2008

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

where available

Jurisdiction Report

52

Lee County
Town of Jonesville
Town of Pennington Gap
Town of St. Charles

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
(600)	Secondary Route	

Special Routes

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

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation Traffic Engineering Division

2008 Annual Average Daily Traffic Volume Estimates By Section of Route Lee Maintenance Area

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~	From:	Scott County I													
(23)	Lee County	4.08 8800	G	92%	0%	1%	1%	6%	0%	F	0.080	F	0.504	9100	G
~	To:	Wise County I	Line												
~~~	From:	Tennessee State	Line												
58 Daniel Boone Trail	Lee County	1.76 <b>6400</b>	G	94%	1%	1%	1%	4%	0%	F	0.087	F	0.627	6700	G
<del>~</del>	To: From:	52-912 Wes	st												
58) Daniel Boone Trail	Lee County	4.33 <b>5500</b>	G	94%	1%	1%	1%	4%	0%	F	0.084	F	0.604	5800	G
~	To- From:	52-691													
58 Daniel Boone Trail	Lee County	3.13 <b>3900</b>	Α	94%	1%	1%	1%	4%	0%	С	0.102	Α	0.509	3900	Α
<i></i>	To. From:	52-690				<u> </u>									
58 Daniel Boone Trail	Lee County	3.09 <b>4400</b>	G	94%	1%	1%	1%	4%	0%	F	0.083	F	0.532	4600	G
<del>**</del>	To	52-684													
58 Daniel Boone Trail	Lee County	6.84 <b>3700</b>	G	94%	1%	1%	1%	4%	0%	F	0.088	F	0.529	3900	G
Daniel Boone Trail	Lee Oounty			J+70	1 /0	170	1 /0	770	070	•	0.000	•	0.020	3300	J
~~	To: From:	52-667			407			40.		_		_			_
58 Daniel Boone Heritage Hwy	Lee County	8.94 <b>3400</b>	G	94%	1%	1%	1%	4%	0%	F	0.088	F	0.592	3600	G
~~~	To: From:	52-758 Cony Ho													
58)	Lee County	4.32 4800	G	94%	1%	1%	1%	4%	0%	F	0.096	F	0.580	5000	G
	To:	WCL Jonesvi	ille			\neg \vdash									
58	Town of Jonesville (Maint: 52)	0.95 4800	N	94%	1%	1%	1%	4%	0%	Ν	0.096	Ν	0.580	5000	Ν
\checkmark	Ta	ALT US 58	3												
58 Jones St	Town of Jonesville (Maint: 52)	0.74 5400	G	92%	1%	1%	1%	6%	0%	F	0.099	F	0.725	5700	G
38) valide et				0270	.,,		.,0	0,0	0,0	-	0.000	•	020	0.00	Ū
Daniel Boone Trail	Lee County	ECL Jonesvii 0.87 5400	lle N	92%	1%	1%	1%	6%	0%	N	0.099	N	0.725	5700	N
58 Daniel Boone Trail	Lee County	0.67 3400	N	92%	1%	1%	1%	0%	0%	IN	0.099	IN	0.725	5700	IN
~~	To: From:	52-641 East of Jor													
58 Daniel Boone Trail	Lee County	7.54 2800	G	92%	1%	1%	1%	6%	0%	F	0.107	F	0.53	2900	G
<u> </u>	To. From:	US 421 Do	t												
58 (421)	Lee County	6.00 4700	G	92%	1%	1%	1%	6%	0%	С	0.089	F	0.530	4900	G
	To:	Scott County I	Line												
ALT	From:	US 58 Jones	St												
58 Main St	Town of Jonesville (Maint: 52)	0.59 6300	G	96%	1%	1%	1%	1%	0%	С	0.1	F	0.557	6700	G
~	To	NCL Jonesvi	11e												
ALT	From:			000/	407		407	407	00/	_	0.4		0.557	7500	_
58	Lee County	3.51 7500	G	96%	1%	1%	1%	1%	0%	F	0.1	N	0.557	7500	G
ALT	To: From:	52-645													
58	Lee County	2.58 11000	G	96%	0%	1%	1%	2%	0%	F	0.094	F	0.658	12000	G
30)					0,0		.,.	-,0	0,0	-	0.001	•	3.000	000	Ŭ
ALT	From:	WCL Penningto	n Gap												
58 Morgan Ave	Town of Pennington Gap (Maint: 52)	1.79 11000	N	96%	0%	1%	1%	2%	0%	Ν	0.094	Ν	0.658	12000	Ν
\checkmark	То:	US 421 W, Old Z	ion Rd												

Virginia Department of Transportation Traffic Engineering Division

2008 Annual Average Daily Traffic Volume Estimates By Section of Route Lee Maintenance Area

		Ecc Waintenan			_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
ALT	From:	US 421 W, Old 2		200/	00/	40/	407	20.1	00/	_	0.00	_	0.54.4	1.1000	_
[58] [421]	Town of Pennington Gap (Maint: 52)	0.40 14000	G	96%	0%	1%	1%	2%	0%	F	0.09	F	0.514	14000	G
ALT	To: From:	US 421 E, Wood	lway Rd												
Trail of the Lonesome Pine	Town of Pennington Gap (Maint: 52)	0.23 6100	G	96%	0%	1%	1%	2%	0%	С	0.085	F	0.522	6400	G
ALT	To: From:	ECL Penningto	n Gap												
58 Trail of the Lonesome Pine	Lee County	4.60 6100	N	96%	0%	1%	1%	2%	0%	Ν	0.085	Ν	0.522	6400	Ν
~	To:	Chapman F													
$\overbrace{58}^{ALT}$ Trail of the Lonesome Pine	Lee County	Chapman Ro 2.69 4200	G G	95%	1%	1%	1%	2%	0%	F	0.087	F	0.533	4400	G
36)	To	52-642					.,.								
ALT	From:		G	050/	40/	40/	40/	20/	00/	F	0.400	F	0.514	210	_
Trail of the Lonesome Pine	Lee County	6.21 300 Wise County		95%	1%	1%	1%	2%	0%	Г	0.102	г	0.514	310	G
Rue	From:	US 58; 52-6													
58 Bus	Lee County	7.00 1700	G	92%	1%	1%	1%	6%	0%	F	NA			1800	G
<u></u>	To:	US 58 Daniel Boo	one Trail												
	From:	Tennessee State													
70	Lee County	3.35 250	G	95%	1%	1%	0%	1%	0%	F	0.132	F	0.557	260	G
	Tr: From:	52-604													
70 Trail of the Lonesome Pine	Lee County	3.69 300	G	95%	1%	1%	0%	1%	0%	С	0.116	F	0.675	310	G
	From:	52-612 Glasses		050/	407		00/	407	00/		0.400	_	0.000	0.4.0	
70	Lee County	4.80 770	G	95%	1%	1%	0%	1%	0%	F	0.106	F	0.602	810	G
	To:	SCL Jonesv		050/	40/		00/	40/	00/	N.	0.400	N.I.	0.000	040	
70	Town of Jonesville (Maint: 52)	0.04 770 US 58	N	95%	1%	1%	0%	1%	0%	N	0.106	N	0.602	810	N
	From:	US 421													
352	Lee County	2.13 2100	G	93%	0%	1%	3%	3%	0%	С	0.090	F	0.547	2200	G
	To:	SCL Saint Ch	arles												
352	Town of St. Charles (Maint: 52)	0.27 2100	N	93%	0%	1%	3%	3%	0%	Ν	0.090	Ν	0.547	2200	Ν
\smile	To:	52-634													
~~~	From:	Kentucky State													
421	Lee County	4.55 <b>1700</b>	G	93%	0%	1%	2%	3%	0%	F	0.095	F	0.562	1800	G
	From:	SR 352		200/	201		00/		00/		0.005	_	0.54	4005	
421	Lee County	2.18 <b>4600</b>	G	93%	0%	1%	2%	3%	0%	С	0.095	F	0.51	4800	G
	Town of Donain the Com (Maria 1970)	NCL Penningto		020/	00/	10/	20/	20/	00/	N.I.	0.005	N.	0.54	4000	N 1
421	Town of Pennington Gap (Maint: 52)	0.77 <b>4600</b>	N	93%	0%	1%	2%	3%	0%	N	0.095	N	0.51	4800	N
ALT	To: From:	ALT US 58	W			_}									
421 (58)	Town of Pennington Gap (Maint: 52)	0.40 <b>14000</b>	G	96%	0%	1%	1%	2%	0%	F	0.09	F	0.514	14000	G
~ ~	To:	ALT US 58	B E	-											

### Virginia Department of Transportation Traffic Engineering Division

### 2008 Annual Average Daily Traffic Volume Estimates By Section of Route Lee Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:		ALT US 58	E												
(421)	Town of Pennington Gap (Maint: 52)	0.18	5100	G	93%	0%	1%	3%	3%	0%	F	0.088	F	0.502	5300	G
	To:	SCL	Pennington	Gap			<b>—</b>									
(421)	Lee County	2.64	5100	N	93%	0%	1%	3%	3%	0%	N	0.088	Ν	0.502	5300	N
	To		52-642													
(421)	Lee County	2.39	3500	G	93%	0%	1%	3%	3%	0%	С	0.099	F	0.526	3700	G
(.2.)	To:	US 58	Daniel Boor	ne Trail												
	From:		US 58													
(421) (58)	Lee County	6.00	4700	G	92%	1%	1%	1%	6%	0%	С	0.089	F	0.530	4900	G
	To:	Sco	ott County L	ine												

Route	Length	AADT	QA	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	QW	Year
Lee County						2Axle		1Trail	2Trail		Factor		Factor			
(600)	1.68	250	R			52	2-604				NA			NA		1998
		To From				52	2-784									
600	4.29	150 Ta	R			Scott Co	ounty Line	2			NA			NA		1998
		From	<u>.                                    </u>				e State Li									
601	0.52	100	R			52.60	00 West				NA			NA		04/19/2001
	2.24	From	Ļ				00 East									1000
(601)	2.34	60	R			Scott Co	ounty Line	e			NA —			NA		1998
	0.05	From				52	2-600							NIA		0.4/4.0/00004
(602)	3.85	40 To	R			50	2-768				NA —			NA		04/19/2001
(602)	0.40	60 From	R			32	2-706				NA			NA		04/19/2001
		From					ounty Line	9								
(603)	1.14	60	R			31	R 70				NA			NA		04/19/2001
$\frac{\circ}{\circ}$	2.24	From				52	2-608				$\supset$					0.4/4.0/0.004
(603)	0.34	40	R			52-60	04 West				NA			NA		04/19/2001
603	4.24	70	G	90%	3%	52-6 1%	04 East <b>7%</b>	0%	0%	С	0.171	F	0.571	80	G	2008
603	·· <del>-</del> ·	To		0070	0,0		ounty Line				<u> </u>					
604	3.61	From <b>80</b>	R			Tennesse	e State Li	ne			NA			NA		04/19/2001
604)	0.01	To From			3	3.61 ME OF	STATE	LINE								
604)	2.01	110 To	R								NA			NA		04/19/2001
		From				SR 7	NORTH 0 South									
604)	0.60	350	G	95%	1%	2%	1%	0%	0%	С	0.115	F	0.6	370	G	2008
(604)	1.18	240 From	G	95%	1%	2%	2-600 1%	0%	0%	F	0.124	F	0.5	250	G	2008
<u> </u>		To From				52-6	03 East				$\neg$ —					
604)	1.00	160	R								NA			NA		1998
(604)	4.55	200 From	R			52	2-608				NA			NA		1998
		To	ı				ounty Line	e								
605)	1.40	180	R			Dea	ad End				NA			NA		1998
		To					ounty Line	e								
606)	2.16	1100	G	95%	1%	2%	5 421 1%	1%	0%	С	0.096	F	0.618	1200	G	2008
		To From					2-742									
606	2.19	780	G	95%	1%	2%	1%	1%	0%	F	NA			810	G	2008
606)	2.71	590 From	G	95%	1%	2%	2-628 1%	1%	0%	F	0.129	F	0.758	620	G	2008
$\overline{}$		To					2-766						_			
(606)	3.29	350	G	95%	1%	2%	1%	1%	0%	F	0.118	F	0.605	370	G	2008
(606)	3.47	390 From	G	95%	1%	2%	2-625 1%	1%	0%	F	0.099	F	0.683	400	G	2008
		From					24 MID									
606	0.95	760	G	95%	1%	2% 52-62	1% 4 EAST	1%	0%	F	0.109	F	0.627	800	G	2008

Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Lee Countv		From				52-624 East				1					
(606)	2.30	1100	G	95%	1%	2% 1%	1%	0%	F	0.092	F	0.581	1100	G	2008
$\bigcirc$		To				Wise County Line; S	R 68								
$\bigcirc$	4.00	From				52-600							NIA		04/40/000
(607)	1.39	60 To	R			Dead End				NA			NA		04/19/200
		From				52-603									
(608)	1.30	40	R							NA			NA		04/19/200
$\bigcirc$		To				52-604									
$\bigcirc$	0.00	From				Tennessee State Li	ne						NIA		0.4/4.0/000
609	0.80	<b>50</b>	R			52-610				NA			NA		04/19/200
		From				Tennessee State Li	ne								
(610)	1.50	110	R			Telliessee State Li	iic			NA			NA		04/19/200
<u> </u>		To				52-609									
610	1.40	100 From	R							NA			NA		1998
$\bigcirc$		To				SR 70									
$\bigcirc$	0.50	From				52-612 SOUTH									00/04/00
611)	0.50	30	R							NA 			NA		03/01/200
$\overline{}$	0.70	From	<u> </u>			0.50 MN 52-612							NIA		00/04/00/
<b>(611)</b>	0.70	0	R							NA			NA		03/01/200
	0.50	From 4	R			1.20 MN 52-612				NA			NA		02/04/20
<b>611</b> )	0.30	4								INA			INA		03/01/200
614	0.40	160	R			52-738				NA			NA		03/01/200
611)	0.40	To				52 (12 NODTH							1471		00/01/200
<b>611</b> )	0.43	150 From	R			52-612 NORTH				NA			NA		03/01/200
01)		To				0.43 MW 52-612									
611)	1.07	130 From	R			0.43 1111 32 012				NA			NA		1998
		To From				52-619									
(611)	2.95	180	R							NA			NA		03/01/20
		To From				2.95 ME 52-619									
611	0.55	270	R							NA			NA		1998
		From				52-817									
(611)	0.50	510 To	R			11G 22				NA			NA		1998
						US 23									
(612)	0.89	From	R			52-758; Tennessee Stat	e Line			NA			NA		03/15/200
<b>612</b> )	0.00	To				0.89 MN 52-758									00/10/200
612	0.57	50 From	R			0.89 WIN 32-738				NA			NA		03/15/200
(612)		To				52-613									
<b>612</b>	1.47	50 From	R			32 013				NA			NA		1998
		To From				52-665									
612	1.36	90	R							NA			NA		1998
		To From				52-615									
612	1.00	80	R							NA			NA		1998
_		To From				1.00 ME 52-615									
(612)	1.45	60	R							NA			NA		1998
<u> </u>		From				52-654									
(612)	2.73	130	R			CD 70 WEGE				NA			NA		1998
		From				SR 70 WEST SR 70 EAST									
612	1.80	100	R							NA			NA		1998

							ntenance									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Lee County		Fron	1:				52-617				1					
612	5.66	190 To	G	97%	0%	2%	1%	1%	0%	F	0.103	F	0.674	200	G	2008
612	2.05	410 From	G	97%	0%	2%	1%	1%	0%	F	0.095	F	0.506	430	G	2008
612	0.41	480 From	G	97%	0%	2%	52-826 1%	1%	0%	F	0.096	F	0.534	510	G	2008
612	1.29	660 From	G	97%	0%	2%	52-865 1%	1%	0%	F	0.092	F	0.561	690	G	2008
612	0.36	820 To	G	97%	0%	2%	52-859 1% S 58 West	1%	0%	С	0.095	F	0.583	870	G	2008
612)	1.30	340	R				5 58 EAST				NA			NA		1998
612)	4.82	250 Te	R				511 SOUTH				NA			NA		1998
		From	1				511 NORTH	1								
613)	0.70	80	R				52-758 52-832				NA			NA		03/15/2001
613)	0.34	60 From	R				52-612				NA			NA		03/15/2001
		From	h.				52-654									
614)	2.56	120	R				SR 70				NA			NA		1998
		Fron					52-654									
(615)	3.06	120	R				52-612				NA			NA		1998
		Fron	n:				52-665									
616	3.74	160 _{Tc}	R				654 WEST				NA			NA		1998
616)	0.50	From <b>20</b>	R				654 EAST				NA			NA		03/15/2001
		Tr Fron	10			0.50	ME 52-65	4								
(616)	0.50		R			1.00	ME 52-65-	4			NA			NA		03/15/2001
(616)	3.00	O From	R								NA			NA		03/15/2001
$\overline{}$		To	00				52-612									
	1.00	From	G	000/	10/		SR 70	00/	00/		0.100	_	0.546	270	0	2000
(617)	1.90	260		98%	1%	1%	0% 52-612	0%	0%	С	0.122	F	0.516	270	G	2008
		Fron	1:				52-612									
618)	0.60	40	R			0.50	) O Y 50 - 61				NA			NA		04/10/2001
618)	0.60	30 From	R				MN 52-61	2			NA			NA		1994
		From	):				Dead End									
619	0.25	120	R				52-629				NA			NA		1998
619	0.42	360 From	G	98%	0%	1%	52-737	0%	0%	С	0.116	F	0.636	380	G	2008
619	1.41	270 From	G	98%	0%	1%	52-787 0% -642 South	0%	0%	F	0.117	F	0.652	290	G	2008
		Fron	n:				642 NORTI	ł								
619	0.20	110	R			IDDECES	ONFORT	NIDV			NA			NA		03/13/2001
		To	1			JEFFERS	SON FOR E	SNUY								

Route	Length	AADT	QA	4Tire	Bus				2Trail	()()	K Factor	QK	Dir Factor	AAWDT	QW	Year
Lee County		From			J	EFFERSO	ON FOR I	BNDY								
(619)	3.30	30	R				72 522				NA			NA		03/01/200
(619)	0.20	100 From	R				52-722				NA			NA		03/01/200
		To					52-611				<u> </u>					
620	2.50	80	R			Al	t US 58				NA			NA		03/13/200
		To From	_				52-622 52-946				<u> </u>					
621)	5.40	190	R				02-940				NA			NA		1998
	7.19	500 From	R				52-657				NA			NA		1998
621)	7.19	To	· \			4	52-645							INA		1990
621)	4.50	270 From	G	98%	0%	1%	0%	1%	0%	С	0.132	F	0.525	290	G	2008
		To					421 South 421 North	l								
621)	0.07	540	G	98%	0%	1%	0%	1%	0%	F	0.105	F	0.519	570	G	2008
621)	2.16	280 From	G	99%	0%	0%	52-788 1%	0%	0%	С	0.118	F	0.541	290	G	2008
		To From					52-632									
621)	2.90	260	G	99%	0%	0%	1%	0%	0%	F	0.116	F	0.687	270	G	2008
621)	1.50	160 From	G	99%	0%	0%	52-726 1%	0%	0%	F	0.116	F	0.571	170	G	2008
		To From					52-845									
621	3.86	130	G	99%	0%	0%	1%	0%	0%	F	0.12	F	0.568	140	G	2008
621)	0.12	370 From	G	99%	0%	0%	622 West 1%	0%	0%	F	0.104	F	0.511	380	G	2008
		To From					52-803									
621	0.47	450	G	99%	0%	0%	1%	0%	0%	F	0.108	F	0.5	480	G	2008
621)	2.14	270 From	R			52-	622 East				NA			NA		1998
^		To From				4	52-825									
(621)	0.16	360	R			Al	t US 58				NA T			NA		1998
		From				Al	t US 58									
(622)	1.30	<b>250</b>	G	87%	0%	9%	0% 621 East	4%	0%	С	0.098	F	0.586	260	G	2008
$\bigcirc$	0.40	From	Ļ				21 WEST	•						NIA		00/40/000
622	2.40	140	R			De	ead End				NA 			NA		03/13/200
		From				4	52-624									
623)	0.93	100	R								NA			NA		03/29/200
623	0.66	270 From	R				52-877				NA			NA		1998
		To					52-606									
(624)	1.60	170	R			52-6	06 WEST				 NA			NA		1998
		To From				4	52-623									
624	0.50	180	R			52-6	06 EAST				NA			NA		1998
		From				52-6	606 North				<u> </u>					
624)	1.31	480 To	G	96%	1%	2% Kentuc	1% ky State L	ine.	0%	С	0.102	F	0.583	500	G	2008

Route	Length	AADT	QA	4Tire	Bus	:			ruck e 1Trai	(	QC	K Factor	QK	Dir Factor	AAWE	T QW	Year
Lee County		Fron					Dea	ad End				1					
625)	0.40	60	R									NA			NA		03/29/200
	0.60	120 From	R				52	2-862				D— NA			NA		1998
(625)	0.60	12U					52	2-606							INA		1990
		Fron					Dea	ad End									
626	1.70	60	R									NA			NA		03/29/200
		Fron						2-919				 					
(627)	0.36	60	R				32	2-606				NA			NA		1998
		To					Dea	ad End									
$\bigcirc$	4.00	From					Dea	ad End							NIA		
628	1.20	NA										NA			NA		
628)	1.35	180 From	R				52	2-776				NA			NA		1998
020		To					52	2-606									
$\widehat{}$		Fron					US 58 A	ALT WE	EST								
629	0.50	120	R									NA			NA		1998
$\overline{\bigcirc}$	1.00	110 From				0	).50 ME	E US 58 .	ALT						NIA		1000
629	1.00	110	R									NA ¬			NA		1998
(620)	0.35	200 From	R			1	.50 ME	US 58.	ALT			NA			NA		1998
629		ть					50	2-750				¬					
629	0.15	810 From	R				32	2-730				NA			NA		1998
		Te From					US 58 A	ALT EA	ST			<b>—</b>					
629	0.02	180	R									NA			NA		1998
		Fron					52	2-619				_					
629	0.67	190	R				110 50	ALT M	ID			NA			NA		1998
		Fron						S 421	ID.								
(630)	1.33	460	R					5 .21				NA			NA		1998
<u> </u>		To From					52	2-631				]—					
630	0.87	290	R									NA			NA		1998
		Fron						ИN 52-6 ИЕ 52-6									
(630)	1.55	180	R									NA			NA		04/04/200
<u> </u>		Ton From					52	2-861				]—					
630	1.19	210	R				A 14	110.50				NA			NA		04/04/200
		Fron	<u> </u>					uS 58									
(631)	1.00	50	R				Dea	au Enu				NA			NA		04/04/200
		To					52	2-630									
$\bigcirc$	2.22	Fron					Alt	US 58				J.,					4000
(632)	0.89	340	R				50	2-621				NA			NA		1998
		Fron						S 421									
(633)	0.30	30	R									NA			NA		04/02/200
		Tr	•			SCI	L PENN	INGTO	N GAP								
<u> Fown of Pennington Gan</u>		Fron				SCI	L PENN	IINGTO	N GAP			1					
(633)	0.45	8	R			SCI						NA			NA		04/02/200
$\bigcup$		To				NCI	L PENN	NINGTO	N GAP								
Lee County		From				NCI	DENIN	IINCTO	N CAD			1					
(633)	0.85	50	R			INCI	LEDNIN	MINGIC	ON GAP			NA			NA		04/02/200
		To					52	2-621				1					

					L	_ee Mainte	nance	Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of St. Charles		From	e I			CD 252	; 52-636				1					
634)	0.15	690	G	80%	1%	2% WCL Sair	4%	13%	0%	С	0.11	F	0.566	730	G	2008
Lee County			ı			W CD Star	in cinari									
(634)	1.49	690	N	80%	1%	WCL Sair	4%	13%	0%	N	0.11	N	0.566	730	N	2008
		To	<u> </u>				d End									
635)	1.20	330	G	97%	1%	2%	636 0%	0%	0%	С	0.124	F	0.696	350	G	2008
635)	0.06	210 From	G				N 52-636	)			0.124	N	0.696	220	G	2008
Town of St. Charles			<u>!</u>			Deac	ı Dild				<u> </u>					
(636)	0.17	1300	G	98%	0%	1%	352 1%	0%	0%	С	0.100	F	0.554	1400	G	2008
		To	c			NCL SAINT	CHAR	LES								
Lee County		From	:			NCL Sair	nt Charle	es								
636)	2.43	530	G	98%	0%	1% Dead	1% d End	0%	0%	F	0.109	F	0.520	560	G	2008
	0.00	From				Dead	d End									4000
(637)	0.63	170	R			52-	634				NA T			NA		1998
_		From					5 58									
638)	0.80	690	R								NA			NA		1998
638)	1.20	1300	R			52-	882				NA			NA		1998
		To				52-	642									
(639)	0.50	100	R			52-	640				NA			NA		04/04/2000
(639)	0.00	To				52-	723							1471		04/04/2000
$\bigcirc$		From					5 58									
640	1.20	350 To	G	98%	0%	1%	0%	0%	0%	С	0.097	F	0.5	370	G	2008
(640)	1.45	300 From	G	98%	0%	1%	646 0%	0%	0%	F	0.111	F	0.553	310	G	2008
(640)	2.23	190 From	G	98%	0%	52-64 1%	3 East 0%	0%	0%	F	0.113	F	0.556	200	G	2008
		To From				52-641	South									
640	0.70	230	G	98%	0%	1%	0%	0%	0%	F	0.119	F	0.5	240	G	2008
(640) Skaggs Hill Rd	0.65	600 From	G	98%	0%	52-641 1%	North 0%	0%	0%	F	0.107	F	0.537	630	G	2008
(640) Skaggs Hill Rd	0.00	To		3070	070		Ford St		070				0.001			2000
Town of Pennington Gap		From				52 110	E 10				Ī					
640 Skaggs Hill Rd	0.11	630	G	98%	0%	1%	Ford St 0%	0%	0%	F	0.105	F	0.619	660	G	2008
640) Skaggs Hill Rd	0.25	690 From	G	98%	0%	52-1 1%	0%	0%	0%	F	0.102	F	0.685	730	G	2008
(640) Skaggs Hill Rd	0.20	1200	G	98%	0%	52-1117 H	Iospital I 0%	Dr 0%	0%	F	0.086	F	0.568	1300	G	2008
$\overline{}$		To				Alt U	JS 58									
Lee County		From	:			52-	783									
641)	0.93	160	R								NA			NA		04/10/2001
641)	0.57	370 From	R			0.93 MN	N 52-783	l			NA			NA		1998
(U+1)	3.01	To	_			US 58					—;"`			. •/ •		. 500

1.39 1.49 0.60 0.50	70 From 90 To From 130 From From From From From From From From	R R R				58 WEST 52-780				NA NA			NA		4000
1.49 0.60 0.50	70 From 90 130	R R R				52-780				NA			NA		4000
0.60	70 To From 90  130 To T	R				52-780									1998
0.60	90 To From 130	R								NA			NA		04/12/2001
0.50	90 Ta From Ta To	R				644 WEST				Ţ <u>`</u>					0 17 12/200
	130 To				52-	644 EAST				NA			NA		04/12/2001
	To				0.60	MN 52-64	4								
0.98	From	R			52-0	643 WEST				NA			NA		1998
0.30	170	R				643 EAST				NA			NA		1998
	To	:			52-6	40 SOUTH	ł						INA		1990
1.80					52-640 N	, Skaggs H	ill Rd			 NA			NA		1998
	To														
0.10	47	R			054	121 300 11	1			NA			NA		1998
0.30	80	R			L	ead End				NA			NA		1998
	To From					52-772				$\exists$ —					
0.62	160	R				<b>52 520</b>				NA —			NA		1998
0.92	1100 From	G	99%	1%	0%	0%	0%	0%	F	0.117	F	0.672	1200	G	2008
	To From														
0.08	2000	G	99%	1%			0%	0%	F	0.136	F	0.815	2100	G	2008
3.48	930 From	G	99%	1%	0%	0%	0%	0%	С	0.099	F	0.585	970	G	2008
2 40	From		00%	10/			00/	00/		0.102		0.514	540		2008
3.40			9976	170			0%	U76	Г	0.102	Г	0.514	540	G	2006
4.40						US 58							NIA		4000
1.43	To	:								INA			INA		1998
2.10					52-	640 EAST				 NA			NA		1998
	To				52-	641 EAST				<del></del>					
0.10	460	R								NA			NA		1998
0.90	600 From	R			52-0	641 WEST				NA			NA		1998
0.00	To				US 58	ALT NOR	TH						14/1		1000
0.50	360	R								NA			NA		1998
		<u> </u>					ГН			1					
0.30	150	R								NA			NA		1998
	To														
0.55	690	R								NA			NA		1998
1.20	170 From	R				52-647				NA			NA		1998
	To				52-	641 EAST									
1.50	100	R								NA			NA		04/12/2001
		<u> </u>								+					
0.11	50	R				<i>52</i> - <del>011</del>				NA			NA		1998
	0.10  0.30  0.62  0.92  0.08  3.48  3.48  1.43  2.10  0.10  0.90  0.50  0.30  0.55  1.20  1.50	1.80 250 To From O.10 47  0.10 47  0.30 80  0.62 160  0.92 1100  0.08 2000  3.48 930  3.48 510  To From To	0.10 47 R From:    0.30 80 R   0.62 160 R   0.92 1100 G   0.08 2000 G	1.80	1.80	1.80	1.80   250   R	1.80   250   R	1.80	1.80	1.80	1.80   250   R	1.80	1.80	1.80   250   R

From: 170  To: From: 170  To: From: 180  To: From: 330	QA G R R	4Tire 96%	Bus	2Axle US 58 1%	3+Axle 3+Axle 8 ALT Wes 1% 52-621 52-647	1Trail	2Trail	QC C	K Factor	QK F	Dir Factor 0.586	AAWDT	QW G	Year 2008
710 To From: 170 To From: 110 To: From: 80 To:	R R	96%	1%	US 58	8 ALT Wes 1% 52-621 52-647	t		С	0.094	F		750	G	2008
710 To From: 170 To From: 110 To: From: 80 To:	R R	96%	1%	1%	1% 52-621 52-647		0%	С	0.094	F	0.586	750	G	2008
170 From: 110 From: 80 From:	R			:	52-647									
170 From: 110 From: 80 From:	R													
To: From:  110  To: From:  80  To:	R			;					NA			NA		1998
110 To: From:  80 To:				-								INA		1990
From: To:	R				52-998				NA			NA		04/12/2001
80 To:	R				41 SOUTH									
From:				32-02	41 NORTH				NA			NA		04/12/2001
				:	52-640									
330 Tl	_				52-662							NIA		4000
101	R			US	58 WEST				NA			NA		1998
From:					58 EAST				<u> </u>					
210	R								NA —			NA		1998
From:	R				52-745							ΝΔ		03/15/2001
то				1 22 1	MNI 52 745							IVA		03/13/2001
90 From:	R			1.23	WIN 32-743	)			NA			NA		1998
To					52-651				¬—					
390	R								NA			NA		1998
To- From:									+					
430	R								NA			NA		1998
To: From:					52-646									
190 _{To:}	R				50.644				NA			NA		1998
170	R				32-014				NA			NA		1998
To:					52-830				<b>—</b>					
530	G	99%	0%	0%	0%	0%	0%	С	0.100	F	0.536	550	G	2008
To:				SCL	Jonesville				Щ_					
From:				SCL	Jonesville									
560	G	99%	0%	0%	0%	0%	0%	F	0.100	Ν	0.536	580	G	2008
From:				US 5	58; 52-1200				$\supset$					
	R			NCI	Ionesville				NA			NA		1998
	<u> </u>			TICE	Jonesvine									
From:				NCL	Jonesville									
1400 To:	N			Δ	1t I I S 58				NA			NA		1998
				71	11 05 50									
From:				D	ead End				$\Box$					
650 To:	R			IIS 4	58 SOUTH				_NA			NA		1998
From:				US 58 N	N; ALT US	58			一					
2300	R								NA			NA		1998
From:	В			52-120	1 Institute	St						NIA		1000
1400 To:	К			52-12	25 Church S	St			NA T			NΑ		1998
From:														
170 _{To:}	R			NOT T	ONIE GY III -	Г			NA			NA		1998
	To   From:   170   To:   170	90 R  From:	From:    190   R	90 R  To:   From:	70 R  To Term   1.23  90 R  To US 58.  From US 58.  430 R  To US 58.  430 R  To US 58.  190 R  To US 58.  430 R  To US 58.  From US 58.  4400 R  To US 58.  4400 R	1.23 MN 52-745   1.23 MN 52-646   1.23 MN 52-644   1.23 MN 52-646   1.23	70 R  The lates of	70 R    Total	70 R    Time	To   To   To   To   To   To   To   To	70 R NA  1.23 MN 52-745  90 R NA  52-651  390 R NA  1.25 MN 52-651  390 R NA  1.25 MN 52-745  390 R NA  1.26 S2-646  190 R NA  190 R NA  190 S2-646  190 R NA  190 S2-644  190 R NA  52-644  190 SCL Jonesville  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-640  52-64	1.23 MN 52-745	70 R NA	70 R NA NA NA  1.23 MN 52-745  90 R NA NA NA  52-651  390 R NA NA NA  430 R NA NA  190 R NA NA  190 R NA NA  170 S2-646  190 R NA NA  170 R NA NA  170 S2-644  170 R NA NA  170 SCL Jonesville  170 R NA NA  170 NA NA  170 SCL Jonesville  170 R NA NA  170 NA NA NA

					L	ee Mainte										
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Lee County		From	:				NESVILL				1					
(649)	0.40	90	R					15			NA			NA		05/14/200
Town of Jonesville		To	•			Dea	ad End									
	0.40	320	G	99%	1%	0%	IS 58 0%	0%	00/	С	0.121		0.634	220	G	2009
(650) Harlan Rd	0.40	32U To		9976	170		Jonesville	0%	0%	C	0.121	F	0.634	330	<u> </u>	2008
Lee County		From				NCL I	Jonesville				<u> </u>					
(650)	1.65	320 _{To}	N	99%	1%	0%	0%	0%	0%	N	0.121	Ν	0.634	330	Ν	2008
		From	<u> </u>				2-647 2-647									
(651)	0.70	100 To	R								NA			NA		04/12/200
		From	<u>                                       </u>				ad End IS 58									
(652)	2.76	430 To	R								NA			NA		1998
		From					2-659 ad End				<u> </u>					
(653)	0.50	60	R								NA			NA		03/15/200
<u> </u>	2.10	320 From	R			52	2-655				NA			NA		1998
(653)	2.10	To				U	IS 58									1000
(654)	2.00	From	R			52	2-612				NA			NA		03/15/200
(654)	2.00	To From				52	2-615				-\ <u>``</u>			14/ (		00/10/200
654	3.00	380 To	G	95%	1%	2%	2%	0%	0%	С	0.092	F	0.615	400	G	2008
		From					2-662 ad End									
655	0.55	<b>90</b>	R			50	2-653				NA			NA		03/15/200
_		From	:				2-662									
656	1.68	180	R								NA			NA		1998
(656)	0.45	From From	R			U	IS 58				NA			NA		04/12/200
		To From				0.45 N	IN US 58									
(656)	3.26	<b>30</b>	R			3.69 M	1N US 58				NA T			NA		04/12/200
(FE)	0.46	From	R				IN US 58				NA			NA		04/12/200
(656)	0.40	To	_				9 WEST							14/1		0-7/12/200
(656)	0.50	290	R			52-65	9 EAST				NA			NA		1998
		To					2-621									
(657)	1.00	90	R			52	2-661				NA			NA		1994
$\overline{\bigcirc}$	4.00	From				1.00 M	IN 52-661				$\supset$					0.4/05/000
(657)	1.23	30 To	R			2 22 14	IN 52-661				NA			NA		04/25/200
(657)	0.43	80 From	R			4.43 M	114 32-001				NA			NA		1998
	0.40	From				U	IS 58							NIA		1000
657	0.40	110 To	R				0 WEST				NA			NA		1998
657)	0.56	180	G	97%	0%	52-8 <b>2</b> %	1%	0%	0%	С	0.148	F	0.517	190	G	2008
		To From	:			52	2-820									
657	1.71	45 To	G	97%	0%	2%	1% 59 West	0%	0%	F	0.216	F	0.63	47	G	2008

						_ <del>ee</del> iviali	tenance	Alea								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Lee County		Fron	i:			52-65	9 NORTH	[								
657	0.55	190 To	R				52 (21				NA			NA		1998
		Fron	:				52-621 52-664				<u></u>					
(658)	0.90	20	R								NA			NA		04/25/200
		Fron					50 SOUTH 50 NORTH									
658	1.00	60	R								NA			NA		04/25/200
<u> </u>	1.70	200 From	R			:	52-663				NA			NA		1998
(658)	1.70	To					US 58							14/1		1000
$\bigcirc$	4.00	From		000/	00/		52-899	00/	00/	_		_	0.570	540		2000
(659)	4.99	480	G J	99%	0%	1%	0% 52-652	0%	0%	F	0.1	F	0.573	510	G	2008
(659)	3.45	550 From	G	99%	0%	1%	0%	0%	0%	С	0.094	F	0.604	580	G	2008
		To					ALT; 52-7	16								
(660)	0.10	From <b>150</b>	 R			- :	52-661				NA			NA		1998
		Tron Fron				0.10	MN 52-66				_					
660	0.50	130	R								NA			NA		04/25/200
(co)	0.10	110	R				52-663				NA			NA		04/25/200
(660)	0.10	T. Fron					52-676				¬—			14/1		0-1/20/200
(660)	2.00	60 From	R								NA			NA		04/25/200
	1.01	From				52-6	58 SOUTH				$\supset$			NIA		04/05/000
660	1.01	100	R				US 58				NA			NA		04/25/200
$\bigcirc$		Fron				Tennes	see State L	ine			<u></u>					
(661)	0.80	160	R								NA —			NA		1998
661)	1.97	240 From	R				52-679				NA			NA		1998
		To Fron				:	52-667				_					
(661)	3.02	380	G	98%	1%	1%	0%	0%	0%	С	0.112	F	0.674	400	G	2008
(661)	0.71	490 From	G	98%	1%	1%	52-660 0%	0%	0%	F	0.106	F	0.661	520	G	2008
(001)	-	Tr. From					52-662				<u> </u>					
(661)	0.55	790	R								NA			NA		1998
<u> </u>	2.10	940 From	R				52-657				NA			NA		1998
<u>(661)</u>	2.10	<b>340</b>					52-758							INA		1990
$\bigcirc$		Fron		2.121			52-661			_						
(662)	0.80	120	G	94%	0%	1%		2%	0%	F	0.180	F	0.552	130	G	2008
662	1.19	170 From	G	94%	0%	1%	52-666 <b>2%</b>	2%	0%	F	0.158	F	0.5	170	G	2008
		To	:				52-758									
662	1.50	280	G	94%	0%	1%	ulberry Ga 2%	2%	0%	F	0.114	F	0.549	300	G	2008
		Tron Fron					ountry Clu				$\supset$					
662	2.90	400	G	94%	0%	1%		2%	0%	F	0.113	F	0.64	420	G	2008
	1.00	860 From	G	94%	0%	1%	52-654 <b>2%</b>	2%	0%	С	0.114	F	0.542	900	G	2008
662		Tr					US 58		•					-	•	
	1.50	From <b>50</b>	R			į	52-660				NA			NA		04/25/200
663	1.50	JU To	- K			1.50	MN 52-660	)			INA			INA		04/23/200

Route	Length	AADT	QA	4Tire	Bus		3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Lee County		Fron	1:				MN 52-66				-					
663	1.00	90	R								NA			NA		1998
<u> </u>		Fron					52-658									
664)	2.30	50	R				52-855				NA			NA		04/25/200
		Fron	1:			52-6	76 SOUTI	Н			_					
664)	0.20	70	R								NA			NA		04/25/200
664	0.30	50 From	R			52-6	76 NORTI	H			NA			NA		04/25/200
<u> </u>	2.20	From					52-658							NIA		04/47/200
664)	2.20	130	R				52-814				NA			NA		04/17/200
664)	0.13	30 From	R				32-814				NA			NA		1998
		To					52-946									
665	2.00	From <b>60</b>	R			D	ead End				 NA			NA		03/15/200
		T- Fron	<u> </u>			52-7	758 WEST	•			_					
665	1.00	150	R								NA			NA		1998
	0.55	150 From	R				52-616				NA			NA		1998
665	0.00	т				0.55	ME 52-61	6						14/3		1330
665	1.65	80 From	R					0			NA			NA		03/15/20
<u> </u>		To	1				52-612				<u> </u>					
666	0.20	From <b>O</b>	R				52-665				NA			NA		03/15/200
		Tr From	1:			0.20	MN 52-66	55			_					
666	0.40	<b>0</b>	R				52-662				NA			NA		03/15/200
		From	1				52-661									
(667)	1.20	230	G	98%	1%		1%	0%	0%	F	0.114	F	0.678	240	G	2008
<u> </u>	0.00	From	<del>,</del>	000/	40/		52-855	00/	00/	_	0.440	_	0.747	240		2000
(667)	2.30	330	G	98%	1%	1%	1%	0%	0%	F	0.118	F	0.747	340	G	2008
667	2.00	700 From	G	98%	1%	1%	52-680 1%	0%	0%	С	0.1	F	0.747	730	G	2008
		To					US 58									
668)	2.60	60 From	R				52-667				 NA			NA		04/30/200
000)		To					52-676									
	0.70	From					52-661							NIA		0.4/0.0/0.00
669	0.70	110	R				52-695				NA			NA		04/30/200
669	0.80	80 From	R				32-093				NA			NA		04/30/200
		Te Fron	1:				52-677									
669	2.00	120	R				52-680				NA			NA		04/30/200
		From					52-676									
670	1.15	430	R								NA			NA		1998
		Tr					US 58									
671)	0.55	220	" R				US 58				 NA			NA		1998
<u></u>		Tr From				0.55	ME US 5	8_			<u> </u>					
671)	1.15	60	R								NA			NA		04/17/200

Route	Length	AADT	QA 4Tire	e Bus	Truck 2Axle 3+Axle 1Trail 2	QC Trail	K Factor	/ \k	Dir actor	AAWDT	QW	Year
Lee County		From			52-672 NORTH		1					
(671)	1.60	310	R				NA			NA		1998
		To			52-676 EAST 52-676 SOUTH							
(671)	0.70	180	R		32 0/0 500 111		NA			NA		05/02/200
		To			52-680 NORTH							
(671)	0.88	110	R		52-680 SOUTH		NA			NA		1998
671)		То			52-667		<u> </u>					
		From			52-683							
672	0.50	130	R				NA			NA		1998
_	0.40	From			0.50 ME 52-683		⊒					05/00/00/
(672)	0.40	150	R				NA 			NA		05/02/200
	0.70	70 From	R		52-857		NA			NA		05/02/200
672	0.70	70	ĸ							INA		05/02/200
(670)	0.80	From	R		52-675		NA			NA		05/02/200
672	0.00	To			52-682 WEST		<u> </u>			1471		00/02/200
$\bigcirc$	4.00	From			52-682 EAST					NIA		4000
672)	1.60	220	R				NA —			NA		1998
<u></u>	2.00	490 From	R		52-671 SOUTH		NA			NA		1998
672)	2.00	430 To			US 58					INA		1990
		From			Dead End		Ì					
673)	0.54	750	R				NA			NA		1998
$\bigcirc$		To From			52-775							
673	1.21	310	R				NA			NA		04/17/200
		То			Dead End							
	1.00	200	R		US 58		NA			NA		05/07/200
(674)	1.00	200	IX		50 757					INA		03/01/200
674)	1.10	50 From	R		52-757		NA			NA		05/07/200
074)		То			52-682							
		From			52-672							
(675)	0.60	9	R				NA			NA		05/02/200
					52-674							
( <del>-70</del> )	0.89	From	R		52-683		NA			NA		05/02/200
(676)	0.03	To			0.00 ME 52 502					14/3		03/02/200
676	0.71	From	R		0.89 ME 52-683		NA			NA		05/02/200
(676)		To			52-682 NORTH							
	2.50	From	R		52-682 SOUTH		NA			NA		04/17/200
(676)	2.50	130 To	K		52-671 EAST					INA		04/17/200
$\widehat{}$		From			52-671 WEST							
(676)	1.10	<b>90</b>	R		50 CCT WEST		NA			NA		04/17/200
		From			52-667 WEST 52-667 EAST							
(676)	1.00	180	R				NA			NA		1998
$\frac{\circ}{\circ}$		To From			52-853							
(676)	0.40	120	R				NA			NA		04/30/200
$\overline{\bigcirc}$		To From			52-668		_					
(676)	0.42	150	R				NA			NA		04/30/200
		From		_	52-670		NA					0.1/0=/-
(676)	2.00	140	R				NIA.			NA		04/25/200

Length	AADT	QA	4Tire				uck		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	From	.1						ZIIali		racioi		racioi			
2.00	60	R			52-6	64 SOUTI	<u>H</u>			NA			NA		04/25/2001
		_				52-660									
2.00						52-669				 NA			NA		04/30/2001
	To					52-852									
1.30	60	R				50.66T				NA			NA		04/30/2001
										<u> </u>					
0.20	30	R				32-001				NA			NA		04/30/2001
					Dead End	l; Gap Ter	minus			$\Box$					
0.18						52-679				NA			NA		04/30/2001
0.60	60	R								NA			NA		04/30/2001
4.00	From				Tennes	see State I	Line			$\neg$					0.4/0.0/0.004
1.00	5	R								NA			NA		04/30/2001
1.40	40	R				52-678				NA			NA		04/30/2001
	To					52-833									
1.80	110	R								NA			NA		1998
0.44						52-854				$\exists \vdash$					4000
2.11						52-758				NA			NA		1998
	From	:													
1.10	49	G	94%	3%	3%	0%	1%	0%	F	0.16	F	0.6	50	G	2008
0.50			0.40/	20/				00/	_			0.75			2000
0.50	<b>6</b> U	_ G	94%	3%			1%	0%	<u> </u>	0.119	F	0.75	60	G	2008
1.10	180	G	94%	3%	3%		1%	0%	F	0.132	F	0.588	180	G	2008
	To									<u> </u>					
0.80	200	G	94%	3%	3%	0%	1%	0%	С	0.126	F	0.607	210	G	2008
							ina								
1.00	20	R			Tennes	ssee State 1	Line			NA			NA		05/02/2001
	To	:				52-695									
1 30					Tennes	ssee State I	Line			NA			NΑ		05/02/2001
1.00	To					52-695							147.		00/02/2001
0.80	60 From	R				32 073				NA			NA		05/02/2001
										$\Box$ —					
0.20	70	G	99%	0%	1%	0%	0%	0%	С	0.131	F	0.636	70	G	2008
4.20	From		00%	0%			0%	0%	F	0.114	F	0.714	170	G	2008
4.20			3370	078			078	070	'	0.114	'	0.7 14	170		2000
						52-851									
1.70	70	R								NA			NA		05/02/2001
2 00	790 From					52-676				NA			NA		1998
2.00						52-744							14/3		1000
					US	S 58 West									
1.15					TIC F	Q Wast Ma	id			NA			NA		1998
	2.00 2.00 1.30 0.20 0.18 0.60 1.00 1.40 1.80 2.11 1.10 0.50 1.10 0.80 1.00	2.00 60 From 2.00 46  1.30 60 From 0.20 30  0.18 0 From 0.60 60  1.00 5 From 1.40 40  1.80 110  2.11 160 From 1.10 49  0.50 60  1.10 180  1.10 180  1.10 180  1.10 170  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 20 From 1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10 180  1.10	2.00 60 R Tro    2.00   46 R   1.30   60 R   Tro     1.30   60 R   Tro     1.30   R     1.30   R   1.30   10 R   1.40   40 R   1.40   70 R   1.40   7	2.00 60 R Tro  From  2.00 46 R  1.30 60 R  Tro  1.30 60 R  Tro  1.30 R  0.20 30 R  0.18 0 R  Tro  From  1.00 5 R  1.40 40 R  1.80 110 R  2.11 160 R  Tro  From  1.10 49 G 94%  0.50 60 G 94%  1.10 180 G 94%  1.10 Tro  From  1.10 Tro  From  1.10 G 99%  1.10 Tro  From  1.10 G 99%  1.10 Tro  From  1.10 G 99%  1.10 Tro  From  1.11 Tro  From  III Tro  From  III Tro  From  III Tro  From	2.00 60 R  Trom  2.00 46 R  1.30 60 R  Tro  From  0.20 30 R  0.18 0 R  1.00 5 R  1.00 5 R  1.40 40 R  1.80 110 R  1.80 110 R  1.10 49 G 94% 3%  1.10 49 G 94% 3%  1.10 180 G 94% 3%  1.10 70 R  1.10 70 R  1.10 70 R  2.00 290 R  1.170 70 R  2.00 290 R  1.170 70 R	Canal   Canal   Alife   Bus   Canal   Canal	Carrell	Length   AADT   QA   4Tire   Bus   2Axle 3+Axle   1Trail     2.00   60   R	Canal   Cana	2.00   60   R	Length AADT   QA   4Tire   Bus   2Axie 3+Axie 1Trail 2Trail   QC   Factor	Carrier   Carr	Length   AADT   QA   4Thre   Bus   2Avide 3+Avide   1Trail   2Trail   QC   Factor   QK   Factor	Length AADT   QA   4Tire   Bus   2Axled 3+Axled   1Trail   2Trail   QC   Factor   QR   Factor   AAWDT	Length   AADT   QA   ATtre   Bus   2Avide   34-Avide   1Trail   2Trail   QC   Factor   AAWIDT   QW

					L	ee Mainte	enance <i>i</i>	Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Lee County		From	n:			LIS	58 Mid				1					
(684)	2.24	290	R			05.	30 WIL				NA			NA		1998
		To					East Mid									
684)	1.60	350	R			US:	58 East				NA			NA		1998
(664)	1.00	To				50	2-806									1000
684)	1.97	160 From	R				2-800				NA			NA		1998
		То				Tennesse	e State Li	ne								
$\bigcirc$		From				Dea	ad End									
(685)	0.35	30 To	R			52 697	NORTH				NA			NA		05/07/2001
		From	1:				SOUTH									
(685)	1.55	240	R								NA			NA		1998
		To					2-684									
	0.50	From	R			52	2-687				NA			NA		1998
(686)	0.50	<b>00</b>									INA			INA		1990
(606)	0.55	120 From	R			0.50 M	IN 52-687				NA			NA		05/07/2001
(686)		То				52	2-685									
		From				Tennesse	e State Li	ne								
(687)	0.82	230	R								NA			NA		1998
<u> </u>		To From	1:			52	2-686									
(687)	1.08	300	R								NA			NA		1998
$\overline{\bigcirc}$		From	1:			52-685	SOUTH									
(687)	0.52	530 To	R			DIIC	S US 58				NA			NA		1998
		From					2-690				+					
(688)	1.30	150	R				2-090				NA			NA		05/07/2001
		То				Dea	ad End									
		From				52	2-690									
(689)	0.50	60 To	R			ъ	15.1				NA			NA		05/07/2001
		From					ad End									
(690)	0.55	90	R			Tennesse	e State Li	ne			NA			NA		05/09/2001
030		To				50	2-847									
(690)	1.15	190 From	R				2-047				NA			NA		05/09/2001
		To				52	2-735									
(690)	0.98	260	R								NA			NA		1998
$\overline{}$		To From	1			52	2-684									
(690)	0.20	70	R								NA			NA		05/07/2001
$\frac{\circ}{\circ}$		To From	1:			U	S 58									
690	0.30	480	R								NA			NA		1998
		From				52	2-827									
690	3.71	280 _{To}	R			115 5	58 West				NA			NA		1998
		From					e State Li	ne								
(691)	1.91	380	G	98%	0%	0%	2%	0%	0%	С	0.102	F	0.581	400	G	2008
		To From					S 58									
691)	0.10	140	R								NA			NA		1998
		To					ad End									
$\bigcirc$	0.00	From				Tennesse	e State Li	ne						h ! A		05/00/000
692	0.88	30	R								NA			NA		05/09/2001
<u></u>	0.40	200 From	R			52	-1301				NA			NA		1998
(692)	0.40	<b>200</b> To				US 5	8 EAST				INA			INA		1330
			•			555										

				Lee Maintenance Area	K		Dir			
Route	Length	AADT	QA	4Tire Bus 2Axle 3+Axle 1Trail 2Trail	Factor	QK	Factor	AAWDT	QW	Year
Lee County		From	ī	US 58 EAST	1					
(692)	0.50	100	R		NA			NA		1998
<u> </u>		To		US 58 WEST						
603	0.57	90	R	Tennessee State Line	 NA			NA		05/09/200
(693)	0.51	To		0.57 MN Tennessee State Line				14/4		03/03/200
(693)	0.44	160 From	R	0.37 WIN Telliessee State Line	NA			NA		1998
		То		US 58						
$\bigcirc$		From		Tennessee State Line						
(694)	0.10	1700 _{To}	R	US 58	NA			NA		1998
		From		52-682						
(695)	0.80	70	R	32 002	NA			NA		05/02/200
		To		52-669						
$\bigcirc$	2.22	From	_	Tennessee State Line						1000
696)	0.02	180 To	R	52-600	NA			NA		1998
		From	<u> </u>	US 58	+					
(697)	0.22	390	R	05.30	NA			NA		1998
		То		52-672						
$\bigcirc$	0.70	From		Dead End						05/07/000
698)	0.73	70	R		NA —			NA		05/07/200
	0.30	170 From	R	US 58	NA			NA		1998
698	0.30	To		52-684				INA		1990
		From	- 	Dead End						
(699)	1.64	170	R		NA			NA		1998
		To From		1.64 MN Dead End	$\supset$					
699	0.46	440 To	R	110.50	NA			NA		1998
		From	l	US 58	<del></del>					
(700)	0.12	60	R	Alt US 58	NA			NA		1998
100		То		Alt US 58						
		From		Alt US 58						
(701)	0.20	<b>20</b>	R	Alt US 58	NA			NA		1998
		From	<u> </u>	US 58 SOUTH						
(702)	0.95	170	R	US 36 SUU I II	NA			NA		1998
(102)		То		US 58 NORTH						
		From		US 58						
703	0.02	<b>0</b>	R	Dead End	NA			NA		04/04/200
		From	l		<u> </u>					
(704)	0.02	0	R	Dead End	NA			NA		1998
		To		US 58 EAST						
(704)	0.30	From 8	R	US 58 WEST	 NA			NA		1998
(704)	0.50	То		Dead End				14/3		1330
		From		US 421						
(705)	0.20	7	R		NA			NA		04/04/200
		То		Dead End						
Town of Pennington Gap		From		US 58 ALT; 52-1111						
(706)	0.67	3000	R		NA			NA		1998
		To From		US 421						
(706)	0.08	NA			NA			NA		
		To	<u> </u>	Dead End						

Route	Length	AADT	QA	4Tire	Bus			-Truck Axle 1Tra	C)C:	K Factor	QK	Dir Factor	AAWDT	QW	Year
Lee County		From	:												
(707)	0.86	110	R				Dead E	iiu		NA			NA		05/07/200
		To	·				52-684	1							
$\sim$		From					52-622	2							
(708)	0.80	50	R							NA			NA		03/13/200
$\bigcirc$	0.40	From					52-805	5		$\Rightarrow$					00/40/000
(708)	0.10	70	R							NA —			NA		03/13/200
	0.40	380 From	R			0.	.10 MS 52	2-805		NA			NA		1998
708)	0.40	To					Alt US	58					INA		1990
		From	:			US	58 ALT S								
709	0.40	40	R							NA			NA		1998
<u> </u>		To	c			US:	58 ALT N	NORTH							
$\bigcirc$		From					Dead E	nd							
710	0.37	60	R							NA			NA		05/09/200
		From				0.3	7 MN De	ad End		⊒::-					0=100100
(710)	0.79	<b>220</b>	R				US 58	,		NA			NA		05/09/200
_		From								_					
(711)	0.16	90	R			·	JS 421 W	ESI		NA			NA		1998
	00	To				Ţ	US 421 E	AST							.000
		From	:				52-765								
712	2.12	90	R							NA			NA		04/02/200
$\bigcirc$		To	c				US 42	1							
$\bigcirc$		From					US 42	1							2.1/2.2/2.2
713	0.40	<b>20</b>	R				US 42	1		NA			NA		04/02/200
		From	:				Dead E			_					
(714)	0.40	20	R				Dead El	iiu		NA			NA		04/02/200
		To					US 42	1							
		From					Dead E	nd							
(715)	0.28	30	R							NA			NA		1998
		To	1				Alt US								
	0.22	From	R			US	58 ALT	WEST					NIA		1000
716	0.33	<b>70</b>				US 5	58 ALT E	. 52-659		NA			NA		1998
		From	:				Dead E								
(717)	0.11	100	R				Deug Ei	iid.		NA			NA		1998
		To	c				52-634	1							
		From	:				Dead E	nd							
(718)	0.10	0	R							NA			NA		1998
		To					Alt US			_					
740	0.02	From	R				52-647	7		NA			NA		1998
(719)	0.02	To					Dead E	nd					14/3		1330
Town of St. Charles										•					
C C C C C C C C C C C C C C C C C C C		From	:				SR 352	2							
(720)	0.12	350 To	R			0.0	T 0 : . 0	71 1		NA			NA		1998
		10	<u> </u>			SC	CL Saint C	naries							
Lee County		From	:			SC	CL Saint C	Charles		1					
(720)	1.05	350	N			50				NA			NA		1998
		To	-				52-949	)		<b>—</b> —					
(720)	1.87	<b>NA</b>								NA			NA		
$\bigcirc$		To	:				52-606	5	 						

						Lee Maintenance Ard		K		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle 1	()(:	Factor	QK	Factor	AAWDT	QW	Year
Lee County		From	1:			Dead End		1					
(721)	0.10	2500	R					NA			NA		1998
		Tr	o*			WCL Pennington Gap							
Town of Pennington Gap		Fron	1:			WCL Pennington Gap							
721)	0.11	2500 To	N			Alt US 58		NA			NA		1998
Lee County						Alt US 36							
	0.00	From	_			Dead End					NIA		02/04/2004
(722)	2.22	<b>80</b>	R			52-619		NA			NA		03/01/200
		From				Dead End							
(723)	0.68	70	R					NA			NA		04/04/2001
$\bigcirc$	0.00	From				52-639		$\rightrightarrows$			NIA		04/04/0004
723	0.60	210	R			52-641		NA T			NA		04/04/2001
		From				US 58							
(724)	0.19	1100	R					NA			NA		1998
	0.12	From				52-810 SOUTH		$\supset$			NIA		1000
724)	0.12	1100	R			52 910 NODTH		NA			NA		1998
(724)	0.43	980 From	R			52-810 NORTH		NA			NA		1998
		Te Fron				52-860		$\neg$ —					
(724)	0.24	<b>70</b>	R					NA			NA		1998
		Fron				Dead End SR 352							
(725)	0.60	70	R			SR 332		NA			NA		04/02/2001
		To				SR 352							
	0.24	180	R			52-629		NA			NA		1998
(726)	0.24	To				US 58 ALT WEST					INA		1990
	0.03	970	R			US 58 ALT EAST		NA			NA		1998
(726)	0.03	9/ U				52 0226 NODTH					INA		1990
(726)	0.70	910 From	R			52-9226 NORTH		NA			NA		1998
		Te Fron				52-870		$\neg$ —					
(726)	1.08	100	R					NA			NA		03/08/2001
		From				52-621 Alt US 58							
(727)	0.50	70	R			Alt US 58		NA			NA		1998
		Te				Alt US 58							
	0.80	70	R			Alt US 58		NA			NA		1998
728	0.80	<b>7 U</b>				Alt US 58					INA		1990
		Fron				52-691							
729	0.50	120 Tr	R			110.50		NA			NA		1998
		From	1			US 58  Dead End							
730)	1.25	30	R			Dona Ella		NA			NA		04/17/2001
$\overline{}$		To				52-662							
(724)	0.29	20 From				Dead End	 	NA			NA		04/25/2001
731)	0.23	<b>ZU</b> To				52-682					INA		U-1/20/2001
		Fron				52-926							
732	0.41	<b>50</b>	R			52-927		NA			NA		1998

NA  NA  NA  NA  NA	- Qw	Year 03/13/200 05/07/200 05/09/200
NA NA NA		05/07/200
NA NA NA	<u> </u>	05/07/200
NA NA		
NA NA	<del></del>	
NA NA		
NA		05/09/200
NA		05/09/200
NA		05/09/200
NA		
INA		05/07/200
		03/07/200
50	G	2008
NA		1998
NA		1998
NIA		04/40/200
NA		04/10/200
NΙΔ		04/40/200
NA		04/10/200
NA		1998
NA		04/12/200
NIA		1000
NA		1998
NIA		02/00/000
NA		03/29/200
NA		03/10/200
340	G	2008
370	G	2008
590	G	2008
NA		1998
		04/12/200
NA		ロム/コン/フロハ
	370 590 NA	NA G 340 G 370 G 590 G NA

Length	AADT	QA	4Tire	Bus					QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	From									1					
0.10	10	R			D	cad End				NA			NA		03/17/2001
	To From				0.10 M	N Dead E	nd								
0.15					1	IIS 58				NA			NA		03/17/2001
	From														
0.69	10	R								NA			NA		03/27/200
	To			J											
0.24	60	R			verreise	ar orest B				NA			NA		03/27/200
		-													
0.03					De	ead End				NΔ			ΝΔ		1994
0.03	To				1	110 50							14/4		1334
0.15	<b>780</b> From	R				US 36				NA			NA		04/17/200
	To														
0.02		R				US 58				NA			NA		04/17/200
					5	52-908									
					De	ead End									
0.03	100	R								NA 			NA		1998
0.13	From From	P				52-885				NΔ			ΝΔ		03/13/200
0.19					4	52-629							14/3		03/13/200
	From				De	ead End									
0.45	80	R								NA			NA		03/29/200
0.90	390	R			Al	1 03 38				NA			NA		03/13/200
	To				De	ead End									
4.50	From				Al	t US 58							NIA		00/40/000
1.53					Al	t US 58				NA 			NA		03/13/200
	From														
0.55	120	R								NA			NA		04/02/200
										1					
0.70					5	52-612				 NA			NA		04/10/200
					De	ead End									0 11 101200
	From				De	ead End									
0.50						52 674				NA			NA		05/07/200
							ine								
1.60	250	R			Temico	see State L	апс			NA			NA		03/15/200
	To From				5	52-613				_					
1.40	270	R								NA			NA		03/15/2001
	From														
0.90	340		92%	2%			1%	0%	F	0.123	F	0.516	360	G	2008
1 45	From 510	G	92%	2%			1%	0%	F	0 007	F	0 603	530	G	2008
1.40	J10		JZ /0	£ /0			1 /0	J /0	'	0.001		0.000			2000
1.79	460 From	G	92%	2%	3%	2%	1%	0%	F	0.118	F	0.591	490	G	2008
	To														
0.13	1400 From	G	92%	2%	3%		1%	0%	С	0.159	F	0.541	1400	G	2008
	0.10 0.15 0.69 0.24 0.03 0.15 0.02 0.03 0.13 0.45 0.90 1.53 0.55 0.70 0.50 1.60 1.40 0.90 1.45	0.10 10  0.15 130  From  0.69 10  0.24 60  0.03 290  0.15 780  0.02 100  0.03 100  0.13 690  70  0.45 80  0.45 80  1.53 130  1.53 130  0.55 120  0.70 40  0.70 40  1.60 250  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.40 270  1.4	0.10	0.10 10 R    O.15   130 R	0.10 10 R Trom    O.15   130 R   Trom   O.69   10 R   Trom   O.24   60 R   Trom   O.03   290 R   O.15   780 R   Trom   O.003   100 R   O.15   Trom   O.013   690 R   Trom   O.045   80 R   Trom   O.90   390 R   Trom   O.90   390 R   Trom   O.70   40 R   Trom   O.	Carry   Carr	Length   AADT   QA   4Tire   Bus   2Axle 3+Axle	Length AADT   QA   4Tire   Bus   2Axle 3+Axle 1Trail	Canal	Dead End   Dead End   Dead End	Length   AADT   QA   4Tire   Bus   2Axie 3+Axie 1Trail 2Trail   QC   Factor	Length   AADT   QA   4Tire   Bus   2Axle 3+Axle 1Trail 2Trail   QC   Factor   QR	Comparison   Com	Length AADT   QA   ATtire   Bus   2Ayte 3AAde 1Trail   2Trail   QC   Factor   AAWDT	Length AADT   QA   ATtre   Bus   2Aote 3+Aote 1Trail   2Trail   QC   Factor   QR   Factor   AAWDT   QW

						_ee Maintenance									
Route	Lenath	AADT	QA	4Tire	Bus	Tr			QC	K	QK	Dir	AAWDT	QW	Year
	_55	<del>-</del> ·			_ ~~	2Axle 3+Axle	1Trail	2Trail		Factor	_,,,	Factor			. 50.
Lee County		From	:			52-676									
(759)	1.00	30	R							NA			NA		04/25/2001
<u> </u>		To	1			Dead End									
$\bigcirc$	0.17	From 20	R			Dead End				NA			NA		04/12/2001
(760)	0.17	20								INA			INA		04/12/2001
(700)	0.31	100 From	R			Alt US 58				NA			NA		04/12/2001
760	0.01	То				Dead End							107		0 17 12/2001
		From	•			52-612 WEST									
(761)	1.90	60	R							NA			NA		04/10/2001
$\bigcirc$		To				52-612 EAST									
$\bigcirc$		From				Dead End									
(762)	0.50	0	R			52-612				NA			NA		03/01/2001
		From	.1							 					
(702)	0.80	30	R			52-709				NA			NA		03/13/2001
763	0.00	To	:			Dead End				<b>–</b>			14/1		00/10/2001
Town of Pennington Ga	n														
		From				US 421									
(764)	0.66	720	R							NA			NA		05/16/2001
<u> </u>		To From				52-1104 Anderso	n St								
764)	0.20	600	R			52 1114 5				NA			NA		05/16/2001
		From	:			52-1114 Foesrt A 52-1114 Forest A									
(764)	0.26	510	R							NA			NA		05/16/2001
		То				52-706									
Lee County						***									
705	0.74	210	R			US 421				NA			NA		04/02/2001
(765)	0.74	210											INA		04/02/2001
	2.40	100 From	R			52-712				NA			NA		04/02/2001
765	2.40	100											INA		04/02/2001
705	1.80	430 From	R			52-754				NA			NA		04/02/2001
(765)	1.00	To	·			SR 352							IVA		04/02/2001
		From	:			52-628									
(766)	3.78	80	R							NA			NA		03/29/2001
		To	:			52-606									
		From				Alt US 58									
767	0.60	590 _{To}	R							NA			NA		1994
						52-621									
	0.30	From 20	R			52-602				NA			NA		04/19/2001
768	0.30	<b>20</b> To				Dead End							INA		04/19/2001
		From	: :			Dead End				1					
769	0.60	47	R			Dead End				NA			NA		05/02/2001
		То				52-682									
		From	:			52-687									
770	0.70	40	R							NA			NA		05/07/2001
		To	_			Dead End									
$\bigcirc$		From				52-653	-								00/45/555
771)	1.50	<b>80</b>	R			52-652				NA			NA		03/15/2001
<del>-</del>		From	] .i							<u> </u>					
772)	0.80	80	R			Dead End				NA			NA		04/12/2001

Route	Length	AADT	QA	4Tire	Lee Maintenar2Axle 3+A	Truck	2Troil	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Lee County			1		ZAXIE 3+A	xie i i i ali	∠IIdll		racion		racioi			
(773)	0.40	40	R		Alt US 5	58			 NA			NA		03/13/200
(113)		Th	_		Dead En	d								
		Fron			52-617									
(774)	0.70	<b>30</b>	R		D 1E	1			NA			NA		04/10/200
		Fron			Dead En									
(775)	1.60	130	R		Dead Ell	iu			NA			NA		04/17/200
		To	4		52-673									
$\bigcirc$		Fron			52-628									
(776)	0.30	30	R						NA 			NA		04/02/200
$\overline{}$	0.70	From			52-878							NIA		0.4/00/00/
(776)	0.70	<b>20</b>	R		Dead En	ıd			NA T			NA		04/02/200
		Fron	:		52-643									
(777)	0.08	30	R						NA			NA		04/12/200
$\bigcirc$		To			Dead En	d								
$\bigcirc$	0.00	Fron			Alt US 5	18						NIA		00/40/000
778	0.28	<b>200</b>	R		Dead En	ıd			NA			NA		03/13/200
		Fron	:		52-684				l					
(779)	1.30	60	R		52 00 .				NA			NA		05/07/200
		To	:		Dead En	d								
$\bigcirc$		From			52-641				Ц.,					
780	1.40	100	R		52-640				NA			NA		04/12/200
		Fron			US 58				1					
(781)	1.60	240	R		05 50				NA			NA		04/10/200
		To	:		52-783									
$\bigcirc$		Fron			52-612									
(782)	0.50	30	R						NA			NA		04/10/200
$\overline{\bigcirc}$	0.40	Fron	<u> </u>		0.50 MN 52	2-612						NIA		0.4/4.0/000
(782)	0.10	30 Tr	R		Dead En	nd.			NA			NA		04/10/200
		From	:		SR 70									
(783)	0.38	160	R						NA			NA		04/10/200
$\bigcirc$		Te Fron			52-739									
(783)	1.58	110	R						NA			NA		04/10/200
<u> </u>		To From			52-641									
(783)	1.00	60	R						NA			NA		04/10/200
		Fron			52-781				<u> </u>					
(783)	0.15	70	R						NA —			NA		04/10/200
	4 4 4	From	<u> </u>		0.15 MN 52	-781			NIA			NΙΛ		04/40/200
(783)	1.14	130	R		US 58				NA			NA		04/10/200
		Fron			Dead En				i					
(784)	0.80	20	R		Doug Di				NA			NA		04/19/200
<u> </u>		To			52-600									
		From		_	 US 421 WE	EST						N.1.4		04/04/00
785	0.25	430	R						NA —			NA		04/04/200
$\overline{}$	0.05	From			52-642				NIA			NΙΛ		04/04/204
(785)	0.05	740	R						NA			NA		04/04/200
(705)	1.15	250 From	R		52-807				NA			NA		04/21/200
(785)	1.13	<b>230</b>			US 421 EA	AST						14/7		U-1/200
			•											

Route	Length	AADT	QA	4Tire	Bus		 Axle 3+			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Lee County		From					Dead F	₹nd			1					
(786)	0.21	30	R				Detta	Sild			NA			NA		03/29/200
$\bigcirc$		To					52-60	)6								
$\bigcirc$	0.40	From					Dead F	End						NIA		00/40/000
(787)	0.40	90 To	R				52-61	Q			NA			NA		03/13/200
		From					52-62									
(788)	0.13	210	R				32 02	-1			NA			NA		1994
		То					Dead E	End								
		From					Dead E	End								
(789)	0.60	<b>70</b>	R				<b>50.60</b>				NA			NA		04/17/200
		From					52-62									
700	0.40	<b>30</b>	R				52-65	58			NA			NA		04/25/200
(790)	0.40	JU												INA		04/23/200
700	1.35	90 From	R				52-83	31			NA			NA		04/25/200
(790)	1.55	To					52-94	16						IVA		04/25/200
		From					US 5									
(791)	0.57	90	R								NA			NA		04/10/200
		То					US 5	8								
$\bigcirc$		From					US 58 W	/EST								
(792)	0.50	60 To	R				110.50.5	A CCTD			NA			NA		04/10/200
		From					US 58 E.									
(702)	0.10	9	R				Dead E	end			NA			NA		04/10/200
793)	0.10	То					52-79	92			<b>—</b>					0 1/ 10/200
		From					52-76	56								
(794)	0.30	30	R								NA			NA		04/02/200
$\bigcirc$		То					Dead E	End								
$\bigcirc$		From					Dead E	End								
(795)	0.02	<b>70</b>	R				CD 25				NA			NA		1994
		From					SR 35									
706	0.10	45	R				52-62	21			NA			NA		03/08/200
(796)	0.10	То					Dead E	End			<b>–</b>					00/00/200
		From					52-67	73								
(797)	2.00	20	R								NA			NA		04/17/200
$\bigcirc$		То				Ke	entucky St	ate Line								
$\bigcirc$		From	<u> </u>				Dead E	End								
798	0.30	30 To	R				52-64	12			NA			NA		1994
		From														
(799)	0.10	110	R				Dead E	ena			NA			NA		04/17/200
(199)	00	То					52-74	10								0 17 117 200
(799)	0.40	330 From	R				32-14	+7			NA			NA		04/17/200
(199)		То					52-67	73								
		From					52-629; 5									
800	0.30	150	R								NA			NA		03/13/200
		То					52-72									
$\bigcirc$		From					SR 35	52								0.4/0.0/0.5
801)	0.01	30 To	R				Doode	End			NA			NA		04/02/200
		From	<u> </u>				Dead E									
802)	0.10	180	R				US 5	o			NA			NA		04/17/200
(002)	0.10	To					Dead E	End						7471		5 1/ 11/200

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Lee County		Fron	:				52-621			i					
803)	0.02	130	R				32-021			NA			NA		03/13/200
		To Fron				0.02	MN 52-6	21							
(803)	0.48	40 Tr	R				15.1			NA			NA		03/13/200
		Fron					Dead End								
804)	0.20	0	R				52-765			NA			NA		04/02/200
004)		Tr	_			D	Dead End								
$\bigcirc$		Fron					52-708								
(805)	0.40	<b>30</b>	R			Г	Dead End			NA			NA		03/13/200
		Fron	1				52-684								
806)	0.20	50	R				02 00.			NA			NA		05/07/200
<u> </u>		Tr				Ε	Dead End								
$\bigcirc$		From					52-785			<u> </u>					
807)	0.10	160	R			Г	Dead End			NA			NA		1994
		Fron					Dead End								
(809)	0.40	40	R			L	read Elid			NA			NA		03/13/200
		To	:			A	Alt US 58								
		Fron					52-724								
810	0.18	<b>90</b>	R				52.524			NA			NA		1994
		Fron					52-724								
811)	0.49	110	R			L	Dead End			NA			NA		05/09/200
(611)		To	:				US 58								
		Fron				D	Dead End								
(812)	0.30	60	R							NA			NA		04/02/200
<u> </u>		To					52-765								
(943)	0.33	From <b>20</b>	R				52-670			NA			NA		04/17/200
(813)	0.00	To	4			Г	Dead End						1471		04/11/200
		Fron	:				52-664								
(814)	0.02	130	R							NA			NA		04/17/200
<u> </u>		To Fron					US 58			$\Box$					
(814)	0.08	<b>0</b>	R							NA			NA		04/17/200
		Fron					Dead End								
(815)	0.14	4	R			L	Dead End			NA			NA		1994
613	••••	To					US 58								
		Fron				Γ	Dead End								
816	0.20	60	R							NA			NA		03/01/200
<u> </u>		To					52-702								
	0.40	120	R				Dead End			 NA			NA		03/01/200
817)	0.40	120 Tr	4				52-611						IVA		03/01/200
		Fron	:				52-621			Ī					
818)	0.20	20	R							NA			NA		04/12/200
		To					Dead End								
$\bigcirc$	0.40	From	<u> </u>				52-671						NIA		04/47/00/
819	0.40	<b>40</b>	R			Г	Dead End			NA			NA		04/17/200
		From					52-657								
820	0.60	90	R				-= 001			NA			NA		04/12/200
		To					Dead End								

Route	Length	AADT	QA	4Tire	Bus	2A	 xle 3+	Trud Axle	ck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Lee County		From					Dead I	End				1					
821)	0.20	6	R				Dead I	Liid				NA			NA		04/10/200
		To					SR 7	70									
$\overline{}$		From					52-61	19				<u> </u>					
(822)	0.10	<b>20</b>	R				Dead I	Cad.				NA			NA		03/13/200
		From					52-61										
823	0.60	46	R				32-01	12				NA			NA		04/10/20
020		To					Dead I	End									
		From					US 2	23									
824)	0.15	270	R									NA			NA		03/01/20
<u> </u>		To From					52-86	63									
824)	0.44	90	R									NA			NA		03/01/20
		To					Dead I					_					
2005	0.08	From <b>20</b>	R				Dead I	End				NA			NA		03/13/20
825	0.08	<b>20</b> To					52-62	21							INA		03/13/20
		From					52-61					i					
(826)	0.90	120	R									NA			NA		04/10/20
		To					Dead I	End									
$\widehat{}$		From					52-69	90									
827)	0.20	80	R									NA			NA		05/07/20
		To					Dead I										
200	0.18	From <b>140</b>	R				52-72	26				NA			NA		1994
828	0.10	To					Dead I	End							IVA		1554
		From					Alt US					Ť					
829	0.30	110	R									NA			NA		04/02/20
		To From				0.3	0 MN US	S 58 AL	Т			_					
829	0.10	90	R									NA			NA		04/02/20
<u> </u>		То					Dead I	End									
	0.50	From					52-61	14							NIA		1001
(830)	0.50	420 To	R				52-64	18				NA			NA		1994
		From					52-79					<del>-  </del>					
831)	0.30	20	R				32-17	<i></i>				NA			NA		04/25/20
001)		To					Dead I	End									
		From					52-61	13									
832)	0.30	20	R									NA			NA		05/15/20
<u> </u>		То					Dead I										
	1.73	From <b>160</b>	R				52-67	79				NA			NA		04/30/20
833	1.73	To					52-66	61							INA		04/30/20
		From					Dead I										
(834)	0.71	30	R				Dedu	Liiu				NA			NA		04/30/20
		To					52-66	61									
		From					52-83	33									
835)	0.30	10	R				<b>-</b> :					NA			NA		04/30/20
		To	1				Dead I					<u> </u>					
	0.44	70	R				US 5	58				NA			NA		03/15/20
836)	U. <del>44</del>	70 To					US 5	58				INA			INA		03/13/20
		From					US 5					<del></del>					
837)	0.07	170	R				200					NA			NA		03/01/20
		To					52-73	38									

							intenand	ruck		L/		D:-			
Route	Length	AADT	QA	4Tire	Bus			ruck le 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Lee County		From	ī							-					
838)	0.10	520	R			52-	629; 52-8	00		NA			NA		03/13/2001
		То				Ι	Dead End								
^		From					52-612								
(839)	0.50	<b>50</b>	R							NA			NA		04/10/2001
		From	<u> </u> .i				Dead End								
(40)	0.67	20	R				52-612			NA			NA		04/10/200
840	0.07	To				Ι	Dead End								0 1/ 10/200
		From	:				US 58								
841)	0.10	150	R							NA			NA		04/17/200
<u> </u>		То					Dead End								
$\bigcirc$	0.40	From	<u> </u>				US 58						NIA		0.4/4.0/000
842	0.10	<b>70</b>	R			Т	Dead End			NA			NA		04/10/200
		From					Dead End								
(843)	0.20	20	R			1	Dead Ella			NA			NA		03/13/200
(043)		To	:				52-620								
		From	-			Ι	Dead End								
844)	0.30	60	R							NA			NA		1994
		To	1				52-904								
$\bigcirc$	0.00	From					52-621						NIA		4000
845)	0.32	<b>30</b>	R			Т	Dead End			NA			NA		1998
		From	:				Dead End								
846)	0.30	9	R				Dead End			NA			NA		04/19/200
040		To	<u> </u>				SR 70								
		From				I	Dead End								
(847)	0.75	46	R							NA			NA		05/09/2001
		То					52-690								
	0.10	From					52-604						NIA		04/40/200
848)	0.10	<b>0</b>	R			Ī	Dead End			NA T			NA		04/19/2001
		From	:				52-612								
(849)	0.20	10	R				02 012			NA			NA		03/01/200
		То	:			I	Dead End								
		From					52-664								
(850)	2.10	80 To	R							NA			NA		04/30/2001
							52-661								
(F)	0.10	From <b>20</b>	R			Tenne	ssee State	Line		 NA			NA		05/02/2001
851)	0.10	20					50 500						INA		03/02/200
	2.30	50 From	R				52-683			NA			NA		05/02/2001
851)	2.00	То					52-682			<b>–</b> "`			14/1		00/02/200
		From	:				52-680								
852	1.70	130	R							NA			NA		05/02/2001
		То					52-677								
		From					52-667								0.1/0.5/
853	1.80	46 To	R				52-676			NA			NA		04/30/2001
		From													
854)	1.29	50	R				52-661			 NA			NA		04/30/2001
(004)	1.20	To	·.			DoodE	di Car T	·mainas							
854)	0.55	50 From	R			Dead En	ıd; Gap T	riminus		NA			NA		1994
034)	0.00	То					52-679			7			. •/ •		. 50 1

							Mainte			 	K		Dir			
Route	Length	AADT	QA	4Tire	Bus		Axle 3			ററ	Facto	QK or	Factor	AAWDT	QW	Year
Lee County		From	1				52	-667								
(855)	1.60	160	R				32-	-007			NA			NA		04/30/2001
		To					52-	-661								
$\bigcirc$		From					Dead	d End								
(856)	0.55	46 To	R				52.1	-758			NA			NA		03/15/2001
		From						d End								
(857)	0.50	30	R				Deac	u Ellu			NA			NA		05/02/2001
(607)		То					52-	-672								
		From					Dead	d End								
(858)	0.30	20	R								NA			NA		06/07/2001
<u> </u>		To						-744								
G-50	0.13	From <b>20</b>	R				Dead	d End			 NA			NA		03/01/2001
859	0.13	ZU To					52-	-612						INA		03/01/200
		From						-724			i					
(860)	0.05	140	R								NA			NA		1994
		То					Dead	d End								
$\bigcirc$		From					Dead	d End								
861)	0.22	<b>70</b>	R				52	-630			NA			NA		04/04/2001
		From	1													
862	0.50	40	R				Dead	d End			NA			NA		03/29/200
(602)	0.00	То					52-	-625								00/20/200
		From					52-	-824								
(863)	0.30	130	R								NA			NA		03/01/2001
		To					Dead	d End								
Town of Jonesville		From					CD	2 70								
(864)	0.07	NA					ж	. 70			NA			NA		
004)		To					SCL Jo	nesville								
Lee County																
	0.40	From					SCL Jo	nesville						NIA		
(864)	0.10	<b>NA</b>					SR 70	Old Old			NA T			NA		
		From					SR									
864)	0.25	650	R								NA			NA		05/14/2001
		То						d End								
	0.20	From	L				Dead	d End			NA			NIA		04/40/2004
865	0.30	<b>20</b>	R				52-	-612			TINA			NA		04/10/2001
		From						-621			<u> </u>					
866	0.15	20	R				32-	-021			NA			NA		04/12/2001
000		To					Dead	d End								
		From					US	3 23								
867	0.17	120	R								NA			NA		03/01/2001
		То					Wise Co									
	0.05	From	<u> </u>				US 23 S	SOUTH						NIA		00/04/0004
868	0.25	60	R								NA			NA		03/01/2001
	0.40	From	ᆫ			Dead	d End ; C	Gap Ten	ninus					NΙΛ		02/04/2024
868	0.16	10 To	R				US 23 N	NORTH	1		NA T			NA		03/01/2001
		From						-600			+					
869	0.11	30	R				JZ-1	500			NA			NA		04/19/2001
		То					Dead	d End								

					I	Lee Maintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Lee County (870)	0.16	710	R			Dead End				NA			NA		03/08/2001
870)	0.10	Ti-				52-726							14/4		03/00/200
-		Fron	n:			Dead End									
871)	0.15	180	R			52 610				NA			NA		03/13/2001
		Fron	1			52-619 52-606				+					
873)	0.14	46	R			32-000				NA			NA		03/29/2001
		Te	D:			Dead End									
$\bigcirc$	0.20	Fron				52-679							NIA		02/45/200
874)	0.30	<b>60</b>	R			Dead End				NA			NA		03/15/200
		Fron	n:			52-611				i					
(875)	0.10	20	R							NA			NA		03/01/2001
<u> </u>		Te	1			Dead End									
<b>670</b>	0.91	Fron	 R			52-623				NA			NA		03/29/200
876	0.91	To				Dead End							INA		03/29/200
		Fron	n'			52-876									
(877)	0.09	20	R							NA			NA		03/29/2001
		Tr				52-623									
	0.50	Fron	R			Dead End				NA			NA		04/02/200
878)	0.50	Te				52-776							INA		04/02/200
		Fron	n:			US 58									
879	0.10	NA								NA			NA		
		Te Fron	n:			BUS US 58				$\Box$					
879	0.20	60	R			D4E-4				NA			NA		05/07/2001
		Fron				Dead End	г								
(880)	1.24	190	R			US 58 WES	1			NA			NA		04/17/200
000		To				52-657 EAS	Γ								
(880)	1.28	280 From	G	96%	0%	3% 1%	0%	0%	С	0.098	F	0.548	290	G	2008
$\bigcirc$		Tr	n.		US 5	8 E, Daniel Boone	Heritage Hv	wy							
	0.12	Fron				Dead End							NIA		1004
(881)	0.12	<b>4</b>	R			52-716				NA			NA		1994
		Fron	n:			52-638									
(882)	0.20	110	R							NA			NA		04/10/2001
$\bigcirc$		To	1			Dead End									
$\bigcirc$	0.18	Fron				52-647							NΙΔ		04/40/2004
883	0.18	60	R			Dead End				NA			NA		04/12/2001
		Fron	n:			Dead End				1					
(884)	0.15	NA								NA			NA		
$\bigcirc$		Tì	<u> </u>			US 421									
$\bigcirc$	0.05	Fron				52-750							NIA		4000
(885)	0.05	<b>30</b>	R ∍:			Dead End				NA			NA		1998
Town of St. Charles										·					
		Fron	n:			52-888				<u> </u>					
(886)	0.11	NA Tr	n-			52-636				NA			NA		
		Fron				52-886				<del></del>					
887	0.06	NA				32-000				NA			NA		
		Tr	n-			Dead End									

					L	_ee Maint	tenance	Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of St. Charles		From	1			5	2-886				1					
888	0.06	NA To					ad End				NA			NA		
I as County						De	au Enu									
Lee County		From				De	ad End									
(890)	0.30	90 To	R			Y 1	S 421				NA			NA		04/04/2001
		From	<u>.                                    </u>				2-785									
891)	0.18	110	R				2-763				NA			NA		04/04/2001
		To				De	ad End									
$\bigcirc$	0.00	From				Ţ	JS 58							NIA		4004
892	0.28	<b>700</b>	R			WCL JC	NESVILI	LE			NA			NA		1994
		From	:				ad End									
893	0.25	NA									NA			NA		
		To				5	2-892									
<u> </u>	0.24	From				De	ad End							NΙΛ		
894)	0.24	NA									NA			NA		
894)	0.14	Prom NA	-			5	2-892				NA			NA		
(694)	0.14	To				WCL JC	NESVILI	LE						1471		
		From				5	2-830									
(895)	0.09	60	R								NA			NA		1994
<u> </u>		To					ad End									
000	0.42	30	R			De	ad End				NA			NA		04/25/2001
896)	0.42	To				5	2-663							IVA		04/25/2001
		From	-			5	2-684									
(897)	0.35	NA									NA			NA		
<u> </u>		To					ad End									
(000)	0.08	From	R			De	ad End				 NA			NA		1998
898)	0.00	То				5	2-879							1471		1000
		From	:		US 58	W, Daniel	Boone He	eritage Hv	wy							
(899)	0.75	150	G	91%	0%	5%	1%	3%	0%	С	0.138	F	0.727	160	G	2008
0		From				5	2-659									
899)	0.51	130 To	R		TIC FO	B E, Daniel	D 11.	II			NA			NA		04/17/2001
		From	1		03 30		ad End	mage nv	vy							
900	0.17	160	R			De	au Enu				NA			NA		1998
		To				Ţ	JS 23									
$\bigcirc$		From				5	2-900									
901)	0.40	130 To	R			D.	- 4 T- 4				NA			NA		1998
		From	1 :				ad End				<u> </u>					
903)	0.05	NA	<u> </u>			52-0	0724(B)/				NA			NA		
		То	:			De	ad End									
$\sim$		From					606 West									
904)	0.79	<b>40</b>	G	90%	0%	10%	0%	0%	0%	С	0.211	F	0.625	40	G	2008
		From	:				606 East				<u> </u>					
905)	0.10	NA				5	2-802				NA			NA		
<u></u>		To				De	ad End									
		From				CBUS	-00058(B)	/								
906)	0.23	NA				-	-1F '				NA			NA		
		To	J			De	ad End									

						_ee Maintenand			17		D:			
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Ax		OC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ee County		From	1			CBUS-00058	(B)/		1					
907)	0.03	NA				CBC5-00038	(B)/		NA			NA		
<u></u>		To				US-00058(E	3)/							
<u> </u>		From				US-00058(E	3)/							
908)	0.55	NA				D 17 1			NA			NA		
		To				Dead End								
000	0.08	NA Prom				CBUS-00058	(B)/		NA			NA		
909	0.00	To				52-00908(B	3)/		T)			10.		
		From				Dead End								
910	0.40	130	R						NA			NA		1998
		То				52-708								
$\bigcirc$		From				CBUS-00058	(B)/							
911)	0.07	<b>NA</b>			TIC OO	058(B)/ENT TO B	DI ICINIECC/II)	r	NA			NA		
		From			02-000									
912)	0.32	NA Prom	L			US 58 WES	51		NA			NA		
912)	0.52	To				US 58 EAS	T							
		From	1			52-748								
913)	0.06	NA	-						NA			NA		
		To				Dead End								
$\overline{}$		From				52-802								
914)	0.17	<b>NA</b>				<b>52</b> 041			NA			NA		
						52-841								
	1.13	90	R			US 58 WES	ST		NA			NA		1998
915	1.13	30							INA			INA		1990
	0.23	70 From	R			52-704			NA			NA		1998
915)	0.23	70							INA			INA		1330
915)	0.56	From From	R			52-703			NA			NA		1998
915)	0.50	То				US 58 EAS	Т					INA		1000
		From				52-606 WES			ì					
919)	1.12	NA					-		NA			NA		
		То				52-606 EAS	ST							
<u> </u>		From				Dead End								
920)	0.11	NA To							NA			NA		
						US 58; 52-9222								
	0.57	From <b>NA</b>				US-00058(E	3)/		NA			NA		
923)	0.57	To				Cul-de-Sac	e					INA		
		From				52-643	-							
925	0.24	NA				02 0.0			NA			NA		
		To				Dead End								
		From				US-00058(E	3)/							
926	0.61	NA							NA			NA		
<u> </u>		To	<u> </u>			Cul-de-Sac								
	0.05	From				52-00926(B	3)/					NIA		
927)	0.05	NA To				US-00058(E	3)/		NA			NA		
		From				Dead End								
928	0.08	NA				Dead Elld			NA			NA		
		То				52-00750(R	1)/					<u> </u>		
		From				Dead End								
930	0.25	130	R						NA			NA		1999
$\overline{}$		To		· <u></u>		US 58								

Route	Lenath	AADT	QA	4Tire			enance Area		QC	K	QK	Dir	AAWD	r QW	Year
Lee County	2011911	,,,,,	٠,٠	11.10	Duo	2Axle 3	3+Axle 1Tra	il 2Trail	Q.O	Factor	σ	Factor	, , , , , ,	Q.,	1 001
	0.30	From	R			Dea	d End			NA			NA		1994
(931)	0.30	100 To	K			52	-930						INA		1994
		From				Dea	d End								
932	0.23	NA								NA			NA		
		To	1				-931								
(023)	0.12	From <b>NA</b>				Dea	d End			NA			NA		
933	0.12	То				52-00	931(B)/						1471		
		From				52	-720								
934)	0.28	<b>70</b>	R			D	4 P 4			NA			NA		1998
		From					id End								
935)	0.10	NA				52-00	630(B)/			NA			NA		
933)		То				Dea	d End								
		From				Dea	d End								
937)	0.12	NA								NA			NA		
		From					643(B)/								
(028)	0.22	NA	<u> </u>			52	-941			NA			NA		
938)	0.22	To				52	-860			<u> </u>					
_		From				Dea	d End								
939	0.10	NA								NA			NA		
<u> </u>		To					-623								
040	0.24	70	R			52	-783			 NA			NA		1994
940	0.21	To				Dea	ıd End								1001
		From				52	-724								
941)	0.04	<b>NA</b>								NA			NA		
		From					-938								
942)	0.04	NA Prom				52-724	NORTH			NA			NA		
942)		То				52	-938								
		From				CBUS-	00058(B)/								
944)	0.25	NA To					15.1			NA			NA		
		From	I				id End								
945)	0.03	NA				Dea	d End			NA			NA		
943)		То				U	S 58								
		From				US 58	3 WEST								
946	2.77	<b>NA</b>	ı			***				NA			NA		
		From	<u> </u>				8 EAST								
947)	0.07	NA				52	-839			NA			NA		
947)		То				Dea	d End								
		From				US 58 Danie	el Boone Trail								
948	0.34	NA								NA			NA		
		To					d End								
949)	0.62	NA Prom				52	-720			NA			NA		
949	0.02	To				Dea	d End						. */ `		
		From				Dea	d End								
950	0.29	130	R							NA			NA		05/09/200
$\overline{}$		To					S 58								
<b>65</b>	0.20	140	R			Dea	d End			 NA			NA		05/09/200°
951	0.20	140 To				11	S 58						INA		00/09/2001

Route	Length	AADT	QA	4Tire	Bus	2A	 xle 3+	Truck -Axle 1Tr	ail 2Tra	 il QC	K Factor	QK	Dir Factor	AAWDī	QW	Year
Lee County		From	1													
952)	0.18	NA					Dead	Ena			NA			NA		
(552)		To					US:	58								
		From					Dead	End								
953	0.12	NA									NA			NA		
		To					52-6									
(CE)	0.16	From <b>250</b>	R				Dead	End			NA			NA		05/07/200
955	0.10	To	· ` `				US:	58			<b>–</b>			1471		00/01/200
		From					Dead	End								
956	0.16	NA									NA			NA		
<u> </u>		То					52-6	43								
$\bigcirc$		From					52-6	62								
960	0.20	<b>NA</b>					Dead	End			NA			NA		
		From	I													
975)	0.66	NA	<u> </u>				52-6	11			NA			NA		
975)	0.00	To				JB-8	34 COUN	NTY LINE								
		From	1				52-6	46								
998)	0.13	NA									NA			NA		
		To					52-6	46								
$\bigcirc$	2.22	From					52-621 V	WEST			٦.,					00/40/000
999	0.28	10 To	R				52-621 1	EAST			NA			NA		03/13/200
		From														
(1001)	0.07	550	R				52-6	06			NA			NA		03/29/200
(1001)		To					52-10	002								
		From					Dead	End								
1002	0.25	140	R								NA			NA		03/29/200
		To From					52-606 V	WEST								
1002	0.16	120	R								NA			NA		03/29/200
		To From					52-10	001								
1002	0.17	640	R								NA			NA		03/29/200
<u> </u>		To					52-606 1									
$\bigcirc$	0.45	From					52-10	002						NIA		00/00/000
(1003)	0.15	150 To	R				52-6	06			NA			NA		03/29/200
		From	! !				52-10									
1004	0.10	80	R				32-10	002			NA			NA		03/29/200
		То					52-6	06								
		From					Dead	End								
1005	0.20	60	R								NA			NA		03/29/200
		To From				0.2	20 MN E	Pead End								
(1005)	0.06	60	R								NA			NA		03/29/2001
<u> </u>		To					52-6									
(100)	0.08	From <b>60</b>	R				Dead	End			NA			NA		03/29/200
(1006)	0.08	To					52-6	06						INA		001231200
		From	:				Dead									
1007	0.10	46	R				Doud				NA			NA		03/29/200
$\bigcirc$		To					52-6	06								
		From					Cul-de	-Sac								
(1010)	0.18	160	R								NA			NA		05/09/2001
$\overline{}$		To					US:	58								

Route	Length	AADT	QA	4Tire	Bus	2Ax	de 3+/	Truck Axle 1Tr	rail 2	Trail	QC	K Factor	QK	Dir Factor	AAWD	T QW	Year
Lee County		Fron	ı:				Cul-de-	Sac				1					
1011)	0.18	80	R				Cur-uc-s	3ac				NA			NA		05/09/200
$\overline{}$		Tr					52-101	.0									
$\overline{}$		From	:				Dead E	nd				J					
(1014)	0.23	NA To	:			T	JS-00058	2( <b>D</b> )/				NA			NA		
		Fron	:				US 58					1					
(1015)	0.28	170	R				05.50	,				NA			NA		04/10/200
		To	:				Cul-de-S	Sac									
$\widehat{}$		Fron					52-63	8									
1020	0.43	120	R				011	n				NA			NA		1998
		Fron	I .				Cul-de-										
(1004)	0.04	10	R				52-102	20				NA			NA		1998
1021	0.04	To					Cul-de-	Sac				Τ΄``			14/1		1000
		Fron	:				Cul-de-S	Sac									
1022)	0.05	20	R									NA			NA		1998
$\bigcirc$		Te					52-102	20									
$\bigcirc$	0.05	From					US 58	3				$\exists$					0.4/4.0/00
(1023)	0.35	200 Tr	R				Dead E	nd				NA			NA		04/10/20
		Fron					52-63					1					
1025)	0.25	110	R				32-03	0				NA			NA		04/10/20
.029		To					Dead E	nd									
		Fron	:				52-63	8									
1026	0.24	NA										NA			NA		
<u> </u>		Tr				El	ND OF I										
	0.18	From <b>160</b>	R				US 58	3				NA			NA		04/10/20
1030)	0.18	100										- INA			INA		04/10/20
(1000)	0.10	60 From	R				52-103	81				NA			NA		04/10/20
(1030)	0.10	To					Dead E	nd				Τ΄``			14/1		0-1/10/20
		Fron	:				Dead E	nd									
1031)	0.05	60	R									NA			NA		04/10/20
$\bigcirc$		To	:				52-103										
$\bigcirc$	0.00	Fron					Dead E	nd									
(1033)	0.23	NA To	:				52-65	1				NA			NA		
		Fron	1			-	52-00654					1					
1034)	0.06	NA					32-00034	(D)/				NA			NA		
		Tr					Cul-de-	Sac									
		Fron	:				52-83	0									
1035)	0.57	NA										NA			NA		
<u> </u>		To					52-83										
	0.00	From	<u> </u>				52-75	2							NIA		02/42/20
(1040)	0.89	340	R				Alt US	58				NA			NA		03/13/20
		From					Dead E										
1041)	0.10	NA					12	**				NA			NA		
$\bigcirc$		Te	:			5	52-01040	(B)/									
$\bigcirc$		Fron					52-105	57									
1050	0.86	420	R				11. ***	<b>50</b>				NA			NA		03/13/20
			<u> </u>				Alt US					<u> </u>					
	0.15	NA From					Dead E	nd				NA			NA		
1051	0.10	INA Tr					52-105	:0							INA		

						_ee Maintenance Are	ea							
Route	Length	AADT	QA	4Tire	Bus	Truck- 2Axle 3+Axle 1T		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Lee County		From	:			52-1050			-					
1052)	0.27	NA	<u> </u>			32-1030			NA			NA		
		To				52-1051								
$\bigcirc$	0.07	From				52-1058						NIA		
(1053)	0.07	NA To				52-1052			NA T			NA		
		From	:			52-1058								
1054)	0.09	NA							NA			NA		
		To	: .i			52-1052								
1055)	0.11	NA	<u> </u>			52-1058			NA			NA		
		То	:			52-1052								
$\bigcirc$		From				52-1058			<u></u>					
1056	0.09	NA To	:			52-1050			NA			NA		
		From	:			Dead End								
(1057)	0.08	NA				Dodd Blid			NA			NA		
$\cup$		То	=			52-1050								
$\bigcirc$	0.45	From				52-1056						NIA		
(1058)	0.15	NA To				52-1053			NA			NA		
Town of Pennington Gap						32 1000								
		From				52-1116								
(1100) Smithfield Dr	0.06	<b>40</b>	R			Dead End			NA			NA	(	05/16/200
		From	! :I			Alt US 58								
(1101) Cecil St	0.20	750	R			Alt 03 36			NA			NA	(	05/16/200
		To From	-			52-1133 Bailey Rd			_					
(1101) Cecil St	0.10	100	R			•			NA			NA	(	05/16/200
		То				NCL Pennington Gap								
Lee County		From	:			NCL Pennington Gap								
(1101)	0.06	100	N			<i>y</i>			NA			NA	(	05/16/200
		To				Dead End								
Town of Pennington Gap		From	:1			Alt US 58								
(1102)	0.14	350	R			Alt 03 36			NA			NA	(	05/16/200
		To	:			Dead End								
$\bigcirc$		From				Dead End			<u></u>					
(1103)	0.27	90	R						NA			NA	(	05/16/200
	0.50	330 From	R			52-1101 Cecil St			NA			NA		05/16/200
(1103)	0.50	330 To				52.1102						INA	,	03/10/200
(1103)	0.18	110 From	R			52-1102			NA			NA	(	05/16/200
(1103)		То				Dead End								
		From	:			52-764								
(1104)	0.06	500	R						NA			NA	(	05/16/200
		From				Alt US 58			<u> </u>					
(1104) Anderson St	0.12	500	N						NA —			NA	(	05/16/200
	0.06	170 From	R			52-1114 Forest Ave			NA			NA		05/16/200
(1104)	0.06	1/U To				52-1134 EAST			INA			INA	(	JJ/ 10/200
$\sim$		From				52-1134 WEST								
(1104)	0.11	<b>70</b>	R			70.110c			NA			NA	(	05/16/200
		To	1			52-1136								

						LCC IVIGIII	tenance Are	<u>.u</u>	 						
Route	Length	AADT	QA	4Tire	Bus		Truck- 3+Axle 1T		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Pennington Gap		From	1				52-764			-1					
(1105) Johnson St	0.28	160	R				02-704			NA			NA		05/16/200
(1103)		To				52-1113	Robinette St								
		From				52-640 SC	CL PENN GAP	•							
(1106)	0.28	80	R							NA			NA		04/04/200
		То	-			De	ead End								
Lee County		From	:1			D	and End			1					
(1107)	0.10	20	R			Di	ead End			NA			NA		04/02/200
(1107)		To	:			Ţ	JS 421								,
Town of Pennington Gan															
		From	<u> </u>			52-1104	Anderson St								
1108	0.25	160	R							NA			NA		05/16/200
		From				J	JS 421			<u> </u>					
(1108)	0.17	130 To	R			D	- 4 T- 4			NA			NA		05/16/200
		From	]				ead End			+					
1109) Oakwood Ave	0.33	210	R			D	ead End			NA			NA		05/16/200
1109) Cakwood 7100	0.00						IC 401			—, · · · ·			1471		00/10/200
1109) Oakwood Ave	0.26	230 From	:∟ R				JS 421			NA			NA		05/16/200
1109) Oakwood Ave	0.20	<b>230</b>				5	2-1137						INA		03/10/200
		From	1				2-1103								
1110)	0.06	10	R							NA			NA		05/16/200
		То	:			De	ead End								
		From				4	52-706								
1111) Joslyn Ave	0.69	1500	R							NA			NA		05/16/200
		To					t US 58								
	0.05	From	<u> </u>			52-111	1 Joslyn Ave						<b>N</b> 1.0		05/40/00/
1112	0.05	1000	R							NA 			NA		05/16/200
$\overline{}$	0.04	From	<u> </u>			Al	t US 58						NIA		05/40/00/
(1112)	0.04	<b>50</b>	R			D	ead End			NA			NA		05/16/200
		From	.l				ead End								
1113) Robinette St	0.18	100	R			Di	eau Enu			NA			NA		05/16/200
		To	:			Ţ	JS 421								
		From	:			4	52-764								
1114)	0.12	90	R							NA			NA		05/16/200
<u> </u>		To	:				Gap Terminus								
	0.25	140	R			US 421	Gap Terminus			NA			NA		05/16/200
(1114)	0.20	To				De	ead End			Τ΄``			1471		00/10/20
		From	:				6 Herndon St								
1115)	0.08	220	R							NA			NA		05/16/200
		To				52-11	01 Cecil St								
_		From				Al	t US 58								
1116 Herndon St	0.22	530	R							NA			NA		05/16/200
<u> </u>		То					ead End								
O Hoorital Da	0.40	From	پ			De	ead End						NI A		04/04/00
1117 Hospital Dr	0.12	160 To	R			4	52-640			NA			NA		04/04/200
		From	:I				7 Hospital Dr			<u> </u>					
1118)	0.06	60	R			3∠-111	ттоѕриаг Ф			NA			NA		04/04/200
		To				52-111	9 Willow Rd			٦Ï`					3.,0 ,,200
		From	:				ead End								
(1119) Willow Rd	0.07	40	R							NA			NA		04/04/200
$\bigcup$		To				5	2-1118		 						

							nance Area							
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Pennington Gap		From	ı						-					
1120) Ford St	0.06	40	R			Dead	End		NA			NA		05/16/2001
		To From				52-1	103		_					
(1120) Ford St	0.07	100	R						NA			NA		05/16/2001
O = 10:		From				Alt U	S 58		⊒::					.=//2.2.2
1120 Ford St	0.05	270	R						NA —			NA		05/16/2001
(1120) Ford St	0.06	200 From	   R			52-1111 Jo	oslyn Ave		NA			NA		05/16/2001
(1120) Ford St	0.00	To				Dead	End					1471		00/10/200
		From				Dead	End							
(1121)	0.25	290	R			50 1116 Y	1 0		NA			NA		05/16/2001
		10	]			52-1116 H	erndon St							
Lee County		From				Dead	End							
(1122)	0.53	30	R						NA			NA		04/04/2001
<u> </u>		То				52-6	540							
Town of Pennington Gap		From	1			52-640 Skag	gs Hill Rd							
(1123) St	0.10	60	R				~		NA			NA		04/04/2001
<u> </u>		То				52-1	140							
(1124) Lee St	0.08	150	R			52-7	764		 NA			NA		05/16/2001
(1124) Lee St	0.08	To				Alt U	S 58					INA		03/10/200
		From	:			52-1104 Ar								
(1125) Doris Ave	0.26	880	R						NA			NA		05/16/2001
		То				US 421; U								
1126) Duff St	0.17	460	R			Alt U	S 58		 NA			NA		05/16/2001
Duff St	0.17	To				Dead	End					1471		00/10/200
		From	:			52-1111 Jo	oslyn Ave							
(1127) Burke St	0.04	160	R						NA			NA		05/16/2001
		To	<u> </u>			Alt U								
(1128)	0.06	460	R			Alt U	S 58		NA			NA		05/16/200
(1120)		То	-			52-1	103							
		From				52-640 Skag	gs Hill Rd							
(1129)	0.16	360 _{To}	R			D 1	F 1		NA			NA		1998
		From	:I			Dead 52-7								
(1130)	0.04	240	R			32-1	00		NA			NA		05/16/200
		To				52-1	141							
		From	:			52-1	108							
(1131) Walnut St	0.04	80 To	R			52-1109 Oal	munod Avia		NA			NA		05/16/2001
		From				52-1109 Oal			1					
(1132) Allen St	0.05	120	R			52-1109 Oai	twood Ave		NA			NA		05/16/2001
		То				52-1	114							
O		From				52-1101	Cecil St							
Bailey St	0.25	150 To	R			Dead	End		NA			NA		05/16/2001
		From	! :			52-1			+					
(1134)	0.09	90	R			32-1	130		NA			NA		05/16/2001
$\overline{}$		To				52-1	135							
$\bigcirc$		From	<u> </u>			52-1	136		<u> </u>					0=1:01==:
(1135)	0.11	50	R			52-1	134		NA			NA		05/16/2001
			<u> </u>			32-1	1.04							

						_ee Maintena								
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Pennington Gap		From				52-1104 And	lerson St		-					
(1136)	0.05	70	R			32 110 1 1 Hid	erson st		NA			NA		05/16/2001
		To				52-113								
	0.48	760	 R			US 5	8		 NA			NA		05/16/2001
(1137)	0.46	To				Dead E	End					INA		05/16/200
		From				52-113								
1138	0.08	40	R						NA			NA		05/16/200
<u> </u>		То				Dead E								
	0.16	From	°∟ R			Dead E	End		 NA			NA		05/16/200
1139	0.10	To				52-110	)3					IVA		03/10/200
		From				Dead E	End							
1140	0.05	46	R						NA			NA		04/04/200
<u> </u>		То				52-112								
	0.16	From E40	R			US 5	8					NΙΔ		1000
1141)	0.16	510							NA			NA		1998
	0.17	320 From	R			52-113	30		NA			NA		1998
1141)	0.17	To				Dead E	End					IVA		1330
		From				52-70	6							
1142	0.01	200	R						NA			NA		1998
<u> </u>		То	c			Dead E								
	0.05	From				Alt US	58					NIA		
1143	0.05	NA To	c			52-110	)3		NA T			NA		
		From	:			52-64								
1144)	0.14	NA				32 01	0		NA			NA		
<u> </u>		То	:			Dead E	End							
$\overline{}$		From	:			52-72	1							
1145	0.04	180 To	R			Dead E	d		NA			NA		1998
		From	<u> </u>			52-00706								
1148)	0.38	NA	<u> </u>			32-00700	O(U)/		NA			NA		
		То	:			52-00621	(B)/							
		From				52-1111 Jos	lyn Ave							
1149	0.05	<b>NA</b>					W.E.C.E.		NA			NA		
		10	<u> </u>			ALT US 58	WEST							
Town of Jonesville		From	:			US 58; 52	2-648							
1200	0.68	170	R						NA			NA		05/14/200
<u> </u>		То				Dead E	and							
O location de Co	0.05	From				52-65	0					NIA		05/44/000
1201) Institute St	0.35	670	R						NA			NA		05/14/200
1201) Institute St	0.07	150 From	R			52-649 Pa	ark St		NA			NA		05/14/200
1201) Iristitute St	0.07	130				52 1205 CT	1.0:					INA		03/14/200
1201) Institute St	0.10	500 From	 R			52-1205 Ch	uren St		NA			NA		05/14/2001
1201)		To				Dead E	ind	 						257.17200
		From				US 5	8							
1202) Ely St	0.07	270	R						NA			NA		05/14/200
		To				52-1201 Inst								
1203) Russell St	0.25	From	 R			Dead E	End		 NI ^			NA		05/14/200
( ₁₂₀₃ ) Russell St	0.35	210 To	_			US 5			<u>N</u> A			INA		05/14/2001

Route	Length	AADT	QA	4Tire	Bus	2Ax	de 3+ <i>A</i>	-Truck	 ail 2Tr	ail Q(	Fac	( )	K Dir Facto	ΔΔ	WDT	QW	Year
Town of Jonesville		From	·I				US 58	•			-						
(1204)	0.12	180	R				03.30	)			N.	A		ı	NA		05/14/2001
		To					52-648	3									
		From					US 58	3									
1205 Church St	0.03	650	R								N.	A		ı	NA		05/14/2001
<u> </u>		To From					Alt US	58									
(1205) Church St	0.08	1800	R								N.	4			NA		05/14/2001
		To From				52-1	1201 Inst	itute St									
1205) Church St	0.15	420	R								N	A		I	NA		05/14/200
$\overline{}$		To					Dead E	nd									
<u> </u>		From					US 58	3									
Palace PI	0.03	2300	R								N.	A			NA		05/14/200
		To From					Alt US	58									
Palace PI	0.08	540	R								N.	4		ı	NA		05/14/200
<u> </u>		To	_				1201 Inst										
$\frown$		From				52-	-1210 Fo	arth St									
1207)	0.22	150	R								N.	4			NA		05/14/200
<u> </u>		From	:				52-120	8									
1207)	0.05	230	R								N.	4			NA		05/14/200
<u> </u>		To	l				52-650										
$\frown$	0.40	From					US 58	3									05/44/000
1208)	0.10	<b>70</b>	R				Dead E	nd			N.	4			NA		05/14/200
		From	I														
	0.10	50	R				US 58	5			N	Δ			NA		05/14/200
1209	0.10	To					Dead E	nd				`			4/1		03/14/200
		From	:			II	S 58; 52-										
1210) Fourth St	0.12	180	R				5 50, 52	1211			N.	A		ı	NA		05/14/200
		To	_				Dead E	nd									
		From	:				Dead E	nd									
1211) Johnson St	0.08	70	R								N.	A		ı	NA		05/14/200
		To	-			U	S 58; 52-	1210									
~		From				52-	1217 Cer	ntral St									
1212) Holmes St	0.28	270	R								N.	A		l	NA		1994
<u> </u>		To					US 58	3									
O		From				52	-1221 Cr	est Dr									
1213 Martin St	0.18	210	R								N.	4			NA		05/14/200
<u> </u>		To From				52-1	216 Seco	ond Ave									
Martin St	0.12	320	R				***				N.	4			NA		05/14/200
<u> </u>		To					US 58										
( ) to a long ( ) (	0.00	From	Ļ			52-	1220 Fitt	s Lane			Щ.						05/44/000
1214 Joslyn St	0.26	170	R				US 58	,			N.	4			NA		05/14/200
		From															
	0.15	40	R				Dead E	nd			N.	Δ			NA		1994
1215	0.13	To	<u> </u>			52.	-1214 Jos	lyn St				`			N/A		1334
		From					1213 Ma										
1216) Second Ave	0.06	20	R			32-	121 C121	aun ot			N.	A			NA		1994
		To				52-	-1214 Jos	lyn St									
		From					Dead E				T						
1217) Central St	0.17	100	R								N.	A		I	NA		1994
		To				52-	1212 Hol	mes St									
		From	1				Dead E										
1218)	0.17	90	R	_			_				N.	A		ı	NA		1994
$\bigcirc$		To				52-	1212 Hol	mes St									

					L	_ee Maintenar			V		D:-			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Jonesville		Fron	:			52-1212 Holr	nac St		-					
(1218)	0.11	130	R			32-1212 Holl	nes st		NA			NA		1994
$\bigcirc$		Tr				52-1213 Mar	rtin St							
(1219) Gibson St	0.11	Fron				52-1221 Cre	est Dr					NIA		05/14/2001
(1219) Gibson St	0.11	<b>90</b>	R			52-1218	3		NA			NA		05/14/2001
		Fron	:			52-1213 Mar								
(1220) Fitts Lane	0.06	60	R						NA			NA		1994
		To	c			52-1214 Josl								
(1221) Crest Dr	0.12	70	R			52-1219 Gibs	son St		NΙΛ			NA		05/14/2001
(1221) Crest Dr	0.12	7U				Dead En	nd		NA T			INA		03/14/2001
Lee County														
	0.30	40	R		5	52-648 NCL JON	ESVILLE		NA			NA		05/14/2001
(1222)	0.30	<b>40</b>	·			Dead En	nd		INA			INA		03/14/2001
Town of Jonesville														
		From	:			Dead En	nd		<u></u>					
(1223)	0.18	NA							NA			NA		
$\bigcap$	0.12	From	<u> </u>			52-1224	1					NΙΔ		1004
(1223)	0.13	2000 To	R			US 58			NA			NA		1994
		Fron				Dead En								
(1224)	0.08	260	R				-		NA			NA		1994
$\bigcirc$		To	c			52-1223	3							
$\bigcirc$	0.54	Fron				52-649			٦.,					05/4.4/000
(1225)	0.51	<b>230</b>	R			Cul-de-S	ac		NA			NA		05/14/2001
		Fron	:			52-1238			+					
(1226)	0.12	40	R			32 1230	,		NA			NA		1998
$\bigcirc$		Te	c			NCL JONES	VILLE							
Lee County		Fron				NCL IONES	ште							
(1226)	0.14	60	R			NCL JONESY	VILLE		NA			NA		05/14/2001
		To				52-650								
Town of Jonesville														
	0.05	70	 R			Dead En	nd		NA			NA		1998
(1227)	0.03	To	<u> </u>			52-1238	3					14/4		1330
		Fron	:			52-1218								
1228	0.06	190	R						NA			NA		1994
		Tr	1			52-1229								
	0.13	From <b>NA</b>				Dead En	nd		NA			NA		
1229	0.13	INA Tr				52-1228	3					INA		
Lee County														
		From				US 58			<u> </u>					
(1230)	0.50	80 Tr	R			Cul-de-S	ac		NA			NA		05/14/2001
		Fron				52-1233								
(1231)	0.05	20	R			34-1433	,		NA			NA		05/14/2001
		To				52-1232	2		¬—					
(1231)	0.05	<b>70</b> From	R						NA			NA		05/14/2001
$\bigcirc$		To				US 58								
	a :=	Fron				Dead En	nd		<u> </u>					0=14.15==:
1232	0.15	46	R			52-1231	1		NA			NA		05/14/2001
			J			32-1231	ı							

					ا	_ee Maintenan									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Lee County (1233)	0.05	From <b>20</b>	R			Dead End	1			NA			NA		05/14/2001
		Tr				52-1231									
Town of Jonesville		From				Dead End	1								
(1237)	0.03	<b>8</b>	R			52-1226				NA			NA		1998
$\bigcirc$	0.07	From				Dead End	1						NIA		05/44/0004
(1238)	0.07	10 To	R			52-1227				NA			NA		05/14/2001
1238)	0.05	<b>50</b> From	R							NA			NA		1998
		Fron				52-1226				<u> </u>					
(1240)	0.08	NA	<u> </u>			Dead End	1			NA			NA		
		To	00			52-1223									
Lee County		Fron	n:			52-692									
1301	0.20	160	R							NA			NA		05/09/2001
	0.08	110 From	R			52-1303				NA			NA		05/09/2001
(1301)	0.00	Tr				52-1302							INA		03/03/200
$\bigcirc$		From				52-1303				<u> </u>					
1302	0.21	100 To	R			52-1301				NA T			NA		05/09/200
_		Fron				52-1302									
(1303)	0.15	90 Tr	R			52-1301				NA			NA		05/09/2001
		From	n:			52-1301									
(1310)	0.05	140	R							NA			NA		04/17/2001
		To From	1			US 58 Dead End	1								
(1311)	0.05	50	R			Dead Elic	1			NA			NA		04/17/2001
$\frac{\bigcirc}{\bigcirc}$		Fron				52-1310									
(1311)	0.06	<b>70</b>	R			Dead End	i			NA T			NA		04/17/2001
_		Fron	1:			US 58									
9222	0.15	<b>290</b>	R			THOMAS WAL	VED HC			NA			NA		1994
		From				SR 352	XEX IIS								
(9223)	0.01	80	R							NA			NA		1994
		Fron				ST. CHARLES S US 58	CHOOL			<u> </u>					
(9225)	0.16	170	R			03.38				NA			NA		1994
		To				EWING ELEM S	CHOOL								
9226	0.08	340	·L			52-726				 NA			NA		1994
3220)		To				DRYDEN ELM S	SCHOOL								
0007	0.10	NA From		_	_	US 421		_		NA			NA		
(9227)	0.10	To	o:			52-642							INA		
$\overline{}$		Fron				ELK KNOB ELE	EM SCH			<u> </u>					
9231)	0.05	140	R			US 421				NA T			NA		1994
		Fron	1:			52-799									
9492	0.10	150	R				EM SOIT			NA			NA		1994
		Tr	<u> </u>			ROSE HILL ELE	EM SCH								

Route	Length	AADT	QA	4Tire	Bus			ruck le 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Lee County															
		From				52-64	45 BEN H	IUR							
(9554)	0.14	440	R							NA			NA		1994
$\overline{}$		To	•		Ţ	US 58 AL	T VOC S	CHOOL							
Town of Pennington Gap															
		From				F	Alt US 58								
(9659)	0.16	1400	R							NA_			NA		1994
$\overline{}$		To			P	PENNINC	TON GA	AP SCHO							
Town of Jonesville															
_		From					US 58								
(9710)	0.18	350	R							NA			NA		1994
$\bigcirc$		To	:			JONESV	ILLE MI	D SCH							
ee County															
_		From	:				52-661								
9711)	0.22	180	R							NA			NA		1994
		To	:			FLATW(	OOD ELE	M SCH							
		From	:			52-9	9909 WES	ST							
9907)	0.03	NA						-		NA			NA		
3301)		To				52-	9909 EAS	ST		T					
		From	:				US 58			i					
	0.11	290	R				03 38			NA			NA		1994
9909)	0.11	<b>230</b> To				ELVDA	ALE ELEN	M SCH				IVA		199	
			<u> </u>			ELI DE	ALE ELEI	vi SCII							