	
				From:	95-751 SOUTH											
				To:	NCL Glade Spring											
Washington County																
(750)	1.44	1100	F	98%	0%	1%	1%	1%	0%	C	140	F	1100	F	2001	
				From:	NCL Glade Spring											
				To:	95-751 NORTH											
(750)	1.00	940	F	98%	0%	1%	1%	1%	0%	F	90	F	960	F	2001	
				From:	95-748 SOUTH											
(750)	2.20	380	F	98%	0%	1%	1%	1%	0%	F	40	F	390	F	2001	
				From:	95-745											
				To:	Dead End											
(751)	0.72	100	R								NA		NA		1998	
				From:	US 11; FR-34											
				To:	US 11; FR-34											
(751)	1.40	520	F	99%	0%	1%	0%	0%	0%	C	50	F	530	F	2001	
				From:	95-609											
				To:	SR 91 SOUTH											
(751)	1.00	500	R								NA		NA		1998	
				From:	SR 91 NORTH											
				To:	95-750 NORTH											
(751)	1.60	240	R								NA		NA		1998	
				From:	95-750 NORTH											
				To:	WCL Glade Spring											
(751)	1.71	220	R								NA		NA		1998	
				From:	95-750 NORTH											
				To:	WCL Glade Spring											
Town of Glade Spring																
(751)	0.49	380	R								NA		NA		1998	
				From:	WCL Glade Spring											
				To:	95-750 SOUTH											
(752)	0.63	330	R								NA		NA		1998	
				From:	95-609; 95-1309											
				To:	SR 91											
Washington County																
(753)	1.50	20	R								NA		NA		10/25/2001	
				From:	95-751											
				To:	95-652											

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
(753)	0.30	270	R			From: 95-652					NA		NA		10/25/2001
						To: 95-609									
(754)	1.40	350	R			From: US 11 WEST					NA		NA		1998
						To: US 11 EAST									
(755)	0.68	90	R			From: US 58					NA		NA		10/29/2001
						To: 95-603									
(756)	0.10	30	R			From: US 58					NA		NA		10/29/2001
						To: 95-601									
(757)	1.20	1400	R			From: Dead End					NA		NA		1998
						To: US 58									
(758)	0.40	20	R			From: Dead End					NA		NA		10/29/2001
						To: 95-605									
(759)	0.15	45	R			From: Tennessee State Line					NA		NA		1998
						To: 95-673									
(759)	0.15	120	R			From: State Line; Gap Terminus					NA		NA		1998
						To: 95-674									
Town of Glade Spring															
(760)	0.10	90	R			From: 95-750 SOUTH					NA		NA		11/13/2001
						To: 0.10 MN 95-750									
(760)	0.10	60	R			From: 95-750 NORTH					NA		NA		1998
Washington County															
(761)	0.20	40	R			From: 95-608; 95-736					NA		NA		10/25/2001
						To: Dead End									
(762)	2.52	670	R			From: SR 91					NA		NA		1998
						To: 95-608									
(762)	3.63	530	R			From: Smyth County Line					NA		NA		1998
						To: Dead End									
(763)	0.30	60	R			From: Dead End					NA		NA		11/08/2001
						To: 95-640									
(764)	0.30	100	R			From: 95-869					NA		NA		1998
						To: Dead End									
(765)	1.00	60	R			From: Dead End					NA		NA		10/18/2001
						To: 95-692									
(766)	1.08	130	R			From: US 19					NA		NA		1998
						To: US 19; 95-848									
(767)	1.00	480	R			From: US 11					NA		NA		1998
						To: 95-609									

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
768	0.60	30	R								NA	NA			10/18/2001
769	0.30	80	R								NA	NA			1998
770	0.11	NA									NA	NA			
771	0.15	40	R								NA	NA			1998
772	0.22	8	R								NA	NA			1998
773	0.21	130	R								NA	NA			1998
774	0.45	70	R								NA	NA			10/29/2001
774	1.30	70	R								NA	NA			10/29/2001
775	0.17	260	R								NA	NA			1998
775	0.03	750	R								NA	NA			1998
775	0.10	30	R								NA	NA			1998
776	0.22	80	R								NA	NA			1998
777	0.40	60	R								NA	NA			10/29/2001
778	0.24	20	R								NA	NA			1998
779	0.70	180	R								NA	NA			1998
779	0.10	150	R								NA	NA			1998
779	0.10	120	R								NA	NA			1998
779	0.60	100	R								NA	NA			10/22/2001
780	0.40	70	R								NA	NA			10/22/2001
781	1.50	210	R								NA	NA			1998

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
(782)	0.60	80	R			From: Dead End					NA	NA			1998
						To: US 58									
(783)	1.50	60	R			From: 95-710					NA	NA			11/01/2001
						To: 95-708									
(784)	0.60	80	R			From: Dead End					NA	NA			11/05/2001
						To: 95-700									
(784)	1.20	60	R			From: Dead End; 1.20 MN					NA	NA			11/05/2001
						To: Dead End									
(785)	0.60	110	R			From: Dead End					NA	NA			11/05/2001
						To: 95-659									
(786)	0.40	220	R			From: Dead End					NA	NA			10/25/2001
						To: 95-735									
(787)	1.04	120	R			From: Dead End					NA	NA			11/08/2001
						To: 1.04 ME Dead End									
(787)	0.16	160	R			From: US 58					NA	NA			11/08/2001
						To: Dead End									
(788)	1.29	110	R			From: 95-718 SOUTH					NA	NA			11/01/2001
						To: 1.29 MN 95-718									
(788)	0.07	90	R			From: 95-719					NA	NA			11/01/2001
						To: 95-719									
(788)	0.19	270	R			From: 95-718 NORTH					NA	NA			1998
						To: SR 91									
(788)	0.70	600	R			From: Dead End					NA	NA			1998
						To: Dead End									
(789)	0.15	20	R			From: Dead End					NA	NA			10/29/2001
						To: 95-724									
(790)	0.35	180	R			From: Dead End					NA	NA			1998
						To: 95-745									
(791)	0.40	230	R			From: 95-666					NA	NA			1998
						To: Dead End									
(792)	0.45	40	R			From: Dead End					NA	NA			10/18/2001
						To: 95-700									
(793)	1.05	250	R			From: SCL Abingdon					NA	NA			1998
						To: SCL Abingdon									
(794)	0.91	1400	R			From: 95-670					NA	NA			1998
						To: 95-745									
(795)	0.38	80	R			From: 95-745					NA	NA			1998
						To: 95-745									
(796)	0.25	70	R			From: Dead End					NA	NA			10/15/2001
						To: 95-802									

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
(797)	0.50	260	R			From: SR 80 To: Dead End					NA		NA		11/13/2001
(798)	3.64	160	R			From: 95-616 To: 95-622					NA		NA		10/15/2001
(799)	1.50	70	R			From: Dead End To: 95-627					NA		NA		11/08/2001
(800)	0.19	100	R			From: Dead End To: SR 80					NA		NA		11/13/2001
(801)	0.80	110	R			From: Dead End To: 0.80 ME Dead End					NA		NA		10/29/2001
(801)	0.10	110	R			From: 95-605 To: 95-605					NA		NA		10/29/2001
(802)	0.23	340	F	98%	0%	2%	0%	1%	0%	F	40	F	340	F	2001
(802)	1.94	360	F	97%	0%	2%	0%	1%	0%	C	30	F	360	F	2001
(802)	5.21	300	F	98%	0%	2%	0%	1%	0%	F	30	F	300	F	2001
(802)	3.12	180	F	98%	0%	2%	0%	1%	0%	F	20	F	180	F	2001
(802)	2.09	170	F	98%	0%	2%	0%	1%	0%	F	20	F	170	F	2001
(802)	3.21	460	F	98%	0%	2%	0%	0%	0%	F	60	F	470	F	2001
(803)	4.20	1900	R			From: US 11; SR 80 To: 95-709					NA		NA		10/25/2001
(803)	2.25	180	R			From: 95-709 To: SR 91					NA		NA		10/25/2001
(804)	1.80	130	R			From: 95-662 To: 95-645					NA		NA		11/05/2001
(805)	0.07	740	R			From: SR 80 To: 95-738					NA		NA		1998
(806)	0.55	90	R			From: 95-738 To: 95-738					NA		NA		11/13/2001
(807)	0.30	300	R			From: US 11 To: 95-1702					NA		NA		1998
(807)	0.12	60	R			From: 95-1702 To: Dead End					NA		NA		1998
(808)	1.31	1300	R			From: 95-647 To: US 11					NA		NA		1998
(809)	0.60	60	R			From: 95-700 To: Dead End					NA		NA		11/08/2001

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
(810)	1.40	80	R			From: Dead End					NA	NA			11/01/2001
						To: 95-711									
(811)	0.60	100	R			From: 95-694					NA	NA			10/25/2001
						To: Dead End									
(812)	1.50	80	R			From: Dead End					NA	NA			10/15/2001
						To: 95-622									
(813)	0.60	120	R			From: 95-689					NA	NA			10/18/2001
						To: Dead End									
(814)	0.19	60	R			From: 95-795					NA	NA			10/22/2001
						To: Dead End									
(815)	1.00	90	R			From: 95-674					NA	NA			11/01/2001
						To: Dead End									
(816)	0.19	240	R			From: 95-609					NA	NA			11/13/2001
						To: Dead End									
(817)	0.15	10	R			From: 95-745					NA	NA			10/22/2001
						To: Dead End									
(818)	0.30	70	R			From: Dead End					NA	NA			11/01/2001
						To: SR 75									
(819)	0.50	40	R			From: 95-751					NA	NA			10/25/2001
						To: Dead End									
(820)	0.45	110	R			From: US 11					NA	NA			10/25/2001
						To: Dead End									
(821)	0.80	180	R			From: 95-613					NA	NA			10/22/2001
						To: Dead End									
(822)	0.50	80	R			From: Dead End					NA	NA			11/08/2001
						To: 95-633									
(823)	0.39	90	R			From: Dead End					NA	NA			11/08/2001
						To: 95-647									
(824)	0.75	47	R			From: 95-700					NA	NA			10/18/2001
						To: Dead End									
(825)	0.73	1600	R			From: 95-681					NA	NA			11/05/2001
						To: US 19									
(826)	0.70	150	R			From: Dead End					NA	NA			11/08/2001
						To: 95-700									
(827)	0.54	60	R			From: Dead End					NA	NA			11/08/2001
						To: 95-641									
(828)	0.52	70	R			From: Dead End					NA	NA			10/22/2001
						To: 95-700									

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
(829)	1.00	60	R			From: 95-675					NA	NA		11/08/2001	
						To: Dead End									
(830)	0.63	40	R			From: SR 80					NA	NA		10/22/2001	
						To: Dead End									
(831)	0.40	10	R			From: Dead End					NA	NA		10/18/2001	
						To: 95-802									
Town of Glade Spring															
(832)	0.13	100	R			From: Dead End					NA	NA		11/13/2001	
						To: SR 91 BUS									
Washington County															
(833)	0.09	380	F	95%	1%	2%	1%	1%	0%	C	40	F	380	F	2001
						From: 95-711									
						To: US 58									
(834)	0.10	20	R			From: Dead End					NA	NA		10/22/2001	
						To: SR 91									
(835)	1.82	80	R			From: 95-674					NA	NA		11/01/2001	
						To: 95-664									
(836)	1.10	300	R			From: 95-699					NA	NA		10/22/2001	
						To: 95-694									
(837)	0.12	70	R			From: 95-645					NA	NA		11/05/2001	
						To: Cul-de-Sac									
(838)	0.08	40	R			From: 95-737					NA	NA		1993	
						To: 95-897 Gap Terminus									
(838)	0.08	20	R			From: 95-816 Gap Terminus					NA	NA		1993	
						To: Dead End; Gap Terminus									
(838)	0.06	30	R			From: 95-866 Gap Terminus					NA	NA		1993	
						To: Dead End									
(839)	0.08	170	R			From: 95-609					NA	NA		11/13/2001	
						To: 95-838									
(840)	0.06	110	R			From: SR 91; 95-751					NA	NA		10/25/2001	
						To: 95-841									
(841)	0.13	50	R			From: Dead End					NA	NA		10/25/2001	
						To: 95-840									
(842)	1.45	370	R			From: 95-609					NA	NA		11/13/2001	
						To: END LOOP									
(843)	0.20	510	R			From: 95-640					NA	NA		11/08/2001	
						To: 95-633									
(844)	0.16	NA				From: Dead End/					NA	NA			
						To: SR-00091(B)/									

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
(845)	0.11	9	R			From: US 58					NA		NA		11/08/2001
						To: Dead End									
(846)	0.43	90	R			From: Dead End					NA		NA		11/13/2001
						To: 95-609									
(847)	0.10	40	R			From: SR 80					NA		NA		11/13/2001
						To: Dead End									
(848)	0.40	310	R			From: US 19; 95-766					NA		NA		11/05/2001
						To: Dead End									
(849)	1.00	45	R			From: 95-878					NA		NA		11/08/2001
						To: Dead End									
(850)	0.25	46	R			From: Dead End					NA		NA		11/05/2001
						To: 95-633									
(851)	0.25	30	R			From: 95-605					NA		NA		10/25/2001
						To: Dead End									
(852)	0.22	70	R			From: 95-609					NA		NA		11/13/2001
						To: 95-609									
(853)	0.38	70	R			From: 95-666					NA		NA		11/08/2001
						To: Dead End									
(854)	1.05	170	R			From: Dead End					NA		NA		11/08/2001
						To: 95-666									
(855)	0.40	70	R			From: Scott County Line					NA		NA		10/15/2001
						To: 95-630									
(856)	0.50	120	R			From: 95-614					NA		NA		10/15/2001
						To: 95-802									
(858)	1.02	180	R			From: US 58 WEST					NA		NA		11/01/2001
						To: US 58 EAST									
(859)	3.50	90	R			From: 95-726					NA		NA		10/29/2001
						To: US 58									
(862)	0.30	50	R			From: Dead End					NA		NA		10/29/2001
						To: 95-600									
(863)	0.55	60	R			From: 95-608					NA		NA		10/25/2001
						To: Dead End									
(865)	0.92	40	R			From: 95-737					NA		NA		10/22/2001
						To: 0.92 MN 95-737									
(865)	0.20	710	R			From: 95-609					NA		NA		10/22/2001
						To: 95-609									
(866)	0.08	200	R			From: 95-609					NA		NA		11/13/2001
						To: 95-838									

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
(866)	0.22	110	R			From: 95-838					NA		NA		11/13/2001
						To: Dead End									
(867)	0.03	20	R			From: Dead End					NA		NA		1998
						To: 95-868									
(867)	0.08	120	R			From: 95-868					NA		NA		1998
						To: 95-647									
(868)	0.11	120	R			From: Dead End					NA		NA		11/08/2001
						To: 95-867									
(869)	0.15	90	R			From: Dead End					NA		NA		11/08/2001
						To: US 11									
(869)	1.54	1200	R			From: US 11					NA		NA		11/08/2001
						To: 95-645									
(870)	0.73	80	R			From: 95-737					NA		NA		10/22/2001
						To: Dead End									
(871)	1.88	30	R			From: 95-605					NA		NA		10/25/2001
						To: Dead End									
(872)	0.40	9	R			From: Dead End					NA		NA		10/25/2001
						To: 95-802									
(873)	0.60	7	R			From: Dead End					NA		NA		10/15/2001
						To: 95-614									
(874)	0.40	60	R			From: 95-611					NA		NA		10/22/2001
						To: Dead End									
(875)	0.33	60	R			From: Dead End					NA		NA		10/25/2001
						To: 95-762									
(876)	0.20	320	R			From: US 19					NA		NA		10/18/2001
						To: 95-802									
(878)	0.41	70	R			From: US 58 SOUTH					NA		NA		11/08/2001
						To: US 58 NORTH									
(879)	0.65	580	R			From: 95-704					NA		NA		11/08/2001
						To: 95-609									
(880)	0.30	220	R			From: 95-633					NA		NA		11/08/2001
						To: 95-640									
(881)	0.25	80	R			From: Dead End					NA		NA		11/08/2001
						To: 95-700									
(882)	0.01	480	R			From: 95-869					NA		NA		11/05/2001
						To: 95-645									
(883)	1.69	360	R			From: 95-611					NA		NA		11/05/2001
						To: WCL ABINGDON									

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
884	0.95	90	R			From: Dead End To: 95-674					NA		NA		11/01/2001
885	0.25	90	R			From: US 58 To: Dead End					NA		NA		10/29/2001
886	0.70	40	R			From: 95-753 To: Dead End					NA		NA		10/25/2001
887	0.20	130	R			From: Dead End To: 95-609					NA		NA		11/13/2001
888	0.25	50	R			From: 95-603 To: Dead End					NA		NA		10/29/2001
889	0.15	20	R			From: 95-603 To: Dead End					NA		NA		10/29/2001
890	0.12	70	R			From: US 58 To: Dead End					NA		NA		10/29/2001
891	1.30	400	R			From: 95-633 To: 95-684					NA		NA		11/05/2001
892	0.50	70	R			From: 95-684 To: Dead End					NA		NA		11/05/2001
894	0.65	45	R			From: 95-751 To: Dead End					NA		NA		10/25/2001
895	0.25	90	R			From: US 11 To: Dead End					NA		NA		11/08/2001
897	0.18	130	R			From: 95-609 To: Dead End					NA		NA		11/13/2001
898	0.40	40	R			From: 95-684 To: Dead End					NA		NA		10/18/2001
899	0.85	40	R			From: Dead End To: 95-600					NA		NA		10/29/2001
900	0.30	70	R			From: Dead End To: Tennessee State Line					NA		NA		11/01/2001
901	0.76	510	R			From: 95-803 To: Dead End					NA		NA		10/25/2001
902	0.40	1200	R			From: 95-677 To: SR 75					NA		NA		11/08/2001
903	0.14	20	R			From: SR 75 To: Dead End					NA		NA		11/08/2001
904	0.10	330	R			From: 95-705 To: Dead End					NA		NA		11/08/2001

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
(905)	0.26	240	R			From: US 58					NA		NA		1995
(905)	0.08	60	R			To: END LOOP					NA		NA		1986
(906)	0.40	60	R			To: BEGIN LOOP					NA		NA		11/01/2001
(906)	0.40	60	R			From: Dead End					NA		NA		11/01/2001
(906)	0.40	60	R			To: 95-676					NA		NA		11/01/2001
(907)	0.55	60	R			From: Dead End					NA		NA		11/01/2001
(907)	0.55	60	R			To: 95-711					NA		NA		11/01/2001
(908)	0.13	20	R			From: 95-670					NA		NA		11/01/2001
(908)	0.13	20	R			To: 95-670					NA		NA		11/01/2001
(909)	0.45	80	R			From: 95-659					NA		NA		11/05/2001
(909)	0.45	80	R			To: Dead End					NA		NA		11/05/2001
(910)	0.25	70	R			From: Dead End					NA		NA		11/05/2001
(910)	0.20	70	R			To: 0.25 MN Dead End					NA		NA		11/05/2001
(910)	0.20	70	R			From: US 19					NA		NA		11/05/2001
(910)	0.20	70	R			To: US 19					NA		NA		11/05/2001
(911)	0.12	170	R			From: 95-665					NA		NA		1993
(911)	0.12	170	R			To: SR 75; 95-670					NA		NA		1993
(920)	0.17	260	R			From: 95-901					NA		NA		10/25/2001
(920)	0.17	260	R			To: US 11					NA		NA		10/25/2001
(923)	0.59	NA				From: Cul-de-Sac					NA		NA		
(923)	0.59	NA				To: 95-699					NA		NA		
(1010)	0.32	NA				From: Cul-de-Sac/					NA		NA		
(1010)	0.32	NA				To: FR-00022(B)/					NA		NA		
(1011)	0.25	NA				From: 95-01010(B)/					NA		NA		
(1011)	0.25	NA				To: Cul-de-Sac/					NA		NA		
(1021)	0.28	140	R			From: 95-657					NA		NA		11/08/2001
(1021)	0.28	140	R			To: Dead End					NA		NA		11/08/2001
(1030)	0.30	NA				From: Cul-de-Sac					NA		NA		
(1030)	0.30	NA				To: 95-647					NA		NA		
(1101)	0.15	280	R			From: US 58					NA		NA		10/15/2001
(1101)	0.15	280	R			To: 95-1102					NA		NA		10/15/2001
(1102)	0.07	70	R			From: 95-1101					NA		NA		10/15/2001
(1102)	0.07	70	R			To: Dead End					NA		NA		10/15/2001
(1106)	0.11	510	R			From: 95-1106					NA		NA		1995
(1106)	0.11	510	R			To: 95-1111					NA		NA		1995
(1106)	0.04	130	R			From: 95-1111					NA		NA		1986
(1106)	0.04	130	R			To: 95-1107					NA		NA		1986
(1106)	0.23	170	R			From: 95-1107					NA		NA		1986
(1106)	0.23	170	R			To: END LOOP					NA		NA		1986

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
(1106)	0.37	970	R			From: END LOOP					NA		NA		10/15/2001
						To: NCL Bristol									
(1107)	0.05	110	R			From: 95-1106					NA		NA		10/15/2001
						To: 95-1106									
(1108)	0.22	200	R			From: 95-633					NA		NA		10/15/2001
						To: 95-1109									
(1108)	0.44	140	R			From: 95-1109					NA		NA		10/15/2001
						To: END LOOP									
(1109)	0.10	60	R			From: Cul-de-Sac					NA		NA		10/15/2001
						To: 95-1108									
(1111)	0.06	500	R			From: 95-1106					NA		NA		10/15/2001
						To: 95-1112									
(1111)	0.07	210	R			From: 95-1112					NA		NA		10/15/2001
						To: 95-1113									
(1112)	0.24	290	R			From: 95-1111					NA		NA		10/15/2001
						To: 95-1113									
(1112)	0.18	160	R			From: 95-1113					NA		NA		10/15/2001
						To: Dead End									
(1113)	0.17	140	R			From: 95-1111					NA		NA		10/15/2001
						To: 95-1112									
(1116)	0.15	120	R			From: NCL Bristol					NA		NA		10/15/2001
						To: 95-1117									
(1117)	0.31	60	R			From: 95-1116					NA		NA		10/15/2001
						To: Cul-de-Sac									
(1119)	0.70	210	R			From: NCL Bristol					NA		NA		10/15/2001
						To: END OF LOOP									
(1120)	0.36	45	R			From: 95-640					NA		NA		10/15/2001
						To: Dead End									
(1130)	0.21	180	R			From: Cul-de-Sac					NA		NA		1995
						To: 95-633									
(1131)	0.06	60	R			From: Cul-de-Sac					NA		NA		1995
						To: 95-1130									
(1132)	0.06	20	R			From: Cul-de-Sac					NA		NA		1995
						To: 95-1130									
(1200)	0.32	160	R			From: Dead End					NA		NA		1995
						To: 95-757									
(1201)	0.20	80	R			From: Dead End					NA		NA		11/01/2001
						To: WCL Damascus									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Damascus															
(1201)	0.09	200	R			From: WCL Damascus To: US 58					NA		NA		11/01/2001
(1202)	0.20	1200	R			From: 95-1203 To: 95-1225					NA		NA		11/01/2001
(1202)	0.06	1200	R			From: 95-1224 To: 95-1224					NA		NA		11/01/2001
(1202)	0.02	780	R			From: 95-1202 To: US 58					NA		NA		11/01/2001
(1203)	0.09	680	R			From: 95-1204 To: 95-716					NA		NA		11/01/2001
(1203)	0.06	820	R			From: 95-1203 To: 95-1205					NA		NA		11/01/2001
(1204)	0.16	130	R			From: 95-1204 To: 95-716					NA		NA		11/01/2001
(1205)	0.05	140	R			From: 95-716 To: 95-716					NA		NA		11/01/2001
(1206)	0.07	190	R			From: 95-1221 To: 95-1207					NA		NA		11/01/2001
(1206)	0.07	80	R			From: 95-1206 To: US 58					NA		NA		11/01/2001
(1207)	0.05	80	R			From: 95-1209 To: US 58					NA		NA		11/01/2001
(1208)	0.14	130	R			From: US 58 To: 95-1217					NA		NA		11/01/2001
(1208)	0.15	320	R			From: 95-1208 To: US 58					NA		NA		11/01/2001
(1209)	0.06	90	R			From: US 58 To: Dead End					NA		NA		11/01/2001
(1209)	0.09	70	R			From: 95-716 To: Dead End					NA		NA		11/01/2001
(1210)	0.06	110	R			From: 95-716 To: Dead End					NA		NA		11/01/2001
(1211)	0.06	80	R			From: US 58 To: SCL Damascus					NA		NA		11/01/2001
(1212)	0.41	290	R			From: SCL Damascus To: SR 91					NA		NA		11/01/2001
Washington County															
(1212)	0.63	150	R			From: US 58 To: 95-1214					NA		NA		1993
Town of Damascus															
(1213)	0.04	60	R			From: US 58 To: 95-1214					NA		NA		1993

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of Damascus															
1214	0.08	48	R								NA		NA		1993
1215	0.06	70	R								NA		NA		1993
1215	0.06	120	R								NA		NA		1993
1216	0.07	80	R								NA		NA		1993
1216	0.07	80	R								NA		NA		1993
1217	0.03	230	R								NA		NA		1993
1217	0.07	80	R								NA		NA		1993
1218	0.17	190	R								NA		NA		1993
1219	0.14	150	R								NA		NA		1993
1220	0.20	80	R								NA		NA		1993
1221	0.06	180	R								NA		NA		1993
1221	0.06	210	R								NA		NA		1993
1222	0.05	10	R								NA		NA		1993
1222	0.07	330	R								NA		NA		1993
1222	0.07	160	R								NA		NA		1993
1223	0.05	1200	R								NA		NA		1993
1223	0.06	1600	R								NA		NA		1993
1224	0.14	180	R								NA		NA		1993
1225	0.17	160	R								NA		NA		1993
1226	0.07	80	R								NA		NA		1993

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
(1227)	0.51	140	R			From: 95-706					NA	NA			1986
						To: LOOP END									
(1230)	0.25	170	R			From: 95-711					NA	NA			1993
						To: Dead End									
(1235)	0.39	140	R			From: 95-708					NA	NA			1986
						To: LOOP END									
(1240)	0.47	230	R			From: 95-842					NA	NA			11/13/2001
						To: 95-1241									
(1240)	0.40	120	R			From: Cul-de-Sac					NA	NA			11/13/2001
						To: Cul-de-Sac									
(1241)	0.42	60	R			From: 95-1240					NA	NA			11/13/2001
						To: Cul-de-Sac									
Town of Glade Spring															
(1301)	0.07	200	R			From: SR 91 BUS					NA	NA			1993
						To: 95-1313									
(1301)	0.23	220	R			From: 95-1304					NA	NA			1993
						To: 95-1304									
(1302)	0.07	40	R			From: SR 91 BUS					NA	NA			1993
						To: Dead End									
(1303)	0.32	270	R			From: SR 91					NA	NA			1993
						To: 95-1304									
(1303)	0.08	300	R			From: SR 91 BUS					NA	NA			1993
						To: SR 91 BUS									
(1304)	0.03	120	R			From: Dead End					NA	NA			1995
						To: 95-1301									
(1304)	0.10	140	R			From: 95-1303					NA	NA			1993
						To: 95-1303									
(1305)	0.17	170	R			From: SR 91					NA	NA			1993
						To: 95-1307									
(1305)	0.15	340	R			From: SR 91 BUS					NA	NA			1993
						To: SR 91 BUS									
(1306)	0.06	180	R			From: 95-1307					NA	NA			1993
						To: SR 91 BUS									
(1306)	0.06	60	R			From: Dead End					NA	NA			1993
						To: Dead End									
(1307)	0.22	130	R			From: 95-1306					NA	NA			1993
						To: 95-1311									
(1307)	0.08	200	R			From: 95-1305					NA	NA			1993
						To: 95-1305									
(1308)	0.06	120	R			From: 95-1310					NA	NA			1993
						To: 95-1311									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of Glade Spring															
(1309)	0.08	1500	R			From: SR 91 BUS					NA		NA		11/13/2001
(1309)	0.29	630	R			From: 95-609; 95-752					NA		NA		11/13/2001
(1310)	0.07	360	R			To: SR 91					NA		NA		1993
(1310)	0.06	160	R			From: 95-1311					NA		NA		1993
(1310)	0.04	120	R			From: 95-1314					NA		NA		1993
(1311)	0.09	80	R			To: 95-1308					NA		NA		1993
(1311)	0.18	190	R			From: Dead End					NA		NA		1993
(1311)	0.03	200	R			From: 95-1310					NA		NA		1993
(1311)						To: 95-1308					NA		NA		1993
(1311)						To: 95-1307					NA		NA		1993
Washington County															
(1312)	0.69	1400	R			From: SR 91 SOUTH					NA		NA		11/13/2001
(1312)	0.38	570	R			To: FR-33					NA		NA		11/13/2001
(1312)	0.25	690	R			From: 95-1318					NA		NA		11/13/2001
(1312)						To: 95-1317 SCL Glade Spring					NA		NA		11/13/2001
Town of Glade Spring															
(1312)	0.23	1400	R			From: 95-1317 SCL Glade Spring					NA		NA		11/13/2001
(1313)	0.19	160	R			To: SR 91 NORTH					NA		NA		1993
(1314)	0.09	90	R			From: SR 91					NA		NA		1993
(1314)						To: 95-1301					NA		NA		1993
(1315)	0.07	120	R			From: Dead End					NA		NA		1993
(1315)	0.12	70	R			To: 95-1310					NA		NA		1993
Washington County															
(1315)	0.07	120	R			From: SR 91					NA		NA		11/13/2001
(1315)	0.12	70	R			To: 95-1316 SOUTH					NA		NA		11/13/2001
(1316)	0.23	120	R			From: 95-1316 NORTH					NA		NA		11/13/2001
(1316)	0.07	130	R			From: 95-1315 SOUTH					NA		NA		11/13/2001
(1316)						To: 95-1315 NORTH					NA		NA		11/13/2001
(1316)						To: SR 91 SCL Glade Spring					NA		NA		11/13/2001
Town of Glade Spring															
(1317)	0.14	60	R			From: 95-1312 SCL Glade Spring					NA		NA		11/13/2001
(1317)						To: Dead End					NA		NA		11/13/2001
Washington County															
(1318)	0.15	30	R			From: Dead End					NA		NA		11/13/2001
(1318)						To: 95-1312					NA		NA		11/13/2001

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
1319	0.23	20	R			From: Cul-de-Sac					NA		NA		1995
						To: 95-1316									
1320	0.31	100	R			From: SR 91 NORTH					NA		NA		1995
						To: SR 91 SOUTH									
Town of Glade Spring															
1323	0.12	50	R			From: Dead End					NA		NA		1995
						To: 95-1304									
Washington County															
1401	0.17	120	R			From: 95-1402					NA		NA		11/08/2001
						To: 95-664									
1402	0.30	120	R			From: Cul-de-Sac					NA		NA		11/08/2001
						To: 95-1401									
1405	0.37	70	R			From: BEGIN LOOP					NA		NA		1995
						To: 95-664									
1424	0.26	180	R			From: 95-647					NA		NA		1998
						To: Dead End									
1425	0.26	200	R			From: Dead End					NA		NA		1998
						To: 95-650									
1445	0.18	130	R			From: Cul-de-Sac					NA		NA		11/08/2001
						To: 95-670									
1446	0.31	80	R			From: BEGIN LOOP					NA		NA		11/08/2001
						To: 95-1445									
1450	0.07	980	R			From: 95-649					NA		NA		1998
						To: 95-1453									
1450	0.07	690	R			From: 95-1453					NA		NA		1998
						To: 95-1454									
1450	0.19	450	R			From: 95-1454					NA		NA		1998
						To: 95-1455									
1450	0.06	340	R			From: 95-1455					NA		NA		1998
						To: 95-1456									
1450	0.26	150	R			From: 95-1456					NA		NA		1998
						To: 95-1452									
1451	0.19	140	R			From: 95-1454					NA		NA		1998
						To: 95-1455									
1452	0.08	160	R			From: 95-1453					NA		NA		1998
						To: 95-1454									
1452	0.20	150	R			From: 95-1454					NA		NA		1998
						To: 95-1455									
1452	0.35	100	R			From: 95-1455					NA		NA		1998
						To: 95-1450									
1452	0.03	30	R			From: 95-1450					NA		NA		1998
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
(1453)	0.12	240	R			From: 95-1452					NA		NA		1998
						To: 95-1450									
(1454)	0.06	70	R			From: 95-1452					NA		NA		1998
						To: 95-1451									
(1454)	0.06	180	R			From: 95-1451					NA		NA		1998
						To: 95-1450									
(1455)	0.06	48	R			From: 95-1452					NA		NA		1998
						To: 95-1451									
(1455)	0.06	90	R			From: 95-1451					NA		NA		1998
						To: 95-1450									
(1456)	0.18	190	R			From: 95-1450					NA		NA		1998
						To: 95-1452									
(1460)	0.21	120	R			From: 95-648					NA		NA		11/08/2001
						To: 95-1461									
(1461)	0.07	40	R			From: 95-1460					NA		NA		11/08/2001
						To: Cul-de-Sac									
(1490)	0.12	270	R			From: 95-1491					NA		NA		11/08/2001
						To: 95-1492									
(1490)	0.08	250	R			From: Tennessee State Line					NA		NA		11/08/2001
						To: Cul-de-Sac									
(1491)	0.04	60	R			From: Cul-de-Sac					NA		NA		11/08/2001
						To: 95-1490									
(1492)	0.05	70	R			From: Tennessee State Line					NA		NA		11/08/2001
						To: 95-1490									
(1500)	0.28	90	R			From: SR 75					NA		NA		11/08/2001
						To: Cul-de-Sac									
(1501)	0.06	460	R			From: 95-1502					NA		NA		11/05/2001
						To: 95-1503									
(1501)	0.27	310	R			From: 95-1503					NA		NA		11/05/2001
						To: US 19									
(1502)	0.28	420	R			From: 95-1505					NA		NA		11/05/2001
						To: 95-1508									
(1502)	0.43	410	R			From: 95-1508					NA		NA		11/05/2001
						To: 95-1504									
(1502)	0.18	450	R			From: 95-1504					NA		NA		1986
						To: 95-1501									
(1502)	0.19	890	R			From: 95-1501					NA		NA		1986
						To: US 19									
(1503)	0.54	410	R			From: 95-1505					NA		NA		11/05/2001
						To: 95-1504									
(1503)	0.05	460	R			From: 95-1504					NA		NA		11/05/2001
						To: 95-1501									

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
1504	0.16	230	R			From: 95-1502					NA		NA		11/05/2001
						To: 95-1503									
1505	0.18	230	R			From: 95-1502					NA		NA		11/05/2001
						To: 95-1503									
1505	0.07	80	R			From: 95-1503					NA		NA		11/05/2001
						To: Dead End									
1506	0.11	30	R			From: US 58 ALT; NCL Abingdon					NA		NA		11/05/2001
						To: Dead End									
1507	0.08	NA				From: 95-670; 95-1514					NA		NA		
						To: 95-1509									
1508	0.06	710	R			From: 95-681					NA		NA		11/05/2001
						To: 95-1502									
1509	0.14	NA				From: Cul-de-Sac					NA		NA		
						To: 95-1507									
1509	0.13	NA				From: 95-1507					NA		NA		
						To: Cul-de-Sac									
1510	0.41	100	R			From: BEGIN LOOP					NA		NA		11/05/2001
						To: END LOOP									
1510	0.11	310	R			From: 95-692					NA		NA		11/05/2001
						To: 95-692									
1511	0.19	390	R			From: END LOOP					NA		NA		11/05/2001
						To: 95-1513									
1511	0.86	420	R			From: 95-1513					NA		NA		11/05/2001
						To: BEGIN LOOP									
1511	0.16	810	R			From: BEGIN LOOP					NA		NA		11/05/2001
						To: US 19									
1512	0.25	NA				From: 95-00670(B)/					NA		NA		
						To: Cul-de-Sac/									
1513	0.23	130	R			From: Dead End					NA		NA		11/05/2001
						To: 95-1511									
1514	0.12	80	R			From: Cul-de-Sac					NA		NA		1998
						To: 95-1515									
1514	0.07	240	R			From: 95-1515					NA		NA		1998
						To: 95-670									
1515	0.12	140	R			From: 95-1514					NA		NA		1998
						To: Cul-de-Sac									
1516	0.12	NA				From: 95-1517					NA		NA		
						To: Cul-de-Sac									
1517	0.33	NA				From: 95-766					NA		NA		
						To: 95-1516									

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
(1517)	0.07	NA				From: 95-1516					NA		NA		
(1517)	0.68	NA				From: 95-1518					NA		NA		
						To: Cul-de-Sac									
(1518)	0.25	NA				From: 95-1517					NA		NA		
						To: Cul-de-Sac									
(1519)	0.28	120	R			From: 95-1521					NA		NA	11/05/2001	
						To: 95-1520									
(1520)	0.09	140	R			From: Dead End					NA		NA	11/05/2001	
(1520)	0.07	490	R			From: 95-1525					NA		NA	11/05/2001	
(1520)	0.07	510	R			From: 95-1523					NA		NA	11/05/2001	
(1520)	0.09	750	R			From: 95-1519					NA		NA	11/05/2001	
(1520)	0.18	830	R			From: 95-1522					NA		NA	11/05/2001	
						To: 95-647									
(1521)	0.25	440	R			From: 95-678					NA		NA	11/05/2001	
(1521)	0.07	450	R			From: 95-1543					NA		NA	11/05/2001	
(1521)	0.07	560	R			From: 95-1542					NA		NA	11/05/2001	
(1521)	0.07	810	R			From: 95-1525					NA		NA	11/05/2001	
(1521)	0.08	1100	R			From: 95-1523					NA		NA	11/05/2001	
(1521)	0.07	1200	R			From: 95-1519					NA		NA	11/05/2001	
(1521)	0.07	1200	R			From: 95-1522					NA		NA	11/05/2001	
						To: 95-647									
(1522)	0.27	220	R			From: 95-1521					NA		NA	11/05/2001	
						To: 95-1520									
(1523)	0.43	220	R			From: Dead End					NA		NA	11/05/2001	
(1523)	0.29	220	R			From: 95-1521					NA		NA	11/05/2001	
						To: 95-1520									
(1524)	0.14	80	R			From: Dead End					NA		NA	11/05/2001	
						To: 95-647									
(1525)	0.58	210	R			From: BEGIN LOOP					NA		NA	11/05/2001	
(1525)	0.22	430	R			From: END LOOP					NA		NA	11/05/2001	
						To: 95-1521									

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
(1525)	0.28	140	R			From: 95-1521					NA	NA			11/05/2001
(1525)	0.09	80	R			From: 95-1520					NA	NA			11/05/2001
						To: Dead End									
(1526)	0.48	130	R			From: BEGIN LOOP					NA	NA			11/05/2001
(1526)	0.08	270	R			From: END LOOP					NA	NA			11/05/2001
						To: 95-647									
(1527)	0.05	520	R			From: 95-645					NA	NA			11/05/2001
(1527)	0.21	350	R			From: 95-1528					NA	NA			11/05/2001
(1527)	0.07	370	R			From: 95-1530					NA	NA			11/05/2001
						To: 95-681									
(1528)	0.09	250	R			From: 95-1527					NA	NA			11/05/2001
(1528)	0.06	110	R			From: 95-1529					NA	NA			11/05/2001
						To: 95-1531									
(1529)	0.19	100	R			From: 95-1528					NA	NA			11/05/2001
						To: 95-1530									
(1530)	0.10	110	R			From: 95-1527					NA	NA			11/05/2001
(1530)	0.06	130	R			From: 95-1529					NA	NA			11/05/2001
						To: 95-1531									
(1531)	0.19	110	R			From: 95-1528					NA	NA			11/05/2001
(1531)	0.07	150	R			From: 95-1530					NA	NA			11/05/2001
						To: 95-681; 95-9864									
(1533)	0.05	470	R			From: US 19					NA	NA			11/05/2001
						To: 95-766									
(1535)	0.24	330	R			From: 95-647					NA	NA			11/05/2001
						To: 95-1536									
(1536)	0.43	330	R			From: 95-1535					NA	NA			11/05/2001
(1536)	0.18	150	R			From: 95-1538					NA	NA			1995
						To: Dead End									
(1538)	0.24	280	R			From: 95-1536					NA	NA			1995
						To: Cul-de-Sac									
(1539)	0.29	45	R			From: 95-1538 SOUTH					NA	NA			1995
						To: 95-1538 NORTH									
(1540)	0.08	90	R			From: 95-1541					NA	NA			11/05/2001
						To: 95-678									

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
(1541)	0.14	90	R			From: Cul-de-Sac					NA		NA		11/05/2001
						To: 95-1540									
(1542)	0.12	47	R			From: 95-1521					NA		NA		11/05/2001
						To: Cul-de-Sac									
(1543)	0.11	60	R			From: 95-1521					NA		NA		11/05/2001
						To: Cul-de-Sac									
(1544)	0.45	110	R			From: 95-1546					NA		NA		11/05/2001
						To: 95-1545									
(1544)	0.18	260	R			From: 95-647					NA		NA		11/05/2001
						To: 95-647									
(1545)	0.23	120	R			From: 95-1544					NA		NA		11/05/2001
						To: Cul-de-Sac									
(1546)	0.22	90	R			From: 95-1544					NA		NA		11/05/2001
						To: 95-1544									
(1547)	0.16	120	R			From: 95-670					NA		NA		11/05/2001
						To: Cul-de-Sac									
(1548)	0.10	80	R			From: Cul-de-Sac					NA		NA		11/05/2001
						To: 95-1536									
(1549)	0.26	130	R			From: Cul-de-Sac					NA		NA		11/05/2001
						To: 95-1536									
(1550)	0.18	90	R			From: Cul-de-Sac					NA		NA		11/05/2001
						To: 95-647									
(1551)	0.50	60	R			From: Cul-de-Sac					NA		NA		11/05/2001
						To: 95-678									
(1552)	0.04	40	R			From: Cul-de-Sac					NA		NA		11/05/2001
						To: 95-1551									
(1555)	0.40	400	R			From: US 19					NA		NA		11/05/2001
						To: 95-1556									
(1556)	0.24	260	R			From: Cul-de-Sac					NA		NA		11/05/2001
						To: 95-1555									
(1557)	0.08	100	R			From: Cul-de-Sac					NA		NA		11/05/2001
						To: 95-1555									
(1560)	0.44	70	R			From: 95-1502					NA		NA		11/05/2001
						To: 95-1505									
(1561)	0.04	60	R			From: Cul-de-Sac					NA		NA		11/05/2001
						To: 95-1560									
(1700)	0.12	120	R			From: Cul-de-Sac					NA		NA		1995
						To: 95-869									

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
(1701)	0.11	460	R			From: 95-625					NA	NA			10/15/2001
(1701)	0.09	380	R			To: 95-1703					NA	NA			10/15/2001
(1701)	0.07	240	R			From: 95-1704					NA	NA			10/15/2001
(1701)						To: 95-1702									
(1702)	0.15	170	R			From: 95-1703					NA	NA			10/15/2001
(1702)	0.17	140	R			To: 95-1701					NA	NA			10/15/2001
(1702)						To: 95-807									
(1703)	0.13	120	R			From: 95-1702					NA	NA			10/15/2001
(1703)	0.10	110	R			To: 95-1704					NA	NA			10/15/2001
(1703)						To: 95-1701									
(1704)	0.06	190	R			From: 95-625					NA	NA			10/15/2001
(1704)	0.10	110	R			To: 95-1703					NA	NA			10/15/2001
(1704)	0.15	120	R			To: 95-1701					NA	NA			10/15/2001
(1704)						To: 95-807									
(1705)	0.07	220	R			From: 95-1706					NA	NA			10/15/2001
(1705)	0.20	280	R			To: 95-1727					NA	NA			10/15/2001
(1705)						To: US 11									
(1706)	0.15	50	R			From: Dead End					NA	NA			10/15/2001
(1706)	0.09	120	R			To: 95-1705					NA	NA			10/15/2001
(1706)	0.03	30	R			To: 95-1721					NA	NA			10/15/2001
(1706)						To: Dead End									
(1707)	0.11	60	R			From: Dead End					NA	NA			10/25/2001
(1707)	0.08	80	R			To: 95-1711					NA	NA			10/15/2001
(1707)	0.02	180	R			To: 95-1708					NA	NA			10/15/2001
(1707)	0.05	220	R			To: 95-1710					NA	NA			10/15/2001
(1707)	0.03	210	R			To: 95-1708					NA	NA			10/15/2001
(1707)						To: FR-21									
(1708)	0.20	60	R			From: 95-1707					NA	NA			10/15/2001
(1708)						To: 95-1707									
(1709)	0.08	150	R			From: 95-1711					NA	NA			10/15/2001
(1709)						To: 95-1710									

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
(1709)	0.10	330	R			From: 95-1710					NA		NA		10/15/2001
						To: FR-21									
(1710)	0.11	60	R			From: 95-1709					NA		NA		10/15/2001
						To: 95-1707									
(1711)	0.12	90	R			From: 95-1709					NA		NA		10/15/2001
						To: 95-1707									
(1712)	0.40	2200	R			From: US 11					NA		NA		1989
						To: 95-1720									
(1712)	0.10	1600	R			From: 95-1713 NORTH					NA		NA		1986
						To: 95-1713 SOUTH									
(1712)	0.13	950	R			From: 95-1733					NA		NA		1986
						To: 95-1730 WEST									
(1712)	0.08	750	R			From: 95-1730 EAST					NA		NA		1986
						To: 95-1732									
(1712)	0.07	730	R			From: 95-1736 WEST					NA		NA		1986
						To: 95-1732 WEST									
(1712)	0.08	220	R			From: 95-1736 EAST					NA		NA		1986
						To: 95-1732 EAST									
(1713)	0.21	210	R			From: 95-1712 SOUTH					NA		NA		10/15/2001
						To: 95-1730									
(1713)	0.28	120	R			From: 95-1735					NA		NA		10/15/2001
						To: 95-1714									
(1713)	0.11	320	R			From: 95-1712 NORTH					NA		NA		10/15/2001
						To: 95-1713									
(1714)	0.05	60	R			From: Dead End					NA		NA		10/15/2001
						To: US 11									
(1715)	0.13	1200	R			From: 95-1722					NA		NA		10/15/2001
						To: 95-1716									
(1715)	0.07	860	R			From: Dead End					NA		NA		10/15/2001
						To: 95-1715									
(1716)	0.05	660	R			From: 95-1722					NA		NA		10/15/2001
						To: 95-1722									

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
(1717)	0.48	5000	F	93%	0%	2%	1%	3%	0%	C	820	F	5200	F	2001
				From:	US 11										
				To:	95-1729										
(1717)	0.80	3200	F	93%	0%	2%	1%	3%	0%	F	410	F	3300	F	2001
				From:	95-1728										
(1717)	1.07	2000	F	93%	0%	2%	1%	3%	0%	F	230	F	2100	F	2001
				From:	1.07 M FRM 95-1728										
(1717)	0.01	1500	F	93%	0%	2%	1%	3%	0%	F	200	F	1600	F	2001
				From:	1.08 M FRM 95-1728										
(1717)	0.25	1500	F	93%	0%	2%	1%	3%	0%	F	190	F	1500	F	2001
				To:	95-645										
(1718)	0.62	1900	R								NA		NA		1993
				From:	US 11										
(1718)	0.05	850	R								NA		NA		1993
				From:	95-1741										
				To:	Dead End										
(1719)	0.16	150	R								NA		NA		1993
				From:	Dead End										
				To:	US 11										
(1720)	0.17	170	R								NA		NA		10/15/2001
				From:	95-1712										
				To:	Dead End										
(1721)	0.11	100	R								NA		NA		10/15/2001
				From:	95-1706										
				To:	Dead End										
(1722)	0.17	120	R								NA		NA		10/15/2001
				From:	95-1715										
				To:	95-1716										
(1723)	0.25	460	R								NA		NA		10/15/2001
				From:	US 11										
				To:	Dead End										
(1724)	0.07	120	R								NA		NA		10/15/2001
				From:	US 11										
(1724)	0.08	20	R								NA		NA		10/15/2001
				From:	95-1725										
				To:	Dead End										
(1725)	0.05	40	R								NA		NA		10/15/2001
				From:	Dead End										
(1725)	0.15	80	R								NA		NA		10/15/2001
				From:	95-1724										
				To:	Dead End										
(1726)	0.07	200	R								NA		NA		10/15/2001
				From:	95-1725										
				To:	US 11										
(1727)	0.10	80	R								NA		NA		10/15/2001
				From:	Dead End										
(1727)	0.10	100	R								NA		NA		10/15/2001
				From:	95-1705										
				To:	Dead End										
(1728)	0.04	2100	R								NA		NA		1993
				From:	95-1717 WEST										
				To:	Dead End: Gap Terminus										
(1728)	0.41	1800	R								NA		NA		1993
				From:	0.41 MW 95-1717 E										
				To:	95-1717 EAST										

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
(1729)	0.20	310	R			From: Dead End					NA	NA			10/15/2001
(1729)	0.45	520	R			From: 95-1746					NA	NA			10/15/2001
						To: 95-1717									
(1730)	0.07	90	R			From: 95-1713					NA	NA			10/15/2001
(1730)	0.28	70	R			From: 95-1712 NORTH					NA	NA			10/15/2001
(1730)	0.07	190	R			From: 95-1712 SOUTH					NA	NA			10/15/2001
(1730)	0.14	220	R			From: 95-1734					NA	NA			10/15/2001
						To: 95-1731									
(1731)	0.40	240	R			From: 95-1730					NA	NA			10/15/2001
						To: 95-1735									
(1732)	0.42	170	R			From: 95-1712 MID					NA	NA			10/15/2001
(1732)	0.21	180	R			From: 95-1712 EAST					NA	NA			10/15/2001
(1732)	0.38	260	R			From: 95-1738					NA	NA			10/15/2001
						To: 95-1712 WEST									
(1733)	0.05	40	R			From: Cul-de-Sac					NA	NA			10/15/2001
						To: 95-1712									
(1734)	0.05	50	R			From: Cul-de-Sac					NA	NA			10/15/2001
						To: 95-1730									
(1735)	0.06	240	R			From: 95-1713					NA	NA			10/15/2001
						To: 95-1731									
(1736)	0.07	60	R			From: 95-1712 WEST					NA	NA			10/15/2001
(1736)	0.14	110	R			From: 95-1737					NA	NA			10/15/2001
						To: 95-1712 EAST									
(1737)	0.06	30	R			From: Cul-de-Sac					NA	NA			10/15/2001
						To: 95-1736									
(1738)	0.07	49	R			From: 95-1732					NA	NA			10/15/2001
						To: Cul-de-Sac									
(1739)	0.07	130	R			From: Dead End					NA	NA			10/15/2001
						To: 95-1717									
(1740)	0.25	420	R			From: Dead End					NA	NA			10/15/2001
						To: 95-1717									
(1741)	0.08	100	R			From: END LOOP					NA	NA			1995
(1741)	0.01	140	R			From: 95-1748					NA	NA			10/02/2001
						To: 95-1742 EAST									

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
(1741)	0.34	70	R			From: 95-1742 EAST					NA		NA		10/02/2001
(1741)	0.07	60	R			To: 95-1742 WEST					NA		NA		10/02/2001
(1741)	0.08	270	R			From: 95-1743					NA		NA		1995
(1741)	0.28	160	R			To: 95-1747					NA		NA		10/02/2001
(1741)	0.15	260	R			From: BEGIN LOOP					NA		NA		10/02/2001
(1741)						To: 95-1718									
(1742)	0.16	70	R			From: 95-1741 WEST					NA		NA		10/02/2001
(1742)	0.06	50	R			To: 95-1743					NA		NA		10/02/2001
(1742)						From: 95-1741 EAST									
(1743)	0.23	40	R			To: 95-1741					NA		NA		10/02/2001
(1743)						From: 95-1742									
(1746)	0.12	110	R			To: 95-1729					NA		NA		10/15/2001
(1746)						From: Cul-de-Sac									
(1747)	0.08	40	R			To: 95-1741					NA		NA		10/02/2001
(1748)	0.21	90	R			From: 95-1741					NA		NA		10/02/2001
(1748)						To: Cul-de-Sac									
(1750)	0.05	390	R			From: US 58					NA		NA		1995
(1750)						To: 95-1751									
(1751)	0.05	110	R			From: 95-1752					NA		NA		1995
(1751)						To: 95-1750									
(1751)	0.45	110	R			From: 95-1751					NA		NA		1995
(1751)						To: Cul-de-Sac									
(1752)	0.10	50	R			From: 95-1751					NA		NA		1998
(1752)						To: Cul-de-Sac									
(1753)	0.08	30	R			From: 95-1751					NA		NA		1998
(1753)						To: Cul-de-Sac									
(1760)	0.67	320	R			From: US 11					NA		NA		1995
(1760)						To: END LOOP									
(1761)	0.76	NA				From: Dead End/					NA		NA		
(1761)						To: FR-00020(R)/									
(1769)	0.06	NA				From: Dead End/					NA		NA		
(1769)						To: 95-01715(B)/									
(1770)	0.07	240	R			From: 95-645					NA		NA		1995
(1770)						To: 95-1771									

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
(1771)	0.56	80	R			From: 95-1770					NA	NA			1995
						To: 95-1770 END LOOP									
(1772)	0.09	70	R			From: 95-1771					NA	NA			1995
						To: Cul-de-Sac									
(1780)	0.37	210	R			From: 95-1782					NA	NA			1995
						To: 95-645									
(1781)	0.54	60	R			From: Dead End					NA	NA			1995
						To: 95-1780									
(1782)	0.77	240	R			From: 95-645					NA	NA			1995
						To: 95-1780									
(1801)	0.08	210	R			From: 95-1802					NA	NA			11/08/2001
						To: US 11									
(1802)	0.08	60	R			From: Dead End					NA	NA			11/18/2001
						To: 95-1801									
(1802)	0.11	80	R			From: Dead End					NA	NA			11/08/2001
						To: Dead End									
(1805)	0.38	200	R			From: BEGIN LOOP					NA	NA			11/08/2001
						To: END LOOP									
(1805)	0.10	240	R			From: LOOP END					NA	NA			11/08/2001
						To: 95-677									
(1810)	0.06	50	R			From: Dead End					NA	NA			11/08/2001
						To: 95-1815									
(1810)	0.25	160	R			From: 95-677					NA	NA			11/08/2001
						To: 95-677									
(1811)	0.28	90	R			From: Cul-de-Sac					NA	NA			11/08/2001
						To: 95-677									
(1812)	0.20	60	R			From: Cul-de-Sac					NA	NA			11/08/2001
						To: 95-1811									
(1815)	0.07	140	R			From: 95-1810					NA	NA			11/08/2001
						To: 95-1818									
(1815)	0.07	150	R			From: 95-1816 WEST					NA	NA			11/08/2001
						To: 95-1816 WEST									
(1815)	0.06	150	R			From: 95-1819					NA	NA			11/08/2001
						To: 95-1819									
(1815)	0.06	170	R			From: 95-1816 EAST					NA	NA			11/08/2001
						To: 95-1816 EAST									
(1815)	0.10	200	R			From: 95-1817					NA	NA			11/08/2001
						To: 95-1817									
(1815)	0.24	320	R			From: 95-677					NA	NA			11/08/2001
						To: 95-677									
(1816)	0.09	60	R			From: 95-1817					NA	NA			11/08/2001
						To: 95-1815 WEST									

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						2Axle	3+Axle	1Trail	2Trail						
Washington County															
(1816)	0.20	80	R			From: 95-1815 WEST					NA		NA		11/08/2001
						To: 95-1815 EAST									
(1817)	0.07	100	R			From: 95-1818					NA		NA		11/08/2001
(1817)	0.07	230	R			From: 95-1816					NA		NA		11/08/2001
(1817)	0.11	240	R			From: 95-1819					NA		NA		11/08/2001
						To: 95-1815									
(1818)	0.11	80	R			From: 95-1815					NA		NA		11/08/2001
						To: 95-1817									
(1819)	0.10	100	R			From: 95-1817					NA		NA		11/08/2001
						To: 95-1815									
(9408)	0.15	370	R			From: Damascus Elem Sch					NA		NA		1993
						To: 95-757									
(9409)	0.10	380	R			From: SR 80					NA		NA		1993
						To: Meadowview Sch									
(9410)	0.15	250	R			From: 95-700					NA		NA		1993
						To: Greendale Elem Sch									
(9411)	0.15	420	R			From: 95-645					NA		NA		1993
						To: Wallace Elem Sch									
(9415)	0.14	500	R			From: 95-677					NA		NA		1993
						To: Wataugua Elem Sch									
(9416)	0.30	300	R			From: Rhea Valley Sch					NA		NA		1993
						To: 95-708									
(9680)	0.20	270	R			From: N V Inst					NA		NA		1993
						To: US 58									
(9681)	0.10	60	R			From: Dead End					NA		NA		1986
						To: SR 80									
(9683)	0.10	100	R			From: 95-802					NA		NA		1986
						To: 95-802									
(9767)	0.10	350	R			From: John Battle High School					NA		NA		1993
						To: 0.10 ME School									
(9767)	0.10	980	R			From: 0.10 ME School					NA		NA		1993
						To: 0.20 ME School									
(9767)	0.40	980	R			From: 0.20 ME School					NA		NA		1993
						To: US 11									
(9768)	0.13	420	R			From: 95-609					NA		NA		1993
						To: Patrick Henry HS									
(9863)	0.15	560	R			From: 95-648					NA		NA		1993
						To: High Point School									

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						2Axle	3+Axle	1Trail	2Trail							
Washington County																
(9864)	0.17	350	R			From: Abingdon Elem School To: 95-681					NA		NA		1993	
(9865)	0.13	320	R			From: Holston High School To: SR 91					NA		NA		1993	
Town of Glade Spring																
(9919)	0.25	600	R			From: Glade Spring School To: 95-1312					NA		NA		1993	
City of Bristol																
(102) 1	Benham Rd	0.03	5400	F	97%	0%	1%	1%	1%	0%	F	540	F	5700	F	2001
From: Island Rd To: NCL Bristol																
(102) 2	Goodson St	0.36	3800	F	96%	0%	1%	1%	1%	0%	C	370	F	3900	F	2001
From: State St To: Mary St																
(102) 5	Commonwealth Ave	0.33	4800	F	96%	0%	1%	1%	2%	0%	C	450	F	5100	F	2001
From: Keys St To: Pittstown Rd																
(102) 6	Glenway Ave	0.42	4600	F	97%	0%	2%	0%	0%	0%	C	510	F	4800	F	2001
From: Commonwealth Ave To: Piedmont Ave																
(102) 8	Pittstown Rd	0.45	3800	F	97%	0%	1%	1%	1%	0%	C	400	F	4000	F	2001
From: Commonwealth Ave To: Island Rd																
(102) 9	Randolph Ave	0.22	4500	F	98%	0%	1%	0%	1%	0%	F	480	F	4700	F	2001
From: Vance St To: Wagner Rd																
(102) 9	Randolph Ave	0.51	6800	F	98%	0%	1%	0%	1%	0%	C	790	F	7100	F	2001
From: Wagner Rd To: Spurgeon Ln																
(102) 10	Rhode Island Rd	0.35	1700	F	96%	1%	2%	0%	1%	0%	C	200	F	1800	F	2001
From: Fairview St To: Texas St																
(102) 11	Spurgeon Ln	0.12	5700	F	99%	0%	1%	0%	0%	0%	C	610	F	5900	F	2001
From: Randolph Ave To: Commonwealth Ave																
(102) 12	Texas St	0.49	2000	G	92%	1%	3%	1%	3%	0%	C	230	G	2100	G	2001
From: Rhode Island Ave To: E Valley Dr																
(102) 13	Vance St	0.13	3100	F	98%	0%	1%	0%	0%	0%	C	310	F	3300	F	2001
From: US 11 Euclid Ave To: Randolph Ave																
(102) 3300	State St	0.55	16000	F	97%	0%	2%	0%	1%	0%	C	1400	F	17000	F	2001
From: US 11 Euclid Ave To: Peters St																
(102) 3300	State St	0.67	14000	F	97%	0%	2%	0%	1%	0%	F	1200	F	15000	F	2001
From: Peters St To: Commonwealth Ave																
(102) 3301	Bob Morrison Blvd	0.45	3700	F	97%	0%	1%	0%	1%	0%	C	400	F	3800	F	2001
From: W State St To: US 11 W Euclid Ave																
(102) 3305	Piedmont Ave	0.15	2200	F	98%	0%	1%	0%	1%	0%	C	230	F	2200	F	2001
From: Oakview Ave To: W Mary St																
(102) 3305	Piedmont Ave	0.15	4800	F	98%	0%	1%	0%	1%	0%	F	510	F	5000	F	2001
From: Mary St To: Euclid Ave US 11																

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
City of Bristol															
3307 102 Moore St	0.41	1000	F	97%	0%	2%	0%	0%	0%	C	150	F	1100	F	2001
				From:	State St										
				To:	Cumberland St										
3307 102 Moore St	0.43	1700	F	97%	0%	2%	0%	0%	0%	F	170	F	1800	F	2001
				From:	Mary St										
				To:	Oakview St										
3308 102 Fairview St	0.27	3500	F	97%	0%	1%	0%	1%	0%	F	360	F	3700	F	2001
				From:	Mary St										
				To:	Massachusetts Ave										
3308 102 Rhode Island Ave	0.50	1500	F	97%	0%	1%	0%	1%	0%	C	200	F	1600	F	2001
				From:	Hillside Ave										
				To:	E Valley Dr										
3308 102 Kings Mill Pike	0.48	4800	F	96%	0%	1%	1%	1%	0%	F	430	F	5000	F	2001
				From:	Valley Dr										
				To:	Old Airport Rd										
3308 102 Kings Mill Rd	0.36	7400	F	96%	0%	1%	1%	1%	0%	F	680	F	7700	F	2001
				From:	ECL Bristol										
				To:	Piedmont Ave										
3312 102 W Valley Dr	1.00	2200	F	97%	1%	2%	1%	0%	0%	F	240	F	2300	F	2001
				From:	US 11 Lee Hwy										
				To:	Old Abingdon Pike										
3312 102 E Valley Dr	0.56	7100	F	97%	1%	2%	1%	0%	0%	F	710	F	7400	F	2001
				From:	Kingsmill Pike										
				To:	Wallace Pike										
3312 102 E Vallet Dr	0.72	4600	F	97%	1%	2%	1%	0%	0%	F	420	F	4800	F	2001
				From:	US 11 Lee Hwy										
				To:	Kingsmill Pike										
3314 102 Island Rd	0.31	3900	F	93%	0%	2%	3%	2%	0%	C	390	F	4100	F	2001
				From:	US 11 Lee Hwy										
				To:	Island Rd										
3319 102 Wallace Pike	0.33	2300	F	97%	1%	2%	0%	1%	0%	C	230	F	2400	F	2001
				From:	Island Rd										
				To:	NCL Bristol										
3320 102 Old Abingdon Pike	1.27	3100	F	94%	1%	2%	1%	3%	0%	C	310	F	3200	F	2001
				From:	Valley Dr										
				To:	US 11 Lee Hwy										
3321 102 Clear Creek Rd	0.13	5200	F	93%	1%	3%	1%	2%	0%	C	500	F	5400	F	2001
				From:	US 11 Lee Hwy										
				To:	NCL Bristol										
3323 102 Peters St	0.28	2800	G	96%	0%	1%	1%	2%	1%	C	280	G	2900	G	2001
				From:	W State St										
				To:	US 11 Euclid Ave										
3326 102 W Mary St	0.45	3300	F	97%	0%	1%	0%	1%	0%	C	330	F	3400	F	2001
				From:	Piedmont Ave										
				To:	Randall St										
3326 102 W Mary St	0.23	5300	F	97%	0%	1%	0%	1%	0%	F	520	F	5500	F	2001
				From:	Fairview St										
				To:	Old Airport Rd										
3328 102 Bonham Rd	0.32	6400	F	97%	0%	1%	0%	1%	0%	F	600	F	6700	F	2001
				From:	I-81										
				To:	US 11 Lee Hwy										
3328 102 Bonham Rd	0.45	8100	F	97%	0%	1%	0%	1%	0%	C	740	F	8400	F	2001
				From:	US 11 Lee Hwy										
				To:	US 11 Lee Hwy										
Town of Abingdon															
3002 140 Cummings St	0.08	7100	F	98%	0%	1%	0%	0%	0%	F	690	F	7400	F	2001
				From:	US 11										
				To:	Valley St										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Abingdon																
3003 140 Valley St	0.72	11000	F	From: Russell Rd ALT 58	98%	0%	1%	0%	0%	0%	C	1100	F	11000	F	2001
3003 140 Valley St	0.14	7800	F	To: Court St	98%	0%	1%	0%	0%	0%	F	950	F	8200	F	2001
3004 140 Tanner St	0.08	1900	F	From: Whites Mill Rd	97%	1%	1%	0%	1%	0%	F	220	F	1900	F	2001
3004 140 Whites Mill Rd	0.87	3000	F	To: US 11 Main St	97%	1%	1%	1%	1%	0%	C	280	F	3100	F	2001
3005 140 Hillman Hwy	1.35	2800	F	From: Valley St	97%	0%	2%	0%	0%	0%	C	260	F	2900	F	2001
				To: New NCL Abingdon												
				From: US 11												
				To: ECL Abingdon												
City of Bristol																
Chester St	17.07	410	F	From: Glenway Ave								60	F	430	F	2001
Cheyenne Rd	17.07	200	F	To: Arlington Ave								20	F	210	F	2001
Daniel St	17.07	280	F	From: Shawnee Rd								40	F	300	F	2001
Jefferson Dr	17.07	450	F	To: Sherwood Dr								60	F	470	F	2001
Lester St	17.07	700	F	From: Newton St								70	F	730	F	2001
Pearl St	0.00	90	F	To: Tennessee State Line								10	F	90	F	2001
Poplar St	0.00	70	F	From: Cherry Ln								10	F	70	F	2001
Spring Branch Rd	0.00	50	F	To: Cedar Ln								6	F	60	F	2001
				From: Moore St												
				To: Russell St												
				From: Prospect Ave												
				To: Arlington Ave												
				From: Oakview Dr												
				To: Meadow Dr												
				From: Overlake Dr												
				To: Vale Dr												
Town of Abingdon																
Augusta Dr	10.14	290	F	From: Sawgrass Circle								30	F	300	F	2001
Bradley St	10.14	1500	F	To: Winterham Dr								140	F	1600	F	2001
Fairway Dr	10.14	530	F	From: Preston St								60	F	550	F	2001
Oak Hill St	10.14	420	F	To: Fuller St								50	F	440	F	2001
				From: Bogie Hollow Dr												
				To: Dead End												
				From: Hillside Dr												
				To: Stonewall Heights												