2002

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

where available

Jurisdiction Report

35

Giles County
Town of Glen Lyn
Town of Narrows
Town of Pearisburg
Town of Pembroke
Town of Rich Creek

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management 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 at VDOT Mobility Management's 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's Mobility Management 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

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour 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 Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve 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.

					G	Giles Maintenar	nce Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Giles County															
(10)	7.95	1100	F	From: 89%	0%	Bland County 4% 1%		0%	С	0.088	F	0.517	1100	F	2002
42	7.55	1100	•	To:	070			<u> </u>	O	0.000		0.517	1100	•	2002
(12) (100)	2.13	3900	F	From: 89%	1%	SR 100 Popla 4% 2%		0%	С	0.094	F	0.718	4000	F	2002
42 100	2.10	0000	•	To	170	35-750 Cedar C		70	Ü	0.001	•	0.7 10	1000	·	2002
				From:		SR 100									
(42) (750) Cedar Crest Lane	0.97	790	R							NA			NA		05/13/2002
				From:		35-660									
(42) (750)	0.08	770	N	95%	1%	3% 1%	1%	0%	N	0.086	N	0.708	780	N	2002
<u> </u>				From:		35-730 35-750									
(42) (730)	1.59	770	F	95%	1%	3% 1%	1%	0%	С	0.086	F	0.708	780	F	2002
				To:		35-622 WE	ST								
(42) (730)	9.56	360	F	95%	1%	3% 1%		0%	F	0.127	F	0.505	370	F	2002
				To:		35-730 N	ſ								
42 (460)	2.35	11000	F	From: 89%	0%	2% 1%		1%	F	0.087	F	0.643	11000	F	2002
42 (400)				To:		35-700									
42 (460)	1.66	10000	F	89%	0%	2% 1%	7%	1%	F	0.089	F	0.678	11000	F	2002
(42) (400)			-	To:	0,0				•	0.000	•	0.0.0		•	
42	0.99	2000	F	From: 94%	1%	US 460 New 4% 0%	•	0%	F	0.111	F	0.707	2100	F	2002
42	0.00	2000	•	T	1 70			070	•	0.111	•	0.707	2100	•	2002
40	3.11	1300	F	From: 94%	1%	35-601 North of 3	_	0%	F	0.106	F	0.692	1300	F	2002
42	5.11	1000	•	To:	1 70	Craig County		070	•	0.100	'	0.002	1000	•	2002
				From:		Bland County									
61)	5.11	290	F	95%	0%	3% 1%		0%	F	0.101	F	0.733	290	F	2002
01)				To		35-724 Cha									
<u>(61)</u>	4.60	640	F	95%	0%	3% 1%		0%	С	0.106	F	0.597	650	F	2002
(01)				To											
<u>(61)</u>	2.49	1500	F	From: 95%	0%	35-724 Shun 3% 1%		0%	F	0.1	F	0.662	1500	F	2002
(01)	2.10	1000	•	To:	070	WCL Narro		7,0		0.1	·	0.002	1000	·	2002
Town of Narrows															
				From:		WCL Narro									
(61) Park Drive	0.67	2300	F	95%	1%	2% 0%		0%	F	0.093	F	0.667	2300	F	2002
				To: From:		Monroe S Park St	t								
61 Monroe Street	0.17	3700	F	95%	1%	2% 0%	1%	0%	С	0.089	F	0.563	3700	F	2002
(01)				To:											
61 Monroe Street	0.13	4300	F	From: 95%	1%	Kimberling 2% 0%		0%	F	0.089	F	0.511	4300	F	2002
61 Monroe Street	0.10	4000	•	T	1 70			070	•	0.000	•	0.011	4000	•	2002
	0.13	4900	F	From: 96%	1%	SR 100 Mair 2% 1%		0%	С	0.099	F	0.554	5000	F	2002
61	0.10	4500	•	3070	1 70			070	O	0.000	'	0.554	3000	•	2002
	0.43	5700	F	96%	1%	S East of New 2% 1%		0%	F	0.086	F	0.552	5800	F	2002
61)	0.43	5700	Г	90 70 To:	170	US 460 Virgini		0%	г	0.000	Г	0.552	3600	Г	2002
Ciles Country						CD 100 Yilgini	u rive								
Giles County				From:		Pulaski County	y Line								
(100)	1.37	4200	F	89%	1%	4% 2%		0%	F	0.093	F	0.698	4200	F	2002
				To: From:		SR 42 Poplar	Hill								
100	2.13	3900	F	89%	1%	4% 2%		0%	С	0.094	F	0.718	4000	F	2002
$\overline{}$				To-		35-750 Cedar C	rest Rd								
100	0.72	3800	F	From: 89%	1%	4% 2%		0%	F	0.091	F	0.68	3900	F	2002
				To:		35-660 Post Of	fice Rd								
100	0.45	4300	F	89%	1%	4% 2%		0%	F	0.090	F	0.623	4300	F	2002
				To:		35-606 Meado									
(100)	4.37	4600	F	From: 89%	1%	4% 2%		0%	F	0.085	F	0.585	4600	F	2002
100)			_	Tn		35-665 Wilburn V									
									_		_				

					(3 iles Maintenance A	Area								
Route	Length	AADT	QA	4Tire	Bus	Truck		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Giles County								211011		Tiodi		1 dotoi			
100	2.24	6100	F	89%	1%	35-665 Wilburn Valley 4% 2% SCL Pearisburg	Rd 5%	0%	F	0.090	F	0.522	6200	F	2002
Town of Pearisburg						SCL Fearisburg									
	0.00	7400	-	From:	00/	SCL Pearisburg	20/	00/		0.005	_	0.507	7000	_	2002
South Main Street	0.28	7100	F	93%	0%	2% 1% Orchard Dr	3%	0%	С	0.085	F	0.507	7200	F	2002
South Main Street	0.09	7400	F	93%	0%	3% 1%	3%	0%	С	0.098	F	0.522	7500	F	2002
100 South Main St	0.09	7500	F	93%	0%	Church Ave 3% 1%	3%	0%	F	0.089	F	0.53	7500	F	2002
Bus				From:		Bus US 460 Winonah A	lve	-							
100 460 Main St	0.38	11000	F	95%	0%	2% 1%	2%	0%	С	0.080	F	0.530	12000	F	2002
(100) Main Street	0.21	11000	F	From: 97%	В 0%	US US 460 WINONAH 1% 1%	AVE 2%	0%	С	0.083	F	0.555	12000	F	2002
100 Wain Street	0.21	11000	•	To:	070	WCL Pearisburg	2 /0	070	0	0.003	'	0.555	12000	'	2002
Giles County															
(100)	3.86	2600	F	97%	0%	WCL Pearisburg 2% 0%	0%	0%	С	0.1	F	0.685	2600	F	2002
100	0.00		ı	To:	J /0	ECL Narrows	J /U	070		0.1	,	0.000		•	2002
Town of Narrows				From:		ECL N-		Г							
(100)	0.65	2800	F	96%	1%	ECL Narrows 2% 1%	1%	0%	С	0.105	F	0.573	2800	F	2002
100				To		SR 61 Main Monroe									
Town of Rich Creek				From:		US 460									
219	0.57	9700	F	96%	0%		1%	0%	С	0.085	F	0.687	10000	F	2002
<u> </u>				To:		ECL Rich Creek									
Giles County				From:		ECL Rich Creek									
(219)	1.16	9700	N	96%	0%		1%	0%	Ν	0.085	Ν	0.687	10000	N	2002
<u> </u>				To:		West Virginia State Li	ne								
Town of Glen Lyn				From:		West Virginia State Li	ne	I							
(460)	0.81	9400	F	89%	0%		7%	1%	F	0.074	F	0.531	9600	F	2002
<u> </u>				To: From:		92- 1308 92-1308									
(460)	0.59	9400	F	89%	0%		7%	1%	F	0.075	F	0.530	9600	F	2002
<u> </u>				To:		WCL Glen Lyn									
Giles County				From:		WCL Glen Lyn									
(460)	1.24	9400	N	89%	0%	2% 1%	7%	1%	Ν	0.075	Ν	0.530	9600	N	2002
				To:		WCL Rich Creek									
Town of Rich Creek				From:		WCL Rich Creek									
460	0.65	9400	N	89%	0%	2% 1%	7%	1%	Ν	0.075	N	0.530	9600	N	2002
~	0.70	7400		From	001	US 219 Rich Creek	70/	40/		0.07		0.007	7000		0000
<u>460</u>	0.73	7100	F	89%	0%		7%	1%	F	0.07	F	0.607	7300	F	2002
(460)	0.18	11000	N	From: 89%	0%	35-712 2% 1%	7%	1%	N	0.082	N	0.672	11000	N	2002
400	0.10		••	Tn	J / U	ECL Rich Creek	. , ,	.,,	•••		• •				
Giles County				D		EQL B. L.C.		Т							
(460)	2.01	11000	N	From: 89%	0%	ECL Rich Creek 2% 1%	7%	1%	N	0.082	N	0.672	11000	N	2002
100				To:	- 70	NCL Narrows			.,			- · · · · ·			v-
Town of Narrows				From:		NOT 33		-							
(460)	0.76	11000	F	89%	0%	NCL Narrows 2% 1%	7%	1%	F	0.082	F	0.672	11000	F	2002
				To:		SR 61 Fleshman St									

					Ċ	siles iviaintena	ice Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Narrows				From:		SR 61 Fleshm	nan St	Ī							
(460)	0.26	14000	F	89%	0%	2% 1%		1%	F	0.084	F	0.655	14000	F	2002
~	0.24	42000		From:		.44 Mile West EC		40/		0.004	_	0.004	42000		2000
[460]	0.34	13000	F	89% Tn·	0%	2% 1% ECL Narro		1%	F	0.084	F	0.661	13000	F	2002
Giles County								1							
(460)	4.33	13000	F	89%	0%	ECL Narro 2% 1%		1%	F	0.087	F	0.624	14000	F	2002
400				To:		WCL Pearis			-						
Town of Pearisburg				From:		WCL Pearis	hura								
(460)	0.12	8500	F	89%	0%	2% 1%		1%	F	0.081	F	0.596	8800	F	2002
$\overline{}$				To:		ECL Pearish	ourg								
Giles County				From:		ECL Pearish	ourg								
(460)	5.01	12000	F	89%	0%	2% 1%	7%	1%	F	0.086	F	0.556	13000	F	2002
				To:		WCL Pemb	roke								
Town of Pembroke				From:		WCL Pemb	roke								
460	0.86	13000	F	89%	0%	2% 1%	7%	1%	F	0.087	F	0.555	13000	F	2002
	0.70	40000		From:	00/	35-626	70/	40/		0.004		0.500	42000		2002
[460]	0.73	12000	F	89% Tn·	0%	2% 1% ECL Pembr		1%	F	0.084	F	0.593	13000	F	2002
Giles County															
(460)	1.27	11000	F	From: 89%	0%	ECL Pembr 2% 1%		1%	F	0.087	F	0.609	12000	F	2002
400		11000	•	Tar	070	35-613	1 70			0.001		0.000	.2000		
460	2.82	9900	В	From: 89%	0%	2% 1%	7%	1%	Α	0.104	Α	0.662	10000	В	2002
~~~				To: From:		35-730		-							
<u>460</u>	2.35	11000	F	89%	0%	2% 1%	7%	1%	F	0.087	F	0.643	11000	F	2002
(460)	1.66	10000	F	From: 89%	0%	35-700 2% 1%	7%	1%	F	0.089	F	0.678	11000	F	2002
400			-	To:		SR 42			•	0.000	•	0.0.0		•	
(460)	1.16	11000	F	From: 89%	0%	2% 1%	7%	1%	F	0.089	F	0.717	12000	F	2002
<u> </u>				To: From:		Montgomery Cou	•								
8us (460)	0.34	7600	G	93%	1%	US 460 West of F 2% 1%		0%	F	0.09	N	0.535	7900	G	2002
4400				To:		NCL Pearisl									
Town of Pearisburg Bus				From:		NCL Pearisl	aura	Ī							
460 Main St	0.26	7300	F	93%	1%	2% 1%		0%	С	0.09	F	0.535	7400	F	2002
Rue				To: From:		SR 100 Mai SR 100 Main S									
Bus 460 Main St	0.38	11000	F	95%	0%	2% 1%		0%	С	0.080	F	0.530	12000	F	2002
Bus				To: From:		SR 100 South Mai	in St E Int								
(460) Winoah Ave	1.09	9300	F	98%	0%	1% 1%	1%	0%	F	0.087	F	0.503	9500	F	2002
				To:	-	ECL Pearish	ourg								
Giles County Bus				From:		ECL Pearish	ourg								
Bus (460)	1.39	6800	F	98% To:	0%	1% 1%	1%	0%	С	0.084	F	0.575	6900	F	2002
				To:		US 460 East of P									
677	1.90	100	R			Giles County	LIIIC			NA			NA		12/27/2000
10				To:		Dead En									
(622)	0.25	10	R	From:	-	Dead En	d			NA			NA		02/14/2002
63,2	0.23	10		To:		Giles County	Line			14/7			INA		JZI 1-1/2002
								-	-				-		

Dir AAWDT QW Y actor NA 02/1-
NA 02/1-
NA 02/1
NA 1
NA 1
NA 1
NA 1
IVA I
.774 470 F 2
.781 470 F 2
NA 04/0
NA 04/0
.517 270 F 2
.565 210 F 2
0.04 400 F 2
0.81 100 F 2
.765 160 F 2
.700 100 1 2
.754 490 F 2
.752 610 F 2
NA 05/1
NIA OTIA
NA 05/1
NA 04/0

Route	Length	AADT	QA	4Tire	Giles Maintenance AreaTruckBus	$\cap$ C	(.)	Dir	AAWDT	QW	Year
Giles County	9				2Axle 3+Axle 1Trail 2Trail	Ho	ur	` Factor			
(608)	2.90	50	R	From:	35-777	] N	A		NA		04/01/2002
(000)				To:	35-783	]					
$\widehat{}$				From:	Dead End						
609	0.25	40	R	To:	25 605	N/ 1	Ą		NA		04/17/2002
				From:	35-605 Dead End						
(610)	0.80	50	R		Deat End	ı N	Ą		NA		04/17/2002
				To:	35-605						
$\bigcirc$				From:	35-729						
611)	0.03	20	R	To:	Dead End	Ν. 1	4		NA		1999
				From:	35-730						
612	0.03	NA		L	35-730	N.	Ą		NA		
				To: From:	35-772 WEST	1					
(612)	0.35	20	R	From:		N.	A		NA		05/21/2002
				To:	35-772 EAST						
	0.20	E00	_	From:	US 460	]			NΙΔ		04/02/2002
613)	0.39	590	R			N.	٠		NA		04/03/2002
642	2.50	200	R	From:	35-615	N.	`		NA		04/03/2002
613	2.50	200	IX.	To:	25.7(2)	1 1 1 1	`		INA		04/03/2002
613)	2.08	130	R	From:	35-762	N.	4		NA		04/03/2002
010				To:	35-700	]					
613	0.80	290	R	From:	55 700	N.	A		NA		04/03/2002
				To:	0.80 MN 35-700	1					
613	0.80	60	R	r tom.		N.	Ą		NA		04/03/2002
				To: From:	35-668	]					
613	5.50	20	R			N.	A		NA		04/03/2002
				To: From:	35-721	]					
613	1.16	40	R	To:	35-635 WEST	N. 1	Ą		NA		04/03/2002
				From:	35-635 EAST						
(613)	0.40	90	R			N.	Ą		NA		04/03/2002
				To: From:	35-723	<u> </u>					
613)	2.00	10	R	To:	DedEd	N.	Ą		NA		04/03/2002
				From:	Dead End						
614)	0.50	20	R		Dead End	J Na	A		NA		04/01/2002
014)				To:	SR 42						
				From:	35-613						
615	1.23	80	R			N.	4		NA		04/09/2002
				To: From:	35-616	<del> </del>					
615	1.05	50	R			N.	4		NA		04/09/2002
	0.20	90		From:	35-678	<u> </u>			NΙΔ		100E
615)	0.20	80	R	т	27.700	N.	1		NA		1995
(61E)	0.86	200	R	From:	35-780	N.	<u> </u>		NA		04/09/2002
615	0.00			To:	US 460		-		141		3 30, E00E
				From:	35-615	<del></del>					
616	0.20	20	R	_		N.	A		NA		04/09/2002
				To:	Dead End						
(47)	1.45	160	R	From:	Dead End	] Na	7		NA		05/21/2002
617	1.40	100	ĸ	To:	35-771	]	1		INA		0012112002
					** **	•					

							ince Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			-0C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Pembroke				From:		US 460	)		Ī						
618)	0.03	180	R							NA			NA		04/09/2002
	0.12	450		To: From:		US 460	)		}	NΙΔ			NIA		04/00/2003
618)	0.12	150	R	Tn		ECL Pemb	roke		]	NA			NA		04/09/2002
Giles County				From:											
618)	0.75	150	R			ECL Pemb	roke		<u> </u>	NA			NA		04/09/2002
				To: From:		35-686			<b> </b>						
618	0.30	10	R	To:		Dead E	nd		1	NA			NA		04/09/2002
Town of Pembroke						Detta II									
(619)	0.29	80	R	From:		US 460	)		J	NA			NA		04/09/2002
(619)	0.20			To:		NCL Pemb	roke		]						0 1/00/2001
Giles County				From:		NCL Pemb	roke		I						
619	0.32	80	R			NCL Felli	ioke			NA			NA		04/09/2002
				To: From:		Dead E			<u> </u>						
620	0.43	40	R	From.		Dead E	nd			NA			NA		05/15/2002
				To:		35-622			]						
621)	0.70	40	R	From:		35-622	!		ļ	NA			NA		05/15/2002
621)				To:		35-730	)		]						
	0.40	6	R	From:		Dead E	nd		j	NA			NA		04/29/2002
622	0.40	•	K	To:		SR 100 NC	RTH		]	INA			INA		04/29/2002
622	0.36	440	F	94%	1%	SR 100 SO 4% 19		0%	C	0.118	F	0.653	450	F	2002
				To: From:		35-658			<u> </u>						
622	1.87	200	F	94%	1%	4% 19	% 0%	0%	F	0.152	F	0.632	200	F	2002
	3.65	70	F	From: 94%	1%	35-708 4% 19		0%	}——- F	0.134	F	0.5	70	F	2002
622	3.03	70	Г		1 /0	35-623 W		0 70	1	0.134	ľ	0.5	70	ı	2002
622	2.35	120	F	From: 94%	1%	4% 19		0%	F	0.112	F	0.5	120	F	2002
$\widehat{}$			_	From:		35-699			<del></del>					_	
622	0.35	210	F	94%	1%	4% 19		0%	F 1	0.124	F	0.52	210	F	2002
622)	0.23	210	F	From: 94%	1%	35-689 4% 19	6 0%	0%	F	0.127	F	0.604	220	F	2002
				To: From:		35-730 EA 35-730 W									
622	0.20	70	R			30 730 11.	301		ı	NA			NA		05/15/2002
				To: From:		35-707	1		<del> </del>						0=/4=/000
(622)	3.36	60	R	To:		25.765	,		1	NA			NA		05/15/2002
(622)	3.60	460	R	From:		35-767	<u>'</u>		J	NA			NA		05/15/2002
				To: From:		35-654			<u> </u>						
622 622 622	0.52	620	F	94% To:	1%	4% 19 35-730 W		0%	F 1	0.103	F	0.798	630	F	2002
				From:		35-663									
623	3.00	50	R						1	NA			NA		05/15/2002
				To: From:		35-622 W. 35-622 EA									
623)	1.40	330	F	98%	1%	1% 09		0%	F	0.104	F	0.618	330	F	2002

					Ċ	olles iviali	iteriarice	Alea								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle			$\cap$ C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Giles County				From:		3	5-745		1							
(623)	1.46	520	F	98%	1%	1%	0%	0%	0%	F	0.107	F	0.661	530	F	2002
				To:		SCL	Pembroke									
Town of Pembroke				From:		COL	D 1 1		1							
(623)	0.42	860	F	98%	1%	1%	Pembroke 0%	0%	0%	F	0.103	F	0.62	880	F	2002
(023)				To:	.,,		104 EAST					-				
	0.00	4000	_	From:	40/		04 WEST		00/	_	0.404	_	0.507	4000	_	2002
623	0.08	1000	F	98%	1%	1%	0%	0%	0%	F	0.104	F	0.507	1000	F	2002
	1.07	1300	F	From: 98%	1%	1%	0%	0%	0%	С	0.102	F	0.576	1300	F	2002
623	1.07	1300	г	90 70 To:	1 70	35-688; N			0%	C	0.102	Г	0.576	1300	г	2002
Giles County																
				From:		35-688; N										
(623)	1.10	380	F	98%	1%	1%	0%	0%	0%	F	0.111	F	0.536	390	F	2002
				From:		3	5-624									
623	1.10	290	R	To:		7	ad F= 1				NA			NA		04/09/2002
				From:			ad End									
(624)	0.50	10	R	FIOIII.		3	5-623				NA			NA		04/09/2002
(624)	0.00			To:		De	ad End				1473			147 (		0-1/00/2002
				From:		Montgome	ery County	Line								
625	0.50	200	R								NA			NA		05/21/2002
				To:		0.50 N	ИN OF CI									
625)	1.30	90	R	110							NA			NA		05/21/2002
				To:		3	5-605									
625	2.19	170	F	92%	2%	5%	0%	0%	0%	С	0.133	F	0.522	170	F	2002
				From:		3	5-682									
625	0.10	30	R								NA			NA		05/21/2002
				To: From:		0.10 N	ME 35-682	2								
625	0.70	40	R								NA			NA		05/21/2002
				From:			30 WEST 30 EAST									
625	0.77	48	R								NA			NA		05/21/2002
				To:		0.77 N	/W 35-73	0								
(625)	0.93	150	R	110							NA			NA		05/21/2002
				To:		U	IS 460									
	2.00	400	_	From:		Cu	l-de-Sac									05/04/0000
(626)	0.90	480	R	To:		SCL	Pembroke				NA			NA		05/21/2002
Town of Dombuols						BCE	remorone									
Town of Pembroke				From:		SCL	Pembroke									
626	0.03	480	R								NA			NA		04/17/2002
				To: From:		3:	5-1407									
626	0.11	700	R								NA			NA		04/17/2002
				To: From:		3.	5-1405									
626	0.30	1100	R								NA			NA		04/17/2002
				To: From:			60 EAST 60 WEST									
626	0.49	600	F	99%	0%	1%	0%	0%	0%	С	0.122	F	0.533	610	F	2002
				To-		35-62	3 SOUTH	[								
	0.40	400	P	From:		35-62	3 NORTH	[			NΙΛ			NI A		04/00/2002
626	0.10	100	R	To:		NCI	Pembroke				NA			NA		04/09/2002
						HCL	. CHIDIOKC									

						iles Maintena	nce Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			$\cap$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Giles County				From:											
626)	0.20	100	R			NCL Pemb	гоке			NA			NA		04/09/2002
				To: From:		35-766									0.4/0.0/0.00
626	2.31	20	R							NA			NA		04/09/2002
626	0.09	30	R	From:		2.31 MW 35	5-766			NA			NA		04/09/2002
029				To:		35-635 SOL									
(626)	0.60	100	R	From:		35-635 NOI	RTH			NA			NA		04/11/2002
626	0.00	100		To:		Dead En	d			1471			1471		04/11/2002
				From:		35-635									
627	0.05	40	R						_	NA			NA		04/11/2002
	2.22			From:		0.05 ME 35	-635						<b></b>		0.4/4.4/0000
627)	0.06	40	R						ı	NA			NA		04/11/2002
	1.01	40	R	From:		0.11 ME 35	-635			NA			NA		04/11/2002
627)	1.01			To:		Dead En	d								0 11 11 11 2002
				From:		35-635									
628	0.80	80	R						1	NA			NA		04/11/2002
				Tn-		Dead En									
(000)	0.05	20	R	From:		35-635				NA			NA		04/11/2002
629	0.03	20		To:		Dead En	d			INA			IVA		04/11/2002
				From:		Dead En	d								
630	0.27	10	R						•	NA			NA		04/11/2002
				To: From:		0.27 ME Dea	d End		-						
(630)	0.07	10	R	. —					Ī	NA			NA		04/11/2002
				To:		35-635									
Town of Pembroke				From:		Dead En	d								
631)	0.06	20	R							NA			NA		04/17/2002
				To: From:		35-747									
631)	0.12	90	R	т		25.140			i	NA			NA		04/17/2002
				To:		35-1404	<u> </u>								
Giles County				From:		35-794									
(633)	0.18	50	R							NA			NA		04/29/2002
				To:		Cul-de-Sa									
	0.35	1000	F	97%	0%	NCL Pearis		0%	С	0.115	F	0.517	1100	F	2002
634)	0.55	1000	-	91 /0	0 /0			0 /0	ı	0.113	'	0.517	1100	,	2002
634)	0.96	440	F	From: 97%	0%	35-1238 2% 0%		0%	F	0.105	F	0.633	440	F	2002
004)				To:		0.96 M FRM 3			<u> </u>						
634)	0.23	130	R	From:		0.90 WH T IGHT 5	3 1230			0.110	F	0.694	NA		04/11/2002
				To: From:		1.19 M FRM 3	5-1238								
634)	1.50	20	R	rioni.						0.407	F	0.513	NA		04/11/2002
				To:		Dead En	d								
	0.10	100	В	From:		35-808				NΙΛ			NΙΔ		04/17/2002
635)	0.10	180	R			· ·		1	i	NA			NA		04/17/2002
(625)	0.84	1500	F	From: 91%	1%	US 460 2% 2%		0%	С	0.088	F	0.511	1500	F	2002
635)	J.U-T	.000	•	To	1 /0	35-809	- T/U	J /0		0.000	'	0.011	1000		
635)	2.81	1300	F	From: 91%	1%	2% 2%	6 4%	0%	F	0.086	F	0.534	1400	F	2002
				To:		35-684									

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Giles County				From:				1		11001		- 40101			
635)	1.82	1000	F	91%	1%	35-684 2% 2%	4%	0%	F	0.094	F	0.548	1100	F	2002
				To: From:		35-628		]-							
635	0.11	580	R							NA			NA		04/11/2002
	5.68	350	R	From:		35-781				NA			NA		04/11/2002
635)				To:		35-804									
635)	4.85	180	R	From:				-		NA			NA		04/03/2002
	1.18	120	R	From:		35-613 WES	Γ	-		NA			NA		04/03/2002
635	1.10	120	Α.	To:		West Virginia Stat	e Line			INA			INA		04/03/2002
				From:		US 460 BUS	3								
636	0.31	1300	R							NA			NA		1999
636	0.24	1100	R	From:		35-1502				NA			NA		1999
636)				To:		35-1503 WES	T								
636	0.35	400	R	From:						NA			NA		1999
				From:		35-1506									
636	0.06	130	R			25.1502.51.0				NA			NA		1999
636)	0.37	90	R	From:		35-1503 EAS	Т			NA			NA		1999
				To- From:		0.37 MS 35-15	603								
636	0.81	20	R							NA			NA		04/11/2002
				To: From:		Dead End	,								
637)	0.29	1400	R	rioni.		US 460 BUS	5			NA			NA		04/17/2002
				To- From:		35-1229									
637)	0.14	400	R							NA			NA		1999
				To: From:		45-1241 35-1241									
(637)	0.33	400	R	-						NA			NA		1999
				To: From:		35-820									
(637)	1.10	70	R	To:		Cul-de-Sac		1		NA			NA		1999
				From:		SR 100									
638)	0.40	180	R							NA			NA		1999
	1.30	<b>E</b> 0	R	From:		35-1225				NA			NA		05/15/2002
638	1.30	50	K	To:		Dead End		1		INA			NA		05/15/2002
				From:		35-601									
639	1.20	60	R	To:		Dead End		1		NA			NA		04/01/2002
				From:		SR 100 WES	Т	1							
640	0.63	470	R			SK 100 WES	1			NA			NA		04/17/2002
				To: From:		US 460									
640	0.04	1600	R	To:		SR 100 EAS	Γ	1		NA			NA		04/17/2002
				From:		US 460	-								
641)	1.70	610	R			22.00				NA			NA		1999
				To: From:		35-769									
641)	1.00	180	R							NA			NA		1999
	1.01	60	R	From:		1.00 ME 35-7	69	]-		NA			NA		04/11/2002
641)	1.01	00		To		2.01 ME 35-7	69			: 1/7			INC		5-7/11/2002

					Giles Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail		Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Giles County												
641)	1.39	60	R	From:	2.01 ME 35-769		NA			NA		04/11/2002
				To: From:	3.40 ME 35-769							
641)	0.06	20	R				NA			NA		04/11/2002
				From:	3.46 ME 35-769							0.444.49000
641)	0.50	20	R	To:	3.96 ME 35-769		NA			NA		04/11/2002
				From:	Dead End							
642	0.19	90	R				NA			NA		1999
	0.10	260	_	From:	35-1030		NIA			NΙΔ		1000
642	0.10	260	R			ī	NA			NA		1999
	0.06	50	R	From:	US 219		NA			NA		1999
642	0.00	00		To:	35-789		147.			14/1		1000
				From:	US 460							
643	0.60	700	R			="	NA			NA		1999
				From:	35-645							
643	2.45	340	R				NA			NA		1999
				From:	West Virginia State Line							
643)	0.50	40	R	To:	Dead End		NA			NA		04/15/2002
				From:	35-643							
(644)	0.40	110	R	<u> </u>	33-043		NA			NA		1999
				To:	0.40 ME 35-643							
(644)	1.45	100	R	From:	0.00.000		NA			NA		04/15/2002
				To:	35-645							
$\bigcirc$				From:	35-643							1000
645	1.80	330	R	To:	US 219		NA			NA		1999
				From:	Dead End							
(646)	0.09	7	R	<u> </u>	Dead Lind		NA			NA		04/15/2002
				To- From:	0.09 ME Dead End							
(646)	0.06	7	R	From:			NA			NA		04/15/2002
				To:	35-647							
$\bigcirc$	0.40	00		From:	West Virginia State Line		NIA			NIA		04/45/0000
647)	0.43	90	R			•	NA			NA		04/15/2002
647	0.03	100	R	From:	0.44 ME OF LINE		NA			NA		04/15/2002
647)	0.00	100		To:	25 (4)(		14/3			IVA		04/10/2002
647)	1.92	150	R	From:	35-646		NA			NA		1999
047)				To:	NCL Rich Creek							
Town of Rich Creek												
	0.29	150	NI.	From:	NCL Rich Creek		NA			0	N	1999
(647)	0.29	100	N	To:	35-1024		INA			U	IN	1333
Giles County				•								
		•	_	From:	West Virginia State Line							
648)	0.88	320	R	To:	WCL Glen Lyn	l	NA			NA		1999
Town of Clar I v				J	WCL OIGH LYH							
Town of Glen Lvn				From:	WCL Glen Lyn							
648	0.03	320	N				NA			0	N	1999
			_	From:	US 460; 35-704; Gap Terminus							
648)	0.11	45	R	To:	25 1202		NA			NA		1999
					35-1302							

					Giles Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	$\alpha$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Glen Lvn				From:	35-1302							
648)	0.06	10	R				NA			NA		1999
$\bigcirc$				To-	West Virginia State Line							
$\bigcirc$	0.40	050	-	From:	35-704		NIA			NIA		4000
649	0.46	250	R			-	NA			NA		1999
	0.20	200		From:	35-1307		NIA			NIA		1000
649	0.30	300	R	To:	ECL Glen Lyn	I	NA			NA		1999
Giles County				•	222 0.3.2,2							
				From:	ECL Glen Lyn							
649)	5.00	300	N				NA			0	N	1999
<u> </u>				From:	35-651	<b></b>						
649	0.63	970	R			ı	NA			NA		1999
<u> </u>				To:	WCL Narrows							
	0.20	30	R	From:	West Virginia State Line		NA			NA		04/15/200
650	0.20	30	K	To:	35-648	1	INA			INA		04/13/200
				From:	Dead End							
651)	1.25	400	R		D that End		NA			NA		1999
				To:	35-649							
				From:	Dead End							
652	0.03	30	R				NA			NA		04/17/200
				To: From:	35-710	<b></b>						
652	0.57	230	R	. —		ı	NA			NA		1999
				To:	SCL Narrows							
	1.60	60	R	From:	35-659		NA			NA		04/29/200
653	1.00	60	ĸ	To:	35-663		INA			INA		04/29/200
				From:	Dead End							
654)	4.44	40	R	<u> </u>	Dead End		NA			NA		05/13/200
				To:	4.44 MN Dead End	<u> </u>						
654	0.46	150	R	From:	4.44 MIN Dead End		NA			NA		05/13/200
				To:	35-744							
654)	0.50	280	R	From:	33 7.1.		NA			NA		05/13/200
				To:	35-622							
				From:	35-730							
655)	0.43	6	R	. —		ı	NA			NA		05/13/200
				To:	Dead End							
	1.12	40	R	From:	35-660		NA			NA		04/29/200
656	1.12	40	K	To:	Dead End	1	INA			INA		04/29/200
				From:	35-660							
657)	0.12	30	R		35 000		NA			NA		04/29/200
				To	Dead End							
				From:	Dead End							
658)	1.04	80	R				NA			NA		05/15/200
				To: From:	1.04 MN Dead End							
658)	0.11	90	R				NA			NA		05/15/200
				To-	35-622							
$\overline{}$	4.00	40	_	From:	SR 100 SOUTH		NIA -			NIA		04/00/00
659	1.80	40	R				NA			NA		04/29/200
	0.40			From:	35-660 NORTH		NI A			NI A		04/00/000
659	2.10	50	R	To-	35-663 WEST		NA			NA		04/29/200
				J	33-003 WE31							

						nies maintei	lialice	Alea								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Giles County				From:		35-663 V	WEST		ī							
659	0.12	210	F	92%	1%		1%	0%	0%	С	0.101	F	0.619	210	F	2002
				To: From:		35-663 1	EAST		-							
659	0.05	60	R								NA			NA		04/29/2002
				To: From:		0.06 MN	35-663									
659	0.88	60	R								NA			NA		04/29/2002
	0.04	70	R	From:		0.93 MN	35-663				NA			NA		04/29/2002
659	0.04	70	K	To:		SR 100 N	ORTH				INA			INA		04/29/200/
				From:		Dead			1							
660	0.60	20	R						-		NA			NA		04/29/200
				To: From:		35-659 S 35-659 N										
660	1.10	200	F	92%	3%	4%		0%	0%	F	0.165	F	0.583	200	F	2002
				To:		35-6										
660	0.60	320	G	92%	3%		1%	0%	0%	С	NA			330	G	2002
				To: From:		35-7	34		-							
(660) (660)	0.37	390	F	92%	3%	4%	1%	0%	0%	F	0.123	F	0.618	400	F	2002
				To: From:		SR 1	00									
(660)	0.28	180	F	99%	0%		0%	0%	0%	С	0.109	F	0.546	180	F	2002
				To:		35-7										
661	0.40	30	R			35-6	62				NA			NA		04/29/2002
661)	5			To:		Dead End; Ga	on Torm	inuc	1							0 11 201 2001
661)	0.75	10	R	From:		Dead Ella, Ga	ар гени	iiius			NA			NA		04/29/2002
				To:		35-6	63									
				From:		35-6	61									
662	1.40	50	R	To:		25.6	(2				NA			NA		04/29/2002
				From:		35-6										
663	2.10	80	R			Dead	End				NA			NA		04/29/2002
0009				To:		35-6	65		į.							
663	2.47	70	F	89%	1%		2%	2%	0%	F	0.132	F	0.556	70	F	2002
				To: From:		35-6	62									
(663)	1.20	120	F	89%	1%	7% 2	2%	2%	0%	F	0.122	F	0.5	130	F	2002
				To: From:		35-6	64									
(663)	0.46	180	F	89%	1%		2%	2%	0%	F	0.126	F	0.66	180	F	2002
				To: From:		35-659 \ 35-659 I										
(663)	1.19	180	F	89%	1%		2%	2%	0%	F	0.152	F	0.64	180	F	2002
				To: From:		35-6	53									
663	0.37	410	F	89%	1%	7% 2	2%	2%	0%	С	0.106	F	0.535	420	F	2002
				To: From:		SR 100 N SR 100 S										
(663)	1.20	160	R			3K 100 3	00111				NA			NA		05/15/2002
000				To:		35-6	23		1							
663)	2.30	50	R	From:							NA			NA		05/15/2002
				To:		35-7	30									
$\bigcirc$			_	From:		35-6	65									0.4/00/22
664	2.15	40	R	To:		35-6	63		1		NA			NA		04/29/2002
				From:		35-6			<u>l</u>							
665)	1.85	170	R	Щ.		33-0	.00				NA			NA		04/29/2002
				To:		35-6	64									

					G	iles Maintenance Area								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Giles County				From:		35-664	1							
665	2.28	300	R	<u> </u>		33-004			NA			NA		04/29/2002
				To: From:		35-794 WEST								
665	0.65	670	R	Prom.					NA			NA		04/29/2002
				To-		SR 100								
$\bigcirc$			_	From:		Dead End								
666	0.40	20	R	To:		CD 42 WEST			NA			NA		04/29/2002
				From:		SR 42 WEST SR 42 EAST								
666	0.01	48	R						NA			NA		04/29/2002
$\bigcup$				To: From:		0.01 MS SR 42								
666	1.09	40	R	r tom.			_		NA			NA		04/29/2002
				To:		Dead End								
				From:		35-670 WEST								
667)	3.80	70	R						NA			NA		04/29/2002
				From:		Jeff Natl For Bndy								
667	0.60	90	R	. —					NA			NA		04/29/2002
				To:		35-670 EAST								
	0.17	20	В	From:		35-613			NΙΛ			NΙΔ		04/02/2002
668	0.17	30	R	To:		Dead End			NA			NA		04/03/2002
				From:		Dead End	<del></del>							
669	1.14	6	R			Dead Elid			NA			NA		04/29/2002
009		_		To:		1.14 ME Dead End								
660	0.21	30	R	From:		1.14 ME Dead Elid			NA			NA		04/29/2002
669				To:		35-670 WEST								
$\bigcirc$				From:		35-670 EAST								
669	1.10	30	R	To:		35-667			NA			NA		04/29/2002
				From:										
(270)	0.40	100	R	rioiii.		Bland County Line			NA			NA		04/29/2002
670	0.40	100	• • • • • • • • • • • • • • • • • • • •	т		0.40 \ D.J. O.F. CI			147 (			14/ (		04/20/2002
670	0.30	100	R	From:		0.40 MN OF CL			NA			NA		04/29/2002
670	0.00	100	• • • • • • • • • • • • • • • • • • • •	To:		25 (67 NJEOT			147 (			14/ (		04/20/2002
(670)	3.05	140	R	From:		35-667 WEST			NA			NA		04/29/2002
(670)	0.00	140	• • • • • • • • • • • • • • • • • • • •	Tai		25.667.71.07			147 (			14/ (		04/20/2002
(270)	0.53	280	R	From:		35-667 EAST			NA			NA		04/29/2002
670	0.00	200	• • • • • • • • • • • • • • • • • • • •	To:		SR 42			147 (			14/ (		04/20/2002
				From:		35-724 EAST								
(671)	3.50	110	R	<u> </u>					NA			NA		1999
				To		35-724 WEST								
				From:		35-724								
672	0.05	120	R						NA			NA		1999
				To: From:		35-795								
672	0.05	50	R						NA			NA		1999
				From:		0.05 MN 35-795								
(672)	0.90	50	R						NA			NA		04/15/2002
				To-		Dead End								
$\bigcirc$			_	From:		Dead End								0.414=16===
673)	1.00	40	R						NA			NA		04/15/2002
				To: From:		SR 61								
673	0.25	90	R	To:		25 724			NA			NA		04/15/2002
				10.		35-724								

					Giles Main	tenance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus 2Axle	Truck- 3+Axle 1T	rail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Giles County				From:	De	ad End		ĺ						
674	0.46	50	R					•	NA			NA		04/17/2002
				To: From:	0.46 MN	N Dead End		<b> </b>						
674)	0.41	NA		To:	3/	5-637		Ī	NA			NA		
				From:		R 61								
675)	0.20	40	R			K 01			NA			NA		04/15/2002
				To:		5-724								
070	1.20	50	R	From:	De	ad End			NA			NA		04/15/2002
676	1.20	30		To:	3:	5-724			IVA			IVA		04/10/200/
				From:	U	S 460								
678	0.69	90	R						NA			NA		04/09/2002
	0.45	20		From:	0.69 M	IN US 460			NIA			NIA		04/00/000
678)	0.15	20	R	To:	3:	5-615		1	NA			NA		04/09/2002
				From:		inia State Line	;							
679	0.20	20	R						NA			NA		04/15/2002
			_	From:	3:	5-704		<del> </del>						
679	1.00	30	R					•	NA			NA		04/15/2002
670	1.20	20	R	From:	3:	5-725			NA			NA		04/15/2002
679	1.20	20		To:	3:	5-649			11/-1			IVA		04/10/2002
				From:	3:	5-640								
680	0.26	60	R	To:	D	1E 1		1	NA			NA		04/17/2002
				From:		ad End R 100								
681)	0.20	40	R		31	C 100		l	NA			NA		05/15/2002
				To:	De	ad End								
$\bigcirc$	0.00	200	_	From:		5-625	0/ 00/		0.40	_	0.550	200		2002
682	0.20	260	F	97% To:	1% 2%	0% 0 5-730	% 0%	C 	0.13	F	0.552	260	F	2002
				From:		5-720								
683	0.11	40	R						NA			NA		04/11/2002
				From:	0.11 M	IN 35-720		]						0.4444000
683	0.21	20	R	To:	De	ad End		1	NA			NA		04/11/2002
				From:		ad End								
684)	0.89	20	R					•	NA			NA		04/11/2002
				From:	0.89 MN	N Dead End		}						
684)	0.91	320	R					_	NA			NA		04/11/2002
	0.16	320	R	From:	3.	5-720		}	NA			NA		04/11/2002
684)	0.16	320	K	To:	3:	5-635		Ī	INA			INA		04/11/2002
				From:		5-601								
685	0.90	120	R					1	NA			NA		04/01/2002
				To: From:		5-602		l						
(686)	0.26	40	R	FIOID:	De	ad End		J	NA			NA		04/09/2002
686	0.20			To:	3:	5-618								
				From:	ECL	Narrows								
687	0.04	50	R	To:	D.	ad End		1	NA			NA		1999
				10.	De	ad End		<u> </u>						

					G	iles Maintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle				Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Giles County				rI											
(688)	1.04	40	R	From:		35-623				NA			NA		04/09/2002
000				To:		Dead End									0 11 001 2002
				From:		35-730									
689	0.60	60	R	To:		35-622				NA			NA		05/15/2002
				From:		SR 100									
690	0.70	6	R	<u></u>		510 100				NA			NA		04/29/2002
				To:		Dead End									
	0.00	50	_	From:		Dead End				NIA			NIA		05/04/0000
691)	0.20	50	R	To:		35-813				NA			NA		05/21/2002
				From:		Dead End									
692)	0.46	40	R							NA			NA		05/13/2002
				From:		0.46 MN Dead I	End								
692	0.08	40	R	To:		CD 100		1		NA			NA		05/13/2002
				From:		SR 100 Dead End		I							
(693)	0.18	20	R			Dead Elid				NA			NA		04/17/2002
				To:		35-605									
			_	From:		35-615									
694)	0.50	10	R	To:		Dead End		1		NA			NA		04/09/2002
Town of Pembroke						Dead End									
				From:		35-626									
695)	0.20	110	R	To:		35-623		1		NA			NA		04/09/2002
Cilos Countr						33-023									
Giles County				From:		Dead End									
696)	0.08	30	R	To:		25.750		1		NA			NA		05/13/2002
				From:		35-750 Dead End									
(697)	0.04	10	R			Dead End				NA			NA		04/29/2002
				To:		SR 100									
$\bigcirc$			_	From:		35-796									
698)	0.10	40	R	To:		Dead End				NA			NA		04/01/2002
				From:		35-622									
(699)	0.60	20	R							NA			NA		05/15/2002
				To:		Dead End									
<u></u>	0.32	760	F	From: 96%	0%	US 460 2% 1%	1%	0%	С	0.096	F	0.72	780	F	2002
700	0.52	700	•	30 70	0 70		1 /0	070	C	0.030		0.72	700	'	2002
700	6.35	160	F	From: 96%	0%	35-604 2% 1%	1%	0%	F	0.206	F	0.714	160	F	2002
(700)				To:		35-613									
				From:		Dead End									
701)	0.15	30	R	To:		CCI Developed		1		NA			NA		04/17/2002
Town of Dl1				1		SCL Pembrok	<u> </u>								
Town of Pembroke				From:		SCL Pembrok	e								
(701)	0.18	30	R	To:		TTG 150				NA			NA		04/17/2002
C". C				10.		US 460		J							
Giles County				From:		35-601									
(702)	0.40	10	R							NA			NA		04/01/2002
				To:		Dead End									

					G	Giles Maintenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Giles County							c man 2	- Tuli		rioui		1 40101			
(702)	0.15	30	R	From:		SR 42				NA			NA		04/01/2002
(703)	0.10	•	•••	To		0.15 MS SR 4	12								0 110 112002
$\sim$				From:		0.16 MS SR 4									
703)	0.31	6	R							NA			NA		04/01/2002
				To:		Dead End									
Town of Glen Lvn				From:		US 460; 35-64	10	- 1							
704	0.02	900	R			03 400, 33-0	+0			NA			NA		1999
704)				To		25 (40									
(704)	0.14	700	R	From:		35-648				NA			NA		1999
704)	0.11		• • • • • • • • • • • • • • • • • • • •	Too		27.510									1000
	0.68	300	R	From:		35-649				NA			NA		1999
704)	0.00	300	IX.	To:		SCL Glen Ly	m			INA			INA		1999
Giles County						Sel Gion Ly									
Gues County				From:		SCL Glen Ly	n								
704)	0.15	60	R			-				NA			NA		1999
				To:		0.15 ME OF S	CL								
(704)	0.98	46	R	From:						NA			NA		04/15/2002
				To:		35-679									
				From:		Dead End									
705)	0.60	80	R							NA			NA		05/21/2002
				To:		US 460									
				From:		Dead End									
(706)	0.10	5	R							NA			NA		05/13/2002
				To:		35-622									
$\bigcirc$				From:		35-622									
707	0.34	20	R							NA			NA		05/15/2002
				From:		0.34 MN 35-6	22								
707	0.21	10	R							NA			NA		05/15/2002
				To:		Dead End									
				From:		35-663									
708	2.29	30	R							NA			NA		05/15/2002
				From:		2.29 MN 35-6	63								
(708)	0.04	50	R							NA			NA		05/15/2002
				To:		35-622									
			_	From:		SR 100									.==
709	0.20	30	R	To:		D4E-4				NA			NA		05/15/2002
						Dead End									
	0.40	280	R	From:		35-652				NA			NA		1999
710	0.40	200	ĸ							INA			INA		1999
$\overline{}$	0.40	470	_	From:		35-1110				NIA			NIA		4000
710	0.12	470	R	To:		SCL Narrow	10			NA			NA		1999
$\bigcirc$	1.00	80	R	From:		SR 100 WES	T			NA			NA		1999
711)	1.00	00	N	_ —						INA			INA		1333
	4 40	60		From:		1.00 ME SR 1	00			NI A			NI A		04/47/0000
711)	1.40	60	R	To:		SR 100 EAS	Т			NA			NA		04/17/2002
						SK 100 EAS	1								
Town of Rich Creek				From:		US 460 SOUT	ГН								
(712)	0.52	290	R	<u> </u>		22 .00 0001	-			NA			NA		1999
				To:		35-1021									
(712)	0.08	5900	R	From:		33-1021				NA			NA	-	1999
(712)	2.00		••	To:		US 460 NORT	ГН								
				•											

					Giles Maintenance Area TruckBus	Peak	Dir		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Hour	QK Factor	AAWDT (	QW Year
Giles County				From:	35-670	i			
713)	0.50	30	R	<u> </u>	33-070	NA		NA	04/29/2002
				To: From:	0.50 ME 35-670	]			
(713)	0.96	20	R	To:	D 15 1	NA 1		NA	04/29/2002
				From:	Dead End 35-613	<u> </u>			
714)	2.74	20	R		55-015	I NA		NA	04/03/2002
				To-	Dead End				
$\bigcirc$			_	From:	35-601				0.4.0.4.00.00
715	0.28	30	R	To:	Dead End	NA 1		NA	04/01/2002
				From:	US 460				
716	0.08	520	R			NA		NA	04/17/2002
				To:	35-640				
$\bigcirc$	0.45	00	_	From:	US 460			NIA	4000
717	0.45	20	R	To:	35-643	NA <b>1</b>		NA	1999
				From:	ECL Narrows	l			
(718)	0.15	40	R			NA		NA	1999
				To:	Dead End				
	0.47	400	_	From:	Dead End	N/A		NIA	1000
719	0.47	180	R	To:	SCL Narrows	NA 1		NA	1999
				From:	Dead End	1			
720	2.02	20	R			NA		NA	04/11/2002
				To: From:	35-683	]			
720	0.03	60	R			NA		NA	04/11/2002
				To: From:	35-684	1			
(721)	0.50	9	R	From:	Dead End	NA NA		NA	04/03/2002
721				To:	35-613	]			
				From:	35-635	]			
722	0.60	20	R	To:	D. IE I	NA 1		NA	04/03/2002
				From:	Dead End				
(723)	0.90	70	R		Dead End	NA		NA	04/03/2002
(723)				To:	35-613	]			
				From:	SR 61 WEST				
724	0.05	70	R	To:	35-676	NA 1		NA	1999
				From:	35-676 45-676				
(724)	0.80	60	R			NA		NA	1999
				To: From:	0.80 ME 35-676	]			
(724)	1.15	60	R			NA		NA	1999
	2.02	70		From:	SR 61 MID	<u> </u>		NIA	4000
724	3.02	70	R	_		NA 1		NA	1999
(724)	1.65	320	R	From:	35-673	NA		NA	1999
(724)		<u> </u>		To:	QD 41 EAST				
(724)	2.65	330	R	From:	SR 61 EAST	NA		NA	1999
.27			-	То:	WCL Narrows	1			
				From:	35-679				
725	1.40	50	R	To:	25 (40	NA 1		NA	04/15/2002
				10.	35-649				

					G	iles Main	tenance	Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Trud 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Rich Creek				From:		35	5-1006		ī							
(726)	0.14	210	R								NA			NA		1999
				To-		NCL F	Rich Creek									
Giles County				From:		NCL F	Rich Creek									
(726)	0.16	210	N	To:		11	S 219				NA			0	N	1999
Town of Pembroke							321)									
	0.25	100	R	From:		35	5-626				NA			NA		04/17/2002
(727)	0.23	100	11	To:		35-1420; \$	SCL Pemb	roke			INA			INA		04/11/2002
Giles County				From:		25 1420. 6	CCI Domah	ualra	1							
727)	0.08	10	R			35-1420; S	SCL Pellion	ioke			NA			NA		04/17/2002
				To:		Dea	ad End									
729	0.10	170	R	From:		35	5-1223				NA			NA		1999
728	0.10			To:		3.5	5-735		]		1471					1000
728)	0.05	270	R	From:			. 130				NA			NA		1999
				From:		3.5	5-736									
728	0.05	370	R	To:		SI	R 100				NA			NA		1999
				From:			S 219									
729	0.06	110	R								NA			NA		1999
	0.13	70	R	From:		35	5-738				NA			NA		1999
729	0.13			To:		34	5-611		1		INA			INA		1999
729	0.03	10	R	From:		5.	<i>j</i> -011				NA			NA		1999
				To:			ad End									
730	1.59	770	F	95%	1%	3%	5-750 1%	1%	0%	С	0.086	F	0.708	780	F	2002
1.00				To: From:			22 WEST									
730	9.56	360	F	95%	1%	3%	1%	1%	0%	F	0.127	F	0.505	370	F	2002
				From:			ad End									
(731)	0.10	10	R								NA			NA		05/15/2002
				To: From:			R 100									
732	0.07	50	R	rioni.		35	5-1505				NA			NA		1999
				To: From:		35	5-1504									
732	0.14	130	R	To:		2	5 (2)				NA			NA		1999
				From:			5-636 IR 42		<u> </u>							
733	0.89	10	R								NA			NA		04/29/2002
				To:			ad End									
(734)	0.22	48	R	From:		35	5-660				NA			NA		04/29/2002
				То:		Dea	ad End									<u> </u>
725	0.03	110	R	From:		35	5-1224				NA		-	NA		1999
735)	0.03	110		To:		25	5-1222		1		11/7			11/7		1333
735	0.09	60	R	From:			1444				NA			NA		1999
				From:		35	5-1223		ŀ							
735	0.05	80	R	To:		24	5-728		1		NA			NA		1999
						3:	)-140									

					Giles Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(;	eak our	QK	Dir Factor	AAWDT	QW	Year
Giles County				From:	35-728	İ						
(735)	0.08	50	R			١	۱A			NA		1999
				To	Dead End							
	0.00	60	_	From:	35-728	l ,	1.0			NΙΔ		1000
736	0.08	60	R	To:	Dead End	, 1	۱A			NA		1999
				From:	35-636							
(737)	0.35	60	R			١	۱A			NA		1999
				To:	35-1501							
$\bigcirc$	0.40	00	-	From:	35-729					NIA		4000
738	0.12	30	R	To:	35-779	י 1	۱A			NA		1999
				From:	Dead End							
739	0.01	60	R		Dead End		۱A			NA		04/11/2002
				To:	35-635							
$\widehat{}$				From:	35-602	Į						
(740)	0.29	20	R	To:	D 15.1	1	۱A			NA		04/01/2002
				From:	Dead End							
(741)	0.20	140	R	F10111	Dead End	J	۱A			NA		04/17/2002
(741)	0.20			To	SR 100; 35-1210	]						0
Town of Pembroke												
	0.00		_	From:	US 460	]						0.4.4.4.100000
(742)	0.22	500	R			, •	۱A			NA		04/11/2002
	0.03	300	R	From:	35-1412 WEST		۱A			NA		04/11/2002
742	0.03	300	K			ı' 1	NA			INA		04/11/2002
740	0.10	180	R	From:	35-1415		۱A			NA		04/11/2002
742)	0.10	100		To	DEGRIT COD		<b>1</b> /1			IVA		0-7/11/2002
742	0.01	90	R	From:	BEGIN LOOP		۱A			NA		04/11/2002
(142)				To:	35-1409	1						
742	0.25	100	R	From:	33-1407		۱A			NA		04/11/2002
9				To	35-1417							
(742)	0.15	60	R	From:		١	۱A			NA		04/11/2002
				To: From:	35-1412 EAST	]						
(742)	0.09	50	R			١	۱A			NA		04/11/2002
				To:	END LOOP							
Giles County				From:	Dead End	I						
(743)	0.70	150	R		~ ************************************		۱A			NA		04/29/2002
				To:	SR 100							
$\bigcirc$				From:	Dead End							
744)	0.50	30	R	To	35-654	۱ ۱	۱A			NA		05/13/2002
				From:	35-623	l T						
745)	1.33	130	R	<u></u>	33-023	1	۱A			NA		05/15/2002
				To:	Dead End	]						
$\sim$				From:	Dead End							
746	0.11	180	R			١	۱A			NA		1999
		450		To: From:	0.11 ME Dead End	<u> </u>						400-
746	0.21	180	R	To:	US 219	۱ ا	۱A			NA		1999
T					03 217	<u> </u>						
Town of Pembroke				From:	35-631							
(747)	0.04	70	R	_		1	۱A			NA		04/17/2002
				To:	35-1402							

					(-	Giles Maintenanc									
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Pembroke				From:		25 1402									
(747)	0.16	90	R			35-1402				NA			NA		04/17/2002
				To:		35-1404 EAST									
	0.05	420	R	From:		35-1404 WEST	Γ			NA			NA		04/17/2002
(747)	0.05	420	K							INA			INA		04/17/2002
747	0.06	40	R	From:		US 460		•		NA			NA		04/09/2002
(747)	0.00		.,	To:		Dead End				14/ (			147.		04/00/2002
Giles County								-							
_				From:		35-649									
748	0.10	NA		To:		Dead End				NA			NA		
				From:		Dead End									
(749)	0.10	10	R	<u> </u>		Dead Elid		<u> </u>		NA			NA		04/29/2002
(149)				To:		35-811									
(749)	0.03	40	R	From:		33-811				NA			NA		04/29/2002
(149)				To:		SR 100									
				From:		SR 100 SOUTI	I								
(750) Cedar Crest Lane	0.97	790	R							NA			NA		05/13/2002
				From:		35-660		-							
750	0.08	770	N	95%	1%	3% 1%	1%	0%	Ν	0.086	Ν	0.708	780	Ν	2002
				From:		35-730		-							
(750) Triangle Lane	0.36	110	R							NA			NA		05/13/2002
				10:		SR 100 NORTI	H								
	0.50	6	R	From:		Dead End				NA			NA		04/09/2002
(751)	0.50	0	K	To:		35-688				INA			INA		04/09/2002
				From:		Dead End									
(752)	0.40	50	R	J		Doud End				NA			NA		05/15/2002
				To:		35-622									
				From:		35-623									
753	0.88	80	R							NA			NA		04/09/2002
				To: From:		Jeff Natl For Bn	dy								
(753)	0.11	20	R	To:		D J.F J				NA			NA		04/09/2002
						Dead End									
Town of Pembroke				From:		35-626									
(754)	0.25	20	R							NA			NA		04/09/2002
				To:		Dead End									
Giles County				From:		35-635		I							
(755)	0.20	5	R	<u> </u>		33-033				NA			NA		04/03/2002
				To:		Dead End				-					
				From:		Dead End									
756	0.25	20	R							NA			NA		04/11/2002
				To:		US 460									
	0.04	240	_	From:		US 460 WEST				NIA			NIA		04/44/0000
757	0.21	210	R	To:		US 460 EAST	,			NA			NA		04/11/2002
				From:		US 460		<u> </u>							
(758)	0.02	30	R			05 400				NA			NA		04/09/2002
				To:		Dead End									
				From:		Dead End									
(759)	0.10	6	R	_						NA			NA		04/15/2002
				To:		SR 61									

D4		4457		47.	Giles Maintenance Area TruckBus	00 Pe	eak	011	Dir	A A14/5=	0147	
Route	Length	AADT	QA	4 I ire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Ho	our	QK	Factor	AAWDT	QW	Year
Giles County				From:	Dead End							
(760)	0.10	10	R	To	SR 61	l N	IA			NA		04/15/2002
				From:	Dead End							
(761)	0.25	20	R		Dead End	N	IA			NA		04/11/2002
				To:	35-809							
$\bigcirc$				From:	35-613							
762	0.75	50	R	To:	D1E-1	l N	IA			NA		04/03/2002
				From:	Dead End							
(763)	0.35	10	R		SR 100	l N	ΙA			NA		04/17/2002
(100)				To:	Dead End							
				From:	US 219							
(764)	0.25	20	R			N	IA			NA		04/15/200
				10:	Dead End							
G05	0.10	20	R	From:	Dead End	l ,	IA			NA		04/01/2002
765	0.10	20	K	To:	35-700		iA			INA		04/01/200
				From:	Dead End							
766	0.20	6	R	-		N	IA			NA		04/09/2002
				To:	0.20 MN Dead End							
766	0.70	30	R	r tom.		N	lΑ			NA		04/09/2002
				To:	35-626							
$\bigcirc$				From:	35-622							0=/4=/000
767	0.25	4	R	To:	Dead End	l I	IA			NA		05/15/200
				From:	35-622							
(768)	0.30	10	R	<u> </u>	33*022	l N	IA			NA		05/15/200
				To:	Dead End							
				From:	Dead End							
769	0.20	50	R	. —		N	IA			NA		04/11/200
				To:	35-641							
(770)	0.64	20	R	From:	SR 42	l	IA			NA		04/01/200
770	0.04	20	1	To:	Dead End					14/-3		04/01/200
				From:	US 460 WEST							
(771)	0.28	220	R			N	ΙA			NA		05/21/200
				To: From:	35-772							
(771)	0.17	660	R			N	IA			NA		05/21/200
				To:	US 460 EAST							
	0.25	6	R	From:	Dead End		IA			NA		05/21/2002
772	0.25	0	K	_		ı 1	iA.			INA		03/21/2002
(770)	3.10	580	R	From:	35-612 SOUTH		IA			NA		05/21/200
772	3.10	300		To:	35-771		17-1			14/-3		03/21/200/
				From:	35-778							
773	0.01	40	R			N	IA			NA		04/09/2002
				To:	US 460							
$\cap$	0.00	00	_	From:	Dead End		۱۸			NI A		04/47/0000
774)	0.30	80	R				IA			NA		04/17/2002
	0.40	00		From:	0.30 MN Dead End	<del>.</del>	١٨			NI A		04/47/0000
774	0.12	80	R	To:	US 460	l N	IA			NA		04/17/2002
				From:	Dead End							
(775)	0.30	20	R		Doug Liid	N	ΙA			NA		04/01/2002
				To:	35-602							

					Giles Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	QK Dir Factor	AAWDT	QW Year
Giles County				From:	Dead End				
(776)	0.30	40	R	_		NA		NA	04/15/2002
				To:	SR 61				
	0.00	440		From:	US 460 EAST	NIA		NIA	04/00/2003
777	0.03	140	R			NA •		NA	04/09/2002
	0.74	80	R	From:	35-778	NA		NA	04/09/2002
777	0.74	00	K	To:	US 460 WEST	INA 		INA	04/09/2002
				From:	35-777				
778	1.11	46	R	l-		NA		NA	04/09/2002
				To:	US 460; 35-730				
$\bigcirc$				From:	US 219				
779	0.03	60	R			NA		NA	1999
				From:	35-792				
779	0.04	40	R			NA		NA	1999
				From:	35-738				
779	0.11	20	R	To:	Dead End	NA		NA	1999
				From:					
790)	0.40	10	R		Dead End	NA NA		NA	04/09/2002
780	00			To:	35-615				0 00. 200.
				From:	Dead End				
781)	0.57	140	R			NA		NA	04/11/2002
				To-	35-635				
$\bigcirc$				From:	SR 61				
782	0.08	450	R			NA		NA	1999
	0.07			To: From:	35-1601	N10			1000
782	0.07	40	R	To	Dead End	NA I		NA	1999
				From:	US 460				
(783)	1.67	160	R		US 400	NA NA		NA	04/01/2002
(100)				To:	35-700 NORTH				
				From:	US 460				
(784)	0.13	100	R			NA		NA	04/09/2002
				To:	Dead End				
	0.00	_	_	From:	SR 100			NIA	05/45/000
785	0.30	5	R	To:	Dead End	NA I		NA	05/15/2002
				From:	Dead End				
(786)	0.20	40	R		Dead Lind	NA		NA	04/15/2002
<u> </u>				To:	0.20 MN Dead End				
786	0.80	40	R	From:	V.2. V.2. V.2. V.2. V.2. V.2. V.2. V.2.	NA		NA	04/15/2002
				To:	SR 61				
				From:	35-641				
(787)	0.15	47	R	To:	D 15 1	NA		NA	1999
					Dead End				
(700)	0.13	40	R	From:	SR 100 SOUTH	NA NA		NA	1999
788	0.13	70	11	To	SR 100 N; 35-1227	INA		INA	1333
				From:	Dead End				
789	0.03	10	R	į.	-	NA		NA	1999
				To: From:	35-642				
(789)	0.13	60	R	rrout.		NA		NA	1999
$\bigcirc$				To:	35-790				

					Glies Maintenance Area						
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trai	(1)(')	eak lour	QK Dir Factor	AAWDT	QW	Year
Giles County				From:	35-790	1					
789	0.09	50	R		33-170	_  	NA		NA		1999
				To:	Dead End						
$\bigcirc$	0.04	420		From:	35-789	]			NIA		4000
790	0.04	130	R	_		, ,	NA		NA		1999
700	0.03	160	R	From:	35-791		NA		NA		1999
790	0.00	100		To:	US 219	]	***		147 (		1000
				From:	35-790	]					
791	0.11	40	R	т	D 15 1	, l	NA		NA		1999
				From:	Dead End						
792)	0.05	20	R		35-779		NA		NA		04/15/200
732				To-	Dead End						
$\sim$				From:	Dead End	]					
793	1.44	120	R	To:	WCL Pearisburg	 	NA		NA		1999
				From:	35-665 EAST	1					
794)	0.60	110	R		33-003 EAS1	<u>.]</u> 	NA		NA		04/29/200
				To:	35-665 WEST						
				From:	35-672						
795	0.17	100	R	To:	D. IF. I	ן ד	NA		NA		1999
				From:	Dead End US 460						
796	0.99	160	R		U3 400	_  	NA		NA		04/01/200
(100)				To:	SR 42; 35-800	1					
796)	0.08	70	R	From:		<u>.</u>	NA		NA		04/01/2002
				To: From:	35-698	]					
796	0.54	50	R				NA		NA		04/01/2002
				From:	35-801	]					
796	0.14	5	R	To:	Dead End	 	NA		NA	1	04/01/200
				From:	SR 42						
(797)	0.58	80	R		JK 72	_] 	NA		NA		04/01/200
				To:	US 460						
$\overline{}$				From:	US 460						
(798)	0.19	30	R	To:	Dead End	י ד	NA		NA	(	04/17/200
				From:	US 460	l l					
(799)	0.19	NA		<u> </u>	CB 166		NA		NA		
				To:	Dead End						
$\bigcirc$	0.00			From:	Dead End						0.4.10.4.10.00.4
800	0.30	50	R	To:	SR 42; 35-796	, 1	NA		NA		04/01/2002
				From:	35-797	1					
801)	0.08	46	R	<u> </u>			NA		NA	i	04/01/2002
$\bigcirc$				To:	35-796	<u> </u>					
<u> </u>	0.10	4		From:	35-605	J		· <u> </u>	NIA		04/17/202
802	0.12	1	R	To:	Dead End	]	NA		NA		04/17/2002
				From:	Dead End	l					
(803)	0.40	60	R	_		_ _	NΑ		NA	í	05/21/200
				To:	35-772	<u> </u>					
	0.00	E0	Б	From:	35-635	]			NIA		04/02/2004
804)	0.20	50	R	To:	Dead End	]	NA		NA		04/03/2002
					****	-					

					Glies Mailiteriance Area							
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	()(;	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Giles County				From:	Dead End	1						
805)	0.08	NA				J 7	NA			NA		
Town of Rich Creek				To-	35-620	<u> </u>						
				From:	WCL Rich Creek							
806)	0.04	8	R			1	NA			NA		1999
806)	0.04	90	R	From:	35-1018		NA			NA		1999
				To:	35-1025	}						
806	0.14	400	R	<u>-</u>		-	NA			NA		1999
	0.09	940	R	From:	35-1024	]	NA			NA		1999
806	0.09	340		To:	35-1010	1	INA			INA		1999
806)	0.15	1400	R	From:	33-1010	1	NA			NA		1999
				To: From:	35-1020	}						
806	0.06	1400	R	To:	US 219	1	NA			NA		1999
Giles County					08 219	<u> </u>						
	0.00	40	_	From:	Dead End		NIA			<b>N</b> IA		4000
807)	0.08	10	R		22.122	7	NA			NA		1999
807)	0.67	50	R	From:	35-1229		NA			NA		1999
007)				To:	US 460 BUS							
$\bigcirc$	0.50	40	_	From:	35-635		NIA			NIA		04/47/000
808)	0.50	40	R	To-	Dead End	1	NA			NA		04/17/2002
				From:	Dead End	]						
809	0.42	40	R				NA			NA		04/11/200
	0.10	220	R	From:	35-761	}	NIA			NIA		04/44/000
809)	0.12	230	ĸ	To:	35-635	]	NA			NA		04/11/200
				From:	35-730							
810	0.30	30	R	To:	Dead End	1	NA			NA		05/15/200
				From:	35-749	1						
(811)	0.56	60	R			-	NA			NA		04/29/2002
				To:	SR 100	1						
812)	0.19	70	R	From:	35-783	j	NA			NA		04/01/200
012)				To:	Cul-de-Sac	]						
$\bigcirc$	0.05	50	_	From:	Dead End		NIA			<b>N</b> IA		05/04/000
813)	0.35	50	R	To:	25 (01	7	NA			NA		05/21/2002
813)	0.05	100	R	From:	35-691	]	NA			NA		05/21/2002
				To: From:	35-814	<u> </u>						
813)	0.10	120	R	To		1	NA			NA		05/21/2002
				From:	35-730 35-813	l						
814)	0.07	6	R	<u> </u>	33-013	_	NA			NA		05/21/2002
				To:	Dead End	<u> </u>						
	0.08	50	R	From:	35-622		NA			NA		05/15/2002
815	0.00	<b>30</b>	ĸ	To:	Dead End	1	INA			INA		03/13/2002

					Giles Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	()K	AAWDT QV	V Year
Giles County				From:	Dead End				
(816)	0.25	30	R		Dona E.i.d	NA		NA	05/15/2002
				To:	35-689				
047	0.80	20	R	From:	35-654	NA		NA	05/13/2002
817)	0.00	20		To:	Dead End	INA		IVA	03/13/2002
				From:	Dead End/				
818	0.07	NA		To:	35-00758(B)/	NA I		NA	
				From:	0.33 ME 35-1241				
820	0.10	20	R		0.33 NIL 30 12 II	NA		NA	04/29/2002
				To:	Dead End				
	0.15	NA		From: J	B-WV/GRAY SULPHER ROAD(U)/WEST	NA		NΙΔ	
822	0.15	NA		To:	Dead End/	NA 		NA	
				From:	Dead End/				
833	0.30	NA		_		NA		NA	
				To:	35-00622(B)/				
Town of Rich Creek				From:	US 219				
1001	0.20	180	R			NA		NA	1999
_				To: From:	0.20 MN US 219				
(1001)	0.42	180	R	To:	D. J.C. J	NA I		NA	1999
				From:	Dead End 35-1023				
1002	0.04	1000	R		33-1023	l NA		NA	1999
				To:	35-1021				
1002	0.05	300	R			NA		NA	1999
				From:	35-1019				
1002	0.06	280	R	To:	25 1002	NA I		NA	1999
				From:	35-1003 35-1006				
1003	0.05	40	R	<u> </u>	33-1000	NA		NA	1999
				To:	35-1002				
$\bigcirc$	0.05	400	-	From:	35-1006	NIA		NIA	4000
(1005)	0.25	120	R	To:	35-1006	NA 		NA	1999
				From:	Dead End				
1006	0.04	NA				NA		NA	
				To: From:	35-1012				
1006	0.14	50	R			NA		NA	1999
$\overline{\bigcirc}$	0.17	120		From:	35-1014 EAST	NIA		NIA	1000
1006	0.17	130	R	. —		NA		NA	1999
(1006)	0.15	330	R	From:	35-1014 WEST	NA		NA	1999
(1000)				To:	35-726				
(1006)	0.08	430	R	From:	55 120	NA		NA	1999
				To: From:	35-1005 EAST				
1006	0.05	480	R			NA		NA	1999
				From:	35-1005 WEST				,
1006	0.36	580	R			NA		NA	1999
	0.06	580	R	From:	35-1003	NA		NA	1999
(1006)	0.00	300		To:	35-1019	INA			

					Glies Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	QK Dir AAWDT QW	Year
Town of Rich Creek				From:	35-1019			
1006	0.05	850	R	<u> </u>	33-1019	NA	NA	1999
				To: From:	35-1021			
(1006)	0.04	170	R			NA	NA	1999
				To	35-1023			
	0.10	50	R	From:	35-712	N/A	NA	1999
(1007)	0.10	30	K	To	Dead End	NA 	IVA	1998
				From:	35-712			
1008	0.15	70	R			NA	NA	1999
				To:	Dead End			
	0.40	50	_	From:	35-712	NIA.	NIA	4000
1009	0.10	50	R	To	Dead End	NA I	NA	1999
				From:	35-806			
1010	0.07	90	R	<u> </u>	55 550	NA	NA	1999
				To: From:	35-1022			
1010	0.01	120	R			NA	NA	1999
<u> </u>				To	35-1020			
$\bigcirc$	0.12	<b>50</b>	В	From:	35-712	NIA	NIA	1000
(1011)	0.12	50	R	To:	Dead End	NA I	NA	1999
				From:	35-1015			
1012	0.04	10	R	<u> </u>	33 1013	NA	NA	1999
				To: From:	35-1013			
1012	0.04	40	R	From:		NA	NA	1999
				To:	35-1006			
$\bigcirc$	2.22		_	From:	35-1012		N.A.	4000
1013	0.09	60	R	To:	35-1014	NA I	NA	1999
				From:	35-1006			
(1014)	0.05	120	R		55-1000	NA	NA	1999
				Tav	35-1015			
1014	0.04	90	R	From:		NA	NA	1999
				To: From:	35-1013			
1014	0.04	40	R	r rom:		NA	NA	1999
				To:	35-1006			
	0.00	20	Б	From:	Cul-de-Sac	NI A	, ALA	4000
1015	0.23	30	R			NA	NA	1999
4045	0.10	60	R	From:	35-1012	NA	NA	1999
(1015)	0.10	00	11	To:	35-1014		IVA.	1999
				From:	Dead End			
(1016)	0.05	20	R			NA	NA	1999
				To:	35-712			
_	0.45	20	В	From:	Dead End	NI A	NΙΛ	1000
1017	0.15	20	R	To:	35-726	NA I	NA	1999
				From:	Dead End			
1018	0.25	40	R			NA	NA	1999
				To:	35-806			
$\bigcirc$				From:	35-1006			
1019	0.05	450	R	To:	25 1002	NA I	NA	1999
					35-1002			

					Giles Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	(.)K	$\Delta \Delta M M M M$	Year
Town of Rich Creek				From:	35-1002	i			
(1019)	0.05	700	R		33-1002	NA		NA	1999
				To	US 219				
				From:	35-806				
1020	0.20	200	R			NA		NA	1999
				To:	35-1010				
4000	0.10	6000	R	From:	35-712	J NA		NA	1999
1021)	0.10	0000		т	25 1006	1		IVA	1000
1021	0.07	6200	R	From:	35-1006	NA		NA	1999
1021	0.0.	0200		To:	35-1002	1			
1021	0.06	6400	R	From:	33-1002	NA		NA	1999
				To:	US 219				
				From:	35-1010				
1022	0.05	30	R			NA		NA	1999
				To:	Dead End				
$\overline{}$	0.00	440	_	From:	35-1006	]		NIA	4000
1023	0.06	140	R			NA •		NA	1999
	0.00	20	В	From:	35-1002	NIA.		NIA	1005
1023	0.08	20	R	To:	Dead End	NA 1		NA	1995
				From:	35-806	! 			
1024	0.14	280	R		33-600	NA		NA	1995
				To:	35-647	]			
1024	0.04	100	R	From:	33-047	NA		NA	1999
				To:	Dead End				
				From:	35-806				
1025	0.30	50	R	-		NA		NA	1999
				To:	NCL Rich Creek				
Giles County				From:	Dead End				
(1030)	0.12	190	R		D viii Diii	NA		NA	1999
				To:	35-642				
<u> </u>				From:	NCL Narrows				
1101)	0.01	20	R			NA		NA	1999
				To:	Dead End				
	0.10	46	R	From:	Dead End	] NA		NA	1999
1104	0.10	40	K	To:	35-1105	]		INA	1999
				From:	ECL Narrows	<u> </u>			
1105	0.02	700	R	<u> </u>	Belivarions	NA		NA	1999
				To:	35-1107	1			
1105	0.05	720	R	From:		NA		NA	1999
<u> </u>				To: From:	35-1104	1			
1105	0.25	780	R	riom:		NA		NA	1999
				To:	US 460				
$\overline{}$			_	From:	Dead End				
1106	0.43	100	R	To:	CCI N.	NA 1		NA	1999
					SCL Narrows	<u> </u>			
4497	0.15	40	R	From:	35-1105	NA		NA	1999
1107	0.13	<del>-,</del> u	1	To:	Dead End	]		LVA	1999
				From:	Dead End	I			
1108	0.50	30	R			NA		NA	1999
				To	35-1106				

					Giles Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak I Hour	()K		Year
Giles County				From:	Dead End	1			
1110)	0.06	20	R			NA		NA	1999
				To:	35-710	<u> </u>			
1111	0.10	20	R	From:	Dead End	J NA		NA	1999
1111)				To:	35-710	1			
$\widehat{}$				From:	Dead End				
1112	0.06	20	R	To:	35-710	NA T		NA	1999
				From:	Dead End				
1113	0.03	20	R		Dead End	NA		NA	1999
				To:	35-710				
$\bigcirc$	0.10	40	_	From:	35-652	NIA.		NIA	1000
1120	0.10	40	R	To:	Dead End	NA T		NA	1999
				From:	ECL Pearisburg S				
1201)	0.10	200	R	<u>-</u>		NA		NA	1995
				To: From:	35-1202	]			
1201)	0.01	130	R			NA _		NA	1995
	0.00	400		To: From:	35-1203	]		NIA.	4000
1201)	0.39	100	R	_		NA -		NA	1986
(m)	0.13	280	R	From:	35-1202	NA		NA	1995
1201	0.13	200		To:	ECL Pearisburg N			IVA	1000
				From:	35-1201	]			
1202	0.07	40	R	To:	25 1201	NA T		NA	1995
				From:	35-1201	<u> </u>			
1203	0.07	100	R		ECL Pearisburg	NA NA		NA	1993
				To:	35-1201	1			
				From:	ECL Pearisburg				
1204	0.05	NA		To:	Dead End	NA T		NA	
				From:	Dead End  Dead End	<u> </u>			
1209)	0.10	70	R		Dead Elle	NA		NA	1995
				To:	SR 100				
$\bigcirc$	0.40	740	_	From:	SR 100; 35-741			NIA	4005
1210	0.19	740	R	To:	SR 100	NA T		NA	1995
				From:	Dead End				
1211	0.07	20	R			NA		NA	1995
				To:	SR 100				
	0.03	70	R	From:	Dead End	NA		NA	1993
1212	0.03	70	K	To:	0.02 M) D J F J	7		NA.	1993
1212	0.12	110	R	From:	0.03 MN Dead End	NA		NA	1995
				To:	WCL Pearisburg				
$\overline{}$				From:	Cul-de-Sac	]			
1213	0.41	110	R			NA -		NA	1995
	0.24	220		To: From:	35-1214	NIA.		NIA	1005
1213	0.34	230	R	To:	35-640	NA T		NA	1995
				From:	35-1213	l			
1214	0.19	80	R			NA		NA	1995
$\bigcirc$				To:	Cul-de-Sac				

<u> </u>						Giles Maintenance									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Giles County				From:		SR 100									
(1215)	0.06	230	R							NA			NA		1999
	0.11	150	R	From:		35-1216				NA			NA		1999
(1215)	0.11	150	IX.	To:		35-1218				INA			INA		1999
(1215)	0.06	90	R	From:		33-1216				NA			NA		1999
				To: From:		35-1226									
(1215)	0.16	46	R							NA			NA		1999
				To: From:		Dead End 35-1215									
(1216)	0.07	120	R			33-1213				NA			NA		1999
				To- From:		35-1218									
(1216)	0.05	60	R							NA			NA		1999
				To:		35-1226									
	0.23	1000	R	From:		SR 100				NA			NA		1999
(1217)	0.23	1000	IX.	To		Dead End				INA			INA		1999
				From:		35-1216									
1218	0.06	20	R							NA			NA		1999
				To:		35-1215									
(1219)	0.28	180	R	From:		SR 100				NA			NA		1986
(1219)	0.20	100	.``	To:		SR 100									1000
				From:		Dead End									
(1220)	0.33	40	R	To:						NA			NA		1999
				From:		35-1227									
(1222)	0.06	30	R			35-735				NA			NA		1999
(1222)				To:		Dead End									
$\bigcirc$				From:		35-728									
1223	0.10	60	R	To:		35-735				NA			NA		1999
				From:		Dead End		<u>_</u>							
(1224)	0.21	140	R	L		Doud End				NA			NA		1999
				To:		SR 100									
$\bigcirc$	0.00	40	_	From:		Dead End				NIA			NIA		05/45/0000
(1225)	0.20	40	R	To:		35-638				NA			NA	•	05/15/2002
				From:		35-1216		1							
(1226)	0.09	30	R							NA			NA		1999
				To:		35-1215									
	0.10	48	R	From:		Cul-de-Sac				NA			NA		1999
(1227)	0.10	40	K	To		25 1220				INA			INA		1999
(1227)	0.19	120	R	From:		35-1228				NA			NA		1999
		-		Ta		35-1231									-
(1227)	0.10	210	R	From:		20 1231				NA			NA		1999
				To: From:		35-1220									
(1227)	0.10	260	R							NA			NA		1999
				To:		SR 100; 35-788	3								
(1228)	0.05	20	R	From:		Dead End				NA			NA		1999
1228	0.00		••	To:		35-1227				. */ `					.000

					s Maintenand								
Route	Length	AADT	QA	4Tire		uck 1Trail 2Trai		Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Giles County				From:	35-637		1						
1229	0.04	160	R				_	NA			NA		1999
(1229)	0.06	140	R	To: From:	35-1239			NA			NA		1999
				To: From:	35-807		}						
1229	0.01	160	R	To:	US 460 BUS		1	NA			NA		1999
				From:	Dead End								
1230	0.15	40	R	To:	SR 100		- 1	NA			NA		04/17/2002
				From:	35-1227								
(1231)	0.05	20	R	<u> </u>				NA			NA		1999
				To:	Dead End								
1232	0.11	50	R	From:	Dead End			NA			NA		1986
				To:	35-1234		1						
(1232)	0.11	60	R	From:			-) -1	NA			NA		1986
				To:	Dead End								
1233	0.08	40	R	From:	Dead End			NA			NA		1986
				To: From:	35-1234		<del></del>						
1233	0.11	180	R	To:	Dead End		- 1	NA			NA		1986
				From:									
(1234)	0.03	460	R	Piolii.	ECL Pearisbur	g		NA			NA		1986
				To: From:	35-1232		}						
(1234)	0.07	280	R	т			7	NA			NA		1986
(1234)	0.04	4	R	From:	35-1233			NA			NA		1986
(1234)	0.01	•		To:	Dead End		1	147 (					1000
				From:	35-634								
(1235)	0.13	200	R				-	NA			NA		1986
				To:	35-1238								
	0.12	190	R	From:	35-634			NA			NA		1986
1236	0.12	130	IX.	To:	35-1238		1	INA			INA		1900
				From:	NCL Pearisbur	·g							
1238	0.03	20	R				_	NA			NA		1986
				To: From:	35-1235		]						
1238	0.09	70	R					NA			NA		1986
				From:	35-1236		}						
(1238)	0.09	120	R	To:	25.624		7	NA			NA		1986
				From:	35-634		l						
(1239)	0.15	20	R	r tonii.	35-1229		J	NA			NA		1999
(1239)				To:	Dead End								
				From:	35-637								
1240	0.06	20	R	T	·		7	NA			NA		1999
				To:	Dead End								
(1241)	0.07	10	R	From:	35-637		J	NA			NA		1999
1241)	0.07			To	 Dead End		L						
_				From:	35-634								
1242	0.13	30	R				7	NA			NA		1993
				To:	Dead End								

					Giles Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus	OC.	()K	Dir AAWDT QW Factor	Year
Fown of Glen Lvn				From:	Dealerd				
(1301)	0.14	40	R		Dead End	NA		NA	1999
(1301)				To-	35-704				
_				From:	West Virginia State Line				
1302	0.05	40	R			NA		NA	1999
				To:	35-648				
	0.08	50	R	From:	35-1304	NA		NA	1999
1303)	0.00	50	K	To:	35-704	INA		IVA	1999
				From:	Dead End				
1304)	0.04	45	R			NA		NA	1999
				To: From:	35-1303				
(1304)	0.03	NA		From:		NA		NA	
				To:	Dead End				
$\bigcirc$				From:	Dead End				
1305	0.07	2	R	To:	25 704	NA		NA	1999
				10.	35-704				
Giles County				From:	35-806				
(1306)	0.30	60	R	4		NA		NA	1999
				To:	Dead End				
Town of Glen Lvn									
	0.05	220	R	From:	Dead End	NA		NA	1999
(1307)	0.00	220		To:	35-649	IN/A		IVA	1000
				From:	US 460				
(1308)	0.47	250	R			NA		NA	1999
				To:	ECL Glen Lyn				
Giles County				r					
	0.21	40	R	From:	ECL Glen Lyn	NA		NA	1999
1308	0.21	40	IX.	To:	Dead End	IN/A		IVA	1333
Town of Pembroke									
				From:	35-1404				
(1401)	0.06	180	R		XX2 450	NA		NA	1986
				To:	US 460				
(1402)	0.12	90	R	From:	35-747	NA		NA	1986
(1402)	0.12	30	IX.	To:	35-1404	IN/A		IVA	1300
				From:	US 460; 35-626				
(1403)	0.12	300	R		,	NA		NA	1986
				To: From:	35-1413; 35-1414				
1403	0.13	30	R	110111.		NA		NA	1986
				To:	35-626				
$\bigcirc$				From:	US 460				
1404	0.02	NA		_		NA		NA	
				From:	35-631			<b></b>	4000
1404	0.05	90	R	_		NA		NA	1986
				To: From:	35-1402				
1404	0.04	280	R	٠		NA		NA	1986
				From:	35-747 WEST				,
1404	0.02	620	R	_		NA		NA	1986
				To: From:	35-747 EAST				
(1404)	0.14	660	R	To:	25 622 WEST	NA		NA	1986
				- 45-	35-623 WEST				

					Giles Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	O.C.	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Pembroke				From:	35-623 WEST							
(1404)	0.03	1300	F		33-023 WEST		0.098	F	0.561	1300	F	2002
				To: From:	35-623 EAST							
1404)	0.17	1000	R	r tom.			NA			NA		1986
				To: From:	35-1401							
1404)	0.15	1300	R				NA			NA		1986
				From:	35-626							
1404)	0.02	1400	R	To:	US 460		NA			NA		1986
Giles County				<u> </u>	CB 400							
				From:	Dead End							
1405	0.06	9	R	To:	25 1420; SCI Dambuolto	Ī	NA			NA		1986
				10.	35-1420; SCL Pembroke							
Cown of Pembroke				From:	35-1420; SCL Pembroke							
1405)	0.07	30	R				NA			NA		1986
				To: From:	35-626							
1405	0.05	80	R			_	NA			NA		1986
$\overline{}$	2.05			From:	35-1408							4000
1405	0.05	5	R	To:	Dead End	Ì	NA			NA		1986
				From:	35-626							
1406)	0.06	40	R	<u> </u>	33 020		NA			NA		1986
				To:	35-1408							
$\widehat{}$				From:	35-626							4000
1407	0.06	40	R	To:	35-1408		NA			NA		1986
				From:	35-1407							
1408)	0.05	30	R	<u> </u>	35 110,		NA			NA		1986
				To: From:	35-1406							
1408)	0.05	80	R			· 1	NA			NA		1986
				To:	35-1405							
1409)	0.20	50	R	From:	US 460		NA			NA		1986
1409)	0.20			To:	35-1415		1471			147 (		1000
1409)	0.05	40	R	From:	33-1413		NA			NA		1986
1440)				To:	35-742							
				From:	US 460							
1410	0.18	50	R	To:	Dead End	Ī	NA			NA		1993
				From:	Dead End							
1411)	0.12	50	R	<u> </u>	Dead End		NA			NA		1986
				To:	35-626							
				From:	35-742 SOUTH							
1412	0.20	80	R	To:	25 742 NODTH	Ì	NA			NA		1986
				From:	35-742 NORTH  Dead End							
1413	0.10	30	R	<u></u>	Deau Ellu		NA			NA		1986
<u> </u>				To:	35-1403; 35-1414							
1413)	0.15	70	R	From:			NA			NA		1986
				To:	Dead End	<u> </u>						
$\overline{}$	0.01	000	_	From:	35-1403; 35-1413		N.1.0			N. A.		4000
1414	0.04	220	R	To:	35-1416		NA			NA		1986
					JJ-1410							

					Giles Maintenance Area					
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	OC.	QK	Dir Factor	AAWDT	QW Year
Town of Pembroke				From:	35-1416					
1414	0.05	70	R	<u> </u>	33-1410	NA			NA	1986
	0.16	40		To: From:	35-1418	NIA			NA	1006
(1414)	0.16	10	R	To	Dead End	NA 			INA	1986
				From:	35-742					
(1415)	0.10	40	R	To:	25.1400	NA			NA	1986
				From:	35-1409 0.08 MS 35-1414					
(1416)	0.08	30	R		0.00 M3 33-1414	NA			NA	1986
				To: From:	35-1414					
(1416)	0.43	130	R			NA			NA	1993
				To: From:	Dead End					
(1417)	0.17	20	R	From.	35-742	l NA			NA	1995
(1417)				To:	Dead End					
				From:	Dead End					
(1418)	0.04	10	R			NA			NA	1995
	0.02	40		From:	35-1414	NIA			NIA	4005
(1418)	0.03	10	R	_		NA			NA	1995
(1418)	0.08	20	R	From:	0.03 MS 35-1414	NA			NA	1999
(1418)	0.00			To:	Dead End	147.			147 (	1000
				From:	Cul-de-Sac					
(1419)	0.10	30	R	To:		NA			NA	1993
				In-	35-626					
Giles County				From:	35-1405					
(1420)	0.20	20	R			NA			NA	1995
				To:	35-727; SCL Pembroke					
Town of Pembroke				From:	35-626					
(1421)	0.10	10	R	<u> </u>		NA			NA	04/09/200
				To:	Dead End					
Giles County				From:	35-1432					
1430	0.33	NA		<u> </u>	33 1132	NA			NA	
				To:	35-626					
$\bigcirc$	0.40	NIA		From:	35-1430	NI A			NIA	
(1431)	0.19	NA		To	Cul-de-Sac	NA			NA	
				From:	35-626					
1432	0.71	NA				NA			NA	
				To:	Cul-de-Sac					
	0.00		_	From:	35-1504	NI A			NIA	4000
1501)	0.06	60	R			NA			NA	1999
(1501)	0.06	150	R	From:	35-737	NA			NA	1999
1301)	3.55			To:	35-636	1.0.1				
				From:	35-737					
(1502)	0.08	200	R			NA			NA	1999
				To:	35-636					
(1503)	0.14	60	R	From:	35-1504	NA NA			NA	1999
1303				To:	35-636 WEST				1 1 1 1	
				•						

					Giles Maintenance Area					
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	OC.	()	Dir Factor	AAWDT QW	Year
Giles County				-		•				
(1500)	0.42	90	R	From:	35-636 WEST	J N	Δ		NA	1999
(1503)	0.42	30		To-	35-636 EAST				IVA	1000
				From:	35-1501	]				
(1504)	0.06	60	R			N	A		NA	1999
				To: From:	35-1503	<del></del>	_			
(1504)	0.06	60	R			N	A		NA	1999
	0.09	30	R	From:	35-732	N	Δ		NA	1999
(1504)	0.03	30	- 1	To:	35-1507	]	^		IVA	1000
				From:	Dead End					
(1505)	0.10	40	R	. —		N	A		NA	1999
				To:	35-732					
(1500)	0.60	80	R	From:	35-636	J N	Δ		NA	1999
1506	0.00			To:	Dead End	]	•			1000
				From:	35-1504					
(1507)	0.14	40	R	To-	25 (2)	N	A		NA	1999
				From:	35-636	<u>                                     </u>				
(1508)	0.06	40	R		35-737	J N	A		NA	1986
(1300)				To:	Dead End					
				From:	35-1604					
1601)	0.02	20	R			N	A		NA	1999
	0.05	450		To: From:	35-1606	<del></del>				1000
1601)	0.05	150	R			N	A		NA	1999
	0.05	280	R	From:	35-1608	N	Δ		NA	1999
(1601)	0.03	200		To:	25 1/02	1	^		IVA	1000
(1601)	0.04	290	R	From:	35-1603	N	A		NA	1999
				To:	35-1607	1				
(1601)	0.03	340	R	From:		N	A		NA	1999
				To: From:	35-1602	}				
(1601)	0.06	400	R	. —		N	A		NA	1999
				To: From:	35-782					
1602	0.11	48	R	From:	35-1604	J N	Δ		NA	1999
1002	0.11			To:	35-1601	]	•			1000
				From:	35-1604					
1603	0.06	20	R	To:	25.1701	N	A		NA	1999
				From:	35-1601	<u> </u>				
1604)	0.07	10	R		35-1601	J N	Α		NA	1999
				To:	35-1603	1				
1604	0.06	20	R	From:		N	Α		NA	1999
				To:	35-1602					
	4.70	140	Б	From:	35-1601	]	^		N/A	1000
1606	1.76	110	R	To:	SR 61	N ]	~		NA	1999
				From:	35-1601	Ì				
1607	0.11	30	R	_		N	Α		NA	1999
				To-	Dead End	<u> </u>				
	0.00	70		From:	35-1601	]	^		NIA	1000
1608	0.39	70	R	To:	Dead End	N ]	A		NA	1999

					Glies Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	$\cap$ C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Giles County				From:	GD 42	i						
9160)	0.09	NA		From.	SR 42	ļ	NA			NA		
9160)	0.00			To	SR 42					10.		
Town of Pembroke												
	0.05	N14		From:	Dead End		NI A			NIA		
9161)	0.05	NA		To:	US 460	1	NA			NA		
`f.Cl I				<u> </u>	03 400							
Cown of Glen Lvn				From:	35-704							
9162)	0.12	NA				•	NA			NA		
				To:	Dead End							
Giles County				From:	US 460	I						
9163)	0.36	NA		<u> </u>	US 400	J	NA			NA		
,109				To:	Cul-de-Sac							
				From:	US 460 BUS							
9849)	0.22	630	R			•	NA			NA		1993
				To:	US 460 BUS							
	0.05	NA		From:	White Gate Elem School		NI A			NIA		
9850	0.05	NA		To:	Dead End	1	NA			NA		
				From:	Dead End	l						
9851)	0.10	NA		<u> </u>	Dead End	l	NA			NA		
3031)				To:	Kimbalton Elem School							
				From:	Dead End							
9852)	0.05	NA					NA			NA		
				To-	35-663							
Cown of Narrows				From:	CD (1 Car Tamaina Main Charat	ı						
1324) Valley Street	0.13	NA			SR 61 Gap Terminus Main Street	l	NA			NA		
Valley Street	0.10			To:	JB-266 Gap Terminus NCL Narrows					10.		
own of Pearisburg												
				From:	SR 100							
Henson Ave	0.51	NA		To	270.2 Fact David B.J	1	NA			NA		
				From:	279-2 Fort Branch Rd	] 						
2 Fort Branch Rd	0.13	NA		rioin.	279-1 Henson Ave	ļ	NA			NA		
2 Fort Branch Rd	0.10			To:	C5US 460					147.		
				From:	C5US 460							
1325) Curve Rd	0.66	NA				•	NA			NA		
(13)				To:	JB-279 NCL Pearisburg							
G:				From:	Monroe St							
Valley St		500	F	To:	NGI Na	1	0.244	F		530	F	2002
					NCL Narrows	] I						
FT. Branch Rd		1400	F	From:	Henson Ave	l	0.08	F	0.578	1500	F	2002
i i. Dianon Nu		00	•	To	Winonah Ave	1	0.00	•	0.070	1500		2002
				From:	SR 100 South Main St							
Henson Ave		2200	F	<u> </u>			0.077	F		2300	F	2002
				To:	Ft Branch Rd	<u> </u>						