2002

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

where available

Jurisdiction Report

44

Henry County City of Martinsville Town of Ridgeway

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.

					Н	enry Main	tenance	Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3	Truc		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henry County				_		2 Mic C	3 · 7 (AlC	TTTGII	Z I I GII		rioui		1 40101			
	^		_	From:	10/		ounty Lin		201							
57	3.77	8400	G	96%	1%	1%	1%	2%	0%	F	0.09	F	0.621	8500	G	2002
				From:	10/		-904	201						44000		
[57] Fairystone Park Hwy	2.09	10000	G	96%	1%	1%	1%	2%	0%	F	0.091	F	0.885	11000	G	2002
				From:			Alt Bassett									
57	2.83	11000	G	96%	0%	1%	1%	1%	0%	F	0.099	F	0.518	11000	G	2002
				From			tanleytow			_		_			_	
57	1.01	16000	G	96% To:	0%	1% US 220 B	1%	1%	0%	F	0.093	F	0.548	16000	G	2002
				From:		Functional										
(57) (220)	0.69	17000	G	83%	1%	2%	1%	13%	1%	F	0.08	F	0.521	17000	G	2002
				To: From:	U	S 220 South	of Bassett	Forks	-							
57	0.40	2200	G	95%	0%	1%	2%	1%	0%	F	0.109	F	0.506	2200	G	2002
				To:	(Collinsville U	Irban Bou	ndary								
(57)	1.28	2200	G	95%	0%	1%	2%	1%	0%	F	0.110	F	0.535	2200	G	2002
				To:		44-609	Fieldale		1							
(57)	2.41	7800	G	95%	0%	1%	2%	1%	0%	F	0.088	F	0.570	7900	G	2002
				To:		WCL M	artinsville									
City of Martinsville																
			_	From:	201		artinsville									
Fayette Street	0.93	4100	G	97%	0%	1%	1%	1%	0%	F	0.103	F	0.504	4300	G	2002
				From:			Hall Rd									
[57] Fayette St	0.34	5100	G	97%	0%	1%	1%	1%	0%	С	0.095	F	0.528	5300	G	2002
Bus				To: From:		US 220 Me	emorial B	lvd								
57) 220 Memorial Blvd	0.85	13000	G	95%	1%	1%	1%	2%	0%	С	0.085	F	0.543	13000	G	2002
				To:		Bro	ad St									
Bus Marranial Blad	0.05	40000	•	From:	40/			00/	00/	_	0.005	_	0.504	40000	0	0000
57 220 Memorial Blvd	0.25	18000	G	95%	1%	1%	1%	2%	0%	F	0.085	F	0.504	19000	G	2002
Bus				From:		US 58; B	US US 22	0								
57) (58) Starling Ave	0.85	10000	G	95%	0%	1%	2%	1%	0%	С	0.086	F	0.557	11000	G	2002
				To: From:		Mulb	erry Rd									
57 Starling Ave	0.15	9100	G	95%	0%	1%	2%	1%	0%	F	0.089	F	0.577	9600	G	2002
57 (58) Otaling Ave	0.15	3100	Ü	To:	0 70		rch St	1 70	070	•	0.003	'	0.577	3000	J	2002
Bus				From:		Starli	ng Ave									
(57) (58) Church Street	0.10	12000	G	95%	1%	1%	1%	2%	0%	С	0.091	F	0.605	13000	G	2002
Bus				To: From:		Churc	h St Ext		-							
57) (58) Church Street	0.28	12000	G	95%	1%	1%	1%	2%	0%	F	0.096	F	0.633	13000	G	2002
37 30				To:			ry St									
Bus				From:	40/				201	_		_		10000		
57 (58) Church Street	0.26	11000	G	95%	1%	1%	1%	2%	0%	F	0.098	F	0.618	12000	G	2002
Bus				From:	_	Brool	kdale St									
57 (58) Church Street	0.13	15000	G	94%	1%	1%	1%	3%	0%	F	0.102	F	0.572	16000	G	2002
				To:		Ноо	ker St									
Bus Church Street	0.77	17000	G	94%	1%	1%	1%	3%	0%	C	0.094	F	0.612	18000	G	2002
57 (58) Church Street	0.77	17000	G	94% To:	1 70		artinsville		U 70	С	0.094	Г	0.012	10000	G	2002
Honey County				I												
Henry County Bus				From:		ECL Ma	artinsville									
57) (58)	0.54	16000	Α	97%	0%	2%	0%	1%	0%	Α	0.102	Α	0.595	16000	Α	2002
				To: From:		US	S 58									
57	9.82	2200	G	91%	1%	3%	1%	5%	0%	F	0.093	F	0.718	2200	G	2002
				To		44	-647									
57)	2.98	1900	G	91%	1%	3%	1%	5%	0%	F	0.091	F	0.654	1900	G	2002
				To:		Pittsylvania	County I	ine								

					Н	enry Maintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle		 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henry County															
ALT	0.07	0.400	_	From:	40/	SR 57 Bassett		00/	_	0.004	_	0.000	0000	•	0000
57	2.87	9100	G	93%	1%	1% 1%	3%	0%	F	0.094	F	0.606	9200	G	2002
ALT				To: From:		44-903 Stanleyto	wn								
	1.22	9100	G	93%	1%	1% 1%	3%	0%	F	0.095	F	0.597	9200	G	2002
57				To:		US 220 & 44-6	82								
				From:		Patrick County L	ine	1							
58	2.67	6500	G	91%	1%	2% 2%	5%	0%	F	0.096	F	0.652	6600	G	2002
30)				To:		44-695									
(50)	3.31	7700	G	91%	1%	2% 2%	5%	0%	F	0.095	F	0.641	7800	G	2002
(58)	0.01	7700	Ŭ	0170	170		070		•	0.000	•	0.041	7000	O	2002
\sim	0.40	40000	_	From:	40/	E 44-687	5 0/		_	0.000	_	0.500	40000		0000
[58]	2.46	12000	G	91% To:	1%	2% 2% US 58 Bus	5%	0%	F	0.092	F	0.596	13000	G	2002
				From:	1	US 58 Bus US 220 S W of Mart	insville								
(58) (220)	3.49	17000	G	83%	1%	2% 1%	13%	1%	F	0.074	F	0.519	17000	G	2002
00 (220)				To:		S 220 BUS S of Ma									
(F0)	2.65	11000	G	From: 91%	1%	2% 0%	6%	0%	F	0.084	F	0.525	11000	G	2002
[58]	2.00	11000	•	3170	1 /0		0 70	070	'	0.004	'	0.323	11000	O	2002
~~	0.00	=	_	From:	40/	44-650	00/		_	0.070	_	0.504	7.100	_	
58	3.92	7600	G	91%	1%	2% 0%	6%	0%	F	0.079	F	0.534	7400	G	2002
~~~				To: From:		US 58 Bus									
(58)	1.89	15000	G	91%	1%	2% 0%	6%	0%	F	0.085	F	0.557	15000	G	2002
~				To: From:		44-620		-							
(58)	2.11	13000	G	91%	1%	2% 0%	6%	0%	F	0.084	F	0.552	13000	G	2002
				To:		44-610 Axton									
(58)	1.38	10000	G	91%	1%	2% 0%	6%	0%	F	0.087	F	0.508	10000	G	2002
30)			_	To:		Pittsylvania County			-		-				
Bus				From:		US 58		ì							
(58)	2.40	10000	G	96%	0%	1% 1%	2%	0%	F	0.089	F	0.684	10000	G	2002
30)				To:											
Bus				From:	L	JS 220 Bus S of Mar	tinsville								
(58)	0.72	22000	G	94%	0%	1% 2%	3%	0%	F	0.081	F	0.527	23000	G	2002
$\bigcirc$				To:		SCL Martinsvil	le								
City of Martinsville															
Bus	0.74		_	From:	00/	SCL Martinsvil		00/	_	0.005	_	0.507	00000	•	0000
[58] Memorial Blvd.	0.71	22000	G	94% To:	0%	1% 2%	3%	0%	С	0.085	F	0.567	23000	G	2002
Bus				From:		Starling Avenue Memorial Blv									
58 Starling Ave	0.85	10000	G	95%	0%	1% 2%	1%	0%	С	0.086	F	0.557	11000	G	2002
(30) 3444				т.											
Bus				From:		Mulberry Rd									
Bus (58) Starling Ave	0.15	9100	G	95%	0%	1% 2%	1%	0%	F	0.089	F	0.577	9600	G	2002
<u> </u>				To: From:		Church St									
Bus Church Street	0.10	12000	c	95%	1%	Starling Ave	2%	0%	C	0.091	_	0.605	13000	G	2002
58 Church Street	0.10	12000	G	95%	1 70	170 170	270	0%	С	0.091	F	0.005	13000	G	2002
Bus				From:		Church St Ext									
Bus (58) Church Street	0.28	12000	G	95%	1%	1% 1%	2%	0%	F	0.096	F	0.633	13000	G	2002
				To:		Fairy St									
Bus				From:							_			_	
58 Church Street	0.26	11000	G	95%	1%	1% 1%	2%	0%	F	0.098	F	0.618	12000	G	2002
Pup				To: From:		Brookdale St									
Bus  (58) Church Street	0.13	15000	G	94%	1%	1% 1%	3%	0%	F	0.102	F	0.572	16000	G	2002
OS CHOIGH OTICES	0.10	. 5000	3		1 /0		J /0	J /0	'	0.102		0.012	10000	0	2002
Bus				From:		Hooker St									
58 Church Street	0.77	17000	G	94%	1%	1% 1%	3%	0%	С	0.094	F	0.612	18000	G	2002
$\sim$				To:		ECL Martinsvil	le								
· <del></del>						·									

					H	enry Mainten	ance Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A	-Truck xle 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henry County				From:		ECL Martin	evilla								
Bus (58)	0.54	16000	Α	97%	0%	2% 0%	% 1%	0%	Α	0.102	Α	0.595	16000	Α	2002
Bus				To: From:		SR 57 East of M	artinsville								
(58)	2.48	12000	G	97%	0%	2% 09		0%	F	0.089	F	0.636	12000	G	2002
Bus				From:		44-930									
58	0.57	11000	G	97% To:	0%	2% 09 US 58		0%	F	0.087	F	0.555	12000	G	2002
				From:		North Carolina S	State Line								
87)	3.27	8800	G	88% To:	0%	2% 19 SCL Ridge		0%	F	0.079	F	0.516	9000	G	2002
Town of Ridgeway				From:											
87)	0.55	8800	М			SCL Ridge	eway			NA			NA		2002
01)				To:		US 220 Bus R	idaaway								
87)	0.28	8200	G	88%	0%	2% 19		0%	F	0.077	F	0.555	8400	G	2002
				To:		US 220	)								
Henry County				From:		SR 174	1								
108)	4.24	4700	G	96%	1%	2% 19		0%	F	0.093	F	0.72	4700	G	2002
				To:		44-657 Figs	sboro								
	4.45	40000	_	From:	00/	US 220 F		00/	_	0.000	-	0.535	10000		0000
174	1.45	12000	G	96%	0%	1% 19		0%	F	0.099	F	0.575	12000	G	2002
(174)	1.12	14000	G	96%	0%	1% 19		0%	F	0.095	F	0.587	14000	G	2002
				To: From:		SR 108	3								
(174)	1.72	14000	G	96% To:	0%	1% 19		0%	F	0.091	F	0.54	14000	G	2002
C' CM (: 'II				10.		NCL Martin	isville								
City of Martinsville				From:		NCL Martir	sville								
174 Liberty St	0.49	7900	G	95%	1%	3% 19		0%	F	0.093	F	0.519	8300	G	2002
174 Liberty St	0.20	9100	G	From: 95%	1%	3% 19		0%	F	0.088	F	0.560	9600	G	2002
				To: From:		Clearview									
174 Liberty St	0.60	11000	G	95% To:	1%	3% 19 Commonweal		0%	C	0.088	F	0.621	11000	G	2002
Henry County															
~~~				From:		North Carolina S			_						
[220]	3.05	12000	Α	83%	1%	2% 19		1%	В	0.106	Α	0.515	11000	Α	2002
~~~	0.24	42000		From:	10/	BUS US 220		10/	_	0.071		0.502	12000		2002
[220]	0.34	13000	G	83% To:	1%	2% 19 SCL Ridge		1%	F	0.071	F	0.503	12000	G	2002
Town of Ridgeway													_	·	
(000)	0.94	13000	N	83%	1%	SCL Ridge		1%	N	0.071	N	0.503	12000	N	2002
[220]	0.94	13000	IN	03% To:	1 70	NCL Ridge		1 70	IN	0.071	- 11	0.503	12000	IN	2002
Henry County															
~~~	0.00	42000	14	From:	10/	NCL Ridge		10/	K I	0.074	A.I	0.500	10000	N!	2000
[220]	0.03	13000	N	83%	1%	2% 19		1%	N I	0.071	N	0.503	12000	N	2002
(220)	2.40	25000	G	From: 83%	1%	US US 220 North 2% 19		1%	F	0.076	F	0.552	24000	G	2002
~				To: From:	В	US US 220 S of	Martinsville								
220	3.49	17000	G	83%	1%	2% 19	% 13%	1%	F	0.074	F	0.519	17000	G	2002
	4.00	17000	6	From:	10/	US 58; BUS		10/		0.076		0.504	17000		2002
220	4.00	17000	G	83% Ta:	1%	2% 19 44-609 West of		1%	F 	0.076	F	0.504	17000	G	2002
i.															

					Н	enry Maintenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henry County				-											
(220)	3.22	13000	G	83%	1%	44-609 West of Fig 2% 1%	13%	1%	F	0.069	F	0.505	12000	G	2002
				To: From:		SR 57 Bassett Fo									
(220)	0.69	17000	G	83%	1%	2% 1%	13%	1%	F	0.08	F	0.521	17000	G	2002
				To:		SR 57; BUS US	220								
220	1.98	18000	G	83%	1%	2% 1%	12%	1%	F	0.078	F	0.538	18000	G	2002
220	3.84	16000	G	From: 83%	1%	44-669 2% 1%	12%	1%	F	0.076	F	0.535	16000	G	2002
\smile				To:		Franklin County l	Line								
Bus				From:		US 220									
[220]	3.21	18000	G	96%	1%	1% 1%	2%	0%	F	0.085	F	0.554	18000	G	2002
Bus Bus				To: From:	I	US 58 South of Mart	insville	-							
220 58	0.72	22000	G	94% To:	0%	1% 2% SCL MARTINSV	3%	0%	F	0.081	F	0.527	23000	G	2002
C' CN						SCL WARTINSV	ILLL	L							
City of Martinsville Bus Bus				From:		SCL MARTINSV	ILLE								
220 58 Memorial Blvd.	0.71	22000	G	94%	0%	1% 2%	3%	0%	С	0.085	F	0.567	23000	G	2002
\bigcirc				To		STARLING AV	/E	1							
Bus Momorial Plyd	0.05	10000	_	From:	40/			00/	_	0.005	_	0.504	10000	0	2002
220 Memorial Blvd	0.25	18000	G	95%	1%	1% 1% Broad Street	2%	0%	F	0.085	F	0.504	19000	G	2002
Bus				From:		Broad Sreet									
220 Memorial Blvd	0.85	13000	G	95%	1%	1% 1%	2%	0%	С	0.085	F	0.543	13000	G	2002
$\stackrel{\smile}{\smile}$				To		Fayette St									
Bus Momerial Dlvd	0.65	14000	_	From:	00/		20/	00/	0	0.005	_	0.510	15000	0	2002
(220) Memorial Blvd	0.65	14000	G	93% To:	0%	2% 2% NCL Martinsvi	3% Ile	0%	С	0.085	F	0.518	15000	G	2002
П. С.						NCL Martinsvi	iic	l							
Henry County Bus				From:		NCL Martinsvi	lle	I							
220 Memorial Blvd	2.29	23000	G	93%	0%	2% 2%	3%	0%	F	0.083	F	0.619	23000	G	2002
$\stackrel{\smile}{\smile}$				To:		44-609									
Bus	2.02	24000	_	95%	0%		20/	00/	F	0.000	F	0.510	22000	0	2002
[220]	2.02	21000	G	95% To:	0%	1% 1% US 220 & SR 5	2%	0%	Г	0.088	Г	0.512	22000	G	2002
.				From:											
Bus Mooreland Ave	0.30	2000	G	98%	0%	US 220 South of Ric 1% 0%	igeway 1%	0%	F	0.098	F	0.566	2000	G	2002
Mooreland Ave	0.00	2000	Ŭ	To:	070	SCL Ridgewa			•	0.000	•	0.000	2000	Ü	2002
Town of Ridgeway				L.											
Bus				From:		SCL Ridgewa	у								
(220) Mooreland Ave	0.53	2000	N	98%	0%	1% 0%	1%	0%	Ν	0.098	Ν	0.566	2000	Ν	2002
\hookrightarrow				To:		SR 87 Ridgewa	ay								
Bus	0.81	4600	G	98%	0%	1% 0%	1%	0%	F	0.087	F	0.513	4600	G	2002
[220]	0.01	7000	Ü	To:	070	NCL Ridgewa		070	•	0.007	•	0.515	4000	J	2002
П						rion range in	<i>y</i>	L							
Henry County Bus				From:		NCL Ridgewa	у								
(220)	0.04	4600	N	98%	0%	1% 0%	1%	0%	Ν	0.087	Ν	0.513	4600	Ν	2002
				To:		US 220 North of Ric	lgeway								
City of Martinsville															
	0.50	44000	•	From:		57 Bus US 220 Mem		00/	_	0.004	_	0.500	12000	0	2002
457	0.59	11000	G	97%	0%	1% 1%	1%	0% 0%	F	0.091	F	0.503	12000	G	2002
Combine	ed Traffic:	16000	G	97%	0%	1% 1%	1%	0%	F	0.087	F	0.552	17000	G	
	0.00			From:	001	Fayette St	401		_						0000
457 Market St	0.20	6700	G	97% To:	0%	1% 1%	1%	0%	F	NA			NA		2002
				From:		Commonwealth E Market St	oiva								
(457) Commonwealth Blvd	0.56	16000	G	97%	0%	1% 1%	1%	0%	F	0.093	F	0.53	17000	G	2002
				To:		Northside Dr									
								1							

					Н	enry Mai	intenance	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Martinsville				From:		No	rthside Dr		ī							
Commonwealth	Blvd 0.36 Combined Traffic:	20000 0	G G	97%	0%	1%	1%	1%	0%	С	0.088 0.088	F F	0.56 0.56	21000 0	G G	2002
(457) Commonwealth	Blvd 0.48	6800	G	From: 97%	0%	1%	Fairy St 1%	1%	0%	F	0.094	F	0.577	7200	G	2002
	Combined Traffic:	0	G								0.094	F	0.577	0	G	
				To: From:			atham Rd onwealth Bl	vd								
Chatham Rd	0.99	5900	G	96% To:	0%	1%	1% Martinsville	2%	0%	С	0.101	F	0.629	6200	G	2002
Henry County						LCL.	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,									
— County				From:			Martinsvill									
(457 <i>)</i>	2.62	2000	G	96%	1%	2%	0%	1%	0%	F	0.083	F	0.746	2000	G	2002
				To:			SR 57									
City of Martinsville				From:		US 220 1	Memorial E	Rlvd	1							
457	0.61	5400	G	98%	1%	0%	0%	1%	0%	С	0.096	F	0.529	5700	G	2002
457	Combined Traffic:		G	97%	0%	1%	1%	1%	0%	F	NA	-		17000	G	
				To:			7 Market S									
				From:	S	R 457 Cor	nmonwealt	h Blvd								
457 Fairy St	0.29	9000	G	98%	1%	0%	0%	1%	0%	F	0.099	F	0.545	9500	G	2002
	Combined Traffic:	0	G	. —							NA			0	G	
				To:		Bus US	58 Church	St								
Henry County				From:			44-647		I							
600	0.55	40	R	<u> </u>			44-047				NA			NA		04/05/2000
(600)				To:			44-840									
600	0.72	20	R	From:			44-640				NA			NA		05/05/2000
(800)	· · · -			To:		D	ead End									00,00,200
				From:		D	ead End		Ī							
(601)	0.50	220	R	<u> </u>							NA			NA		07/19/200
				To:			SR 57									
_				From:		1	US 58									
(602)	0.68	100	R								NA			NA		06/12/2000
				To:		D	ead End		J							
\bigcirc				From:		4	44-674									
(603)	1.64	250	R	To		El.li.	. CtI		i		NA			NA		08/02/200
				From:			n County L									
(a)	0.94	50	R	riom.		Franklii	n County L	ine			NA			NA		08/02/2000
604)	0.54	30		To:		4	44-606				14/4			IVA		00/02/2000
				From:			n County L	ine	j							
605	0.51	1100	G	92%	1%	3%	3%	1%	0%	С	0.093	F	0.618	1100	G	2002
				To:			n County L									
				From:			44-754									
606	1.16	390	R								NA			NA		07/26/2000
				To: From:			SR 57		}							
(606) Oak Level Rd	1.11	2100	G	95%	1%	3%	0%	0%	0%	F	0.094	F	0.607	2200	G	2002
				To: From:			44-903									
(606) Oak Level Rd	1.35	1200	G	95%	1%	3%	0%	0%	0%	С	0.112	F	0.756	1200	G	2002
				To		4	44-669									
(606) Oak Level Dr	2.74	1300	G	95%	1%	3%	0%	0%	0%	F	0.109	F	0.614	1300	G	2002
				To:		44-6	674 EAST									-
\bigcirc		4=0-		From:	101		74 WEST	001	001	_	0.00:	_	0.500	1000	_	0000
(606)	3.76	1500	G	95%	1%	3%	0%	0%	0%	F	0.094	F	0.592	1600	G	2002
				To:		Franklii	n County L	ine								

					Н	enry Maintena	nce Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henry County															
	0.27	380	R	From:		44-674				NA			NA		08/02/2000
(607)	0.21	300	IX.	To:		Franklin Count	y Line			INA			INA		00/02/2000
				From:		44-657									
608)	0.33	200	R	<u> </u>						NA			NA		08/07/2000
				To:		Franklin Count	y Line								
				From:		44-687									
609	0.20	3400	G	95%	1%	2% 1%	2%	0%	F	0.101	F	0.687	3500	G	2002
				To: From:		44-774									
609	2.38	3300	G	95%	1%	2% 1%	2%	0%	С	0.102	F	0.697	3400	G	2002
				From:		44-683									
609	0.54	7100	G	95%	1%	2% 1%	2%	0%	F	0.095	F	0.683	7200	G	2002
				From:		US 220									
609	1.66	4600	G	98%	0%	1% 0%	0%	0%	С	0.096	F	0.622	4600	G	2002
				From:		44-682									
609	0.14	4900	G	95%	1%	2% 1%	2%	0%	F	NA			NA		2002
				To: From:		SR 57									
609	0.15	5600	G	98%	0%	1% 0%	0%	0%	F	0.090	F	0.512	5700	G	2002
				To: From:		Urban Bound									
(609) S Daniel Creek Rd	1.88	3700	G	98%	0%	1% 0%	0%	0%	С	0.101	F	0.507	3900	G	2002
				To: From:		US 220 BU	JS								
(609) N Daniel Creek Rd	0.23	6800	G	98%	1%	1% 0%	0%	0%	F	0.086	F	0.653	7100	G	2002
				From:		44-660 SOU	TH								
609	0.62	5500	G	98%	1%	1% 0%	0%	0%	F	0.091	F	0.541	5800	G	2002
				From:		SR 174									
609 Daniel Creek Rd	0.28	2400	G	98%	1%	1% 0%	0%	0%	F	0.088	F	0.569	2500	G	2002
				From:		44-1147									
609 Daniel Creek Rd	0.09	1900	G	98%	1%	1% 0%	0%	0%	F	0.113	F	0.585	2000	G	2002
				From:		44-1176									
609	80.0	1600	G	98%	1%	1% 0%	0%	0%	С	0.101	F	0.574	1700	G	2002
				To: From:		44-797									
(609) Daniel Creek Rd	0.10	1600	G	98%	1%	1% 0%	0%	0%	F	0.099	F	0.506	1600	G	2002
				To: From:		44-1116									
609 Daniel Creek Rd	0.89	650	G	98%	1%	1% 0%	0%	0%	F	0.122	F	0.575	660	G	2002
				From:		44-670									
609	1.27	260	G							NA			NA		2002
				To: From:		44-669									
609	3.17	300	R							NA			NA		05/22/2000
				To:		44-657									
\sim				From:		North Carolina St									
610	1.28	1900	G	97%	1%	1% 0%	1%	0%	С	0.084	F	0.563	1900	G	2002
		_		From:		44-622									
610	3.16	1300	G	97%	1%	1% 0%	1%	0%	F	0.088	F	0.664	1300	G	2002
				From:		44-650									
610) Axton Rd	3.44	1100	G	97%	1%	1% 0%	1%	0%	F	0.100	F	0.667	1200	G	2002
				From:		44-697 Sou									
610	1.58	1700	G	97%	0%	2% 0%		0%	С	0.096	F	0.596	1700	G	2002
				To:		US 58; 44-6	47								
\bigcirc			_	From:		44-625									
611)	1.21	120	R	Tool				1		NA			NA		04/12/2000
				To:		44-650									

					nerity Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus Saxle 3+Axle 1Trail 2Trail	OC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henry County				From:	Pittsylvania County Line							
612	1.90	220	R	L	Fittsyrvania County Line		NA			NA		04/05/200
				To:	44-647							
	0.00	70	R	From:	44-647		NΙΔ			NΙΔ		04/05/200
613)	0.80	70	ĸ	To:	Dead End		NA			NA		04/05/200
				From:	44-610							
614)	0.11	470	R			•	NA			NA		04/12/200
				To: From:	US 58							
614)	1.74	860	R			•	NA			NA		03/27/200
	1.00	670	R	From:	44-616		NA			NA		03/27/200
614)	1.00	070	IX.	To:	Pittsylvania County Line		INA			INA		03/21/200
				From:	44-647							
615)	1.80	120	R			· I	NA			NA		03/27/200
				To: From:	Pittsylvania County Line							
616)	2.20	270	R	rioiii.	44-648		NA			NA		04/05/200
(010)				To:	44-647 NORTH							
646	1.30	150	R	From:	44-647 SOUTH		NA			NA		03/27/200
616	1.00	100		To:	44-614		147 (107		00/21/200
616	0.43	230	R	From:	77-017		NA			NA		03/27/200
				To:	Pittsylvania County Line							
\bigcirc	4.00	400		From:	US 58		NIA			NIA		02/07/200
617)	1.06	100	R	To:	Pittsylvania County Line		NA			NA		03/27/200
				From:	44-886; 44-890							
618	0.20	700	R				NA			NA		05/08/200
				To:	Franklin County Line							
619	1.76	210	R		Pittsylvania County Line		NA			NA		04/05/200
0.0				To:	44-647 EAST							
(619)	3.03	560	R	From:	44-647 WEST		NA			NA		04/10/200
(019)				To:	SR 57 EAST							
(619)	1.69	420	R	From:	SR 57 WEST		NA			NA		04/19/200
(619)	1.00	720		To:	44-628 SOUTH		147 (107		04/10/200
619	1.77	230	R	From:	44-020 300 111		NA			NA		04/19/200
				To: From:	44-651							
619	0.45	70	R			· I	NA			NA		04/19/200
				To:	Franklin County Line							
620	1.17	880	G	98%	44-650 0% 2% 0% 0% 0%	С	0.095	F	0.726	900	G	2002
020				To- From:	44-960							
620	0.90	560	G	98%	0% 2% 0% 0% 0%	F	0.081	F	0.531	570	G	2002
				To: From:	44-803							
620	2.40	380	G	98%	0% 2% 0% 0% 0%	F	0.106	F	0.586	390	G	2002
	0.70	040		From:	44-646	-	0.070		0.540	920		2002
620 Old Liberty	0.76	810	G	98%	0% 2% 0% 0% 0%	F	0.078	F	0.542	820	G	2002
620	0.90	2100	G	From: 94%	US 58; 44-648 1% 1% 2% 2% 0%	F	0.091	F	0.547	2100	G	2002
620				To	44-644	<u> </u>		•				
620	0.96	510	G	94%	1% 1% 2% 2% 0%	С	0.097	F	0.611	520	G	2002
				To:	US 58 Gap Terminus							

					H	enry Maintena	nce Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henry County				From:		44-610 Gap Te	rminus	1							
620	1.30	300	R	<u> </u>		44-010 Gap 16	illillus			NA			NA		04/12/2000
020				To		Pittsylvania Cou	nty Line								
				From:		44-610									
621)	0.21	200	R							NA			NA		04/24/2000
				To:		Pittsylvania Cou	nty Line	ļ							
			_	From:		Dead En	d								00/0=/0000
622	1.37	250	R							NA			NA		06/05/2000
				From:		SR 87									
622	0.37	640	R	To:		44-750 SOU	TTH			NA			NA		04/24/2000
				From:		44-750 NOI									
622	3.48	480	G	98%	1%	1% 0%	0%	0%	С	0.112	F	0.633	490	G	2002
				To:		44-632 WE	ST								
622	0.41	600	G	From: 98%	1%	1% 0%		0%	F	0.112	F	0.507	620	G	2002
				To:		44-632 EA	ST								
622	3.18	380	G	98%	1%	1% 0%		0%	F	0.097	F	0.537	390	G	2002
022				To		44-610									
622	0.85	730	G	From: 98%	1%	1% 0%	0%	0%	F	0.093	F	0.705	740	G	2002
022				To	.,,	Pittsylvania Cou			-		•			_	
				From:		SR 57		1							
623	3.88	70	R							NA			NA		04/05/2000
020				To:		Pittsylvania Cou	nty Line								
				From:		Pittsylvania Cou	nty Line								
624	1.13	80	R	-				-		NA			NA		04/05/2000
				To:		44-979									
				From:		44-697 SOU	TH								
625)	1.90	170	R							NA			NA		04/12/2000
				From:		44-611		-							
625	0.48	370	R							NA			NA		04/12/2000
				To: From:		44-738									
625	0.20	480	R							NA			NA		04/12/2000
				To:		44-650 SOU									
	1.00	390	R	From:		44-650 NOI	RTH			NA			NA		04/12/2000
625	1.00	390	K							INA			INA		04/12/2000
	0.74	400		From:		44-700				NIA			NIA		0.4/4.0/0000
625)	0.74	460	R	To:		44-697 NOI	ти			NA			NA		04/12/2000
				From:											
(626) Morningside Rd	1.82	2300	G	98%	0%	Patrick Count		0%	С	0.094	F	0.644	2300	G	2002
626) Morningside rtd	1.02	2000		Tar	070	44-687	170		Ū	0.001	·	0.011	2000	Ŭ	2002
				From:	ī	Patrick County LI	ne: 70-620								
627)	2.05	850	G	97%	1%	1% 0%		0%	С	0.095	F	0.719	870	G	2002
021)				To:											
(627) Wingfield Orchard Dr	2.97	740	G	From: 97%	1%	44-698 NOI 1% 0%		0%	F	0.107	F	0.692	760	G	2002
(627) Wingfield Orchard Dr	2.07	•		- T	170				·	0.101	·	0.002	700	Ŭ	2002
	1.07	510	R	From:		44-687				NA			NA		07/06/2000
627)	1.07	310	IX							IVA			INA		0110012000
	0.04	900	D	From:		44-709				NΙΛ			NIA		07/06/2002
627	0.91	800	R	To:		44-683				NA			NA		07/06/2000
				From:											
(620)	1.10	290	R	. rom.		SR 57				NA			NA		04/19/2000
628)	1.10	230	11	. —						INA			INA		U-11 1312UUU
	2.05	420	-	From:		44-741 SOU	TH			NI A			NI A		04/40/0000
628	2.95	120	R	To:		44-619 SOU	TH	i		NA			NA		04/19/2000
						44-019 SUL	ιП								

					11	ici ii y ivia	interiance	Alca								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henry County				From:		44-6	19 NORTH									
628)	0.50	70	R	<u> </u>		11-0	DIVORTI				NA			NA		04/19/2000
				To:		D	ead End									
\bigcirc	2.22			From:		Patrick	County Li	ne								00/00/000
629	2.60	220	R	To:		44-6	595 WEST				NA			NA		06/26/2000
				From:			695 EAST									
629	2.76	80	R								NA			NA		06/26/2000
				From:			44-693									
629	1.80	400	R	To:			44-692				NA			NA		06/26/200
				From:			58 WEST		1							
630	1.43	70	R	<u> </u>		03	36 WEST				NA			NA		06/28/200
030)				To:		IIS	S 58 MID									
630	0.57	50	R	From:		0.0	JO WILD				NA			NA		06/28/200
				To: From:		US	58 EAST									
630	2.00	240	R	From:							NA			NA		06/28/200
				To:		D	ead End									
\bigcirc				From:		Patrick	County Li	ne								
631)	1.21	500	R	To:			44-695				NA			NA		06/26/200
				From:			rolina State	Lino								
632	1.45	350	R			Norui Cai	onna State	Line			NA			NA		04/24/200
002				To:		44-0	622 EAST									
	2.27	420	R	From:		44-6	522 WEST				NIA			NIA		04/04/000
632	3.37	130	ĸ	To:			44-636		1		NA			NA		04/24/200
				From:			ead End		1							
633	0.18	80	R	<u> </u>			edd End				NA			NA		07/31/200
				To:			14-1067									
000	0.10	180	R	From:		D	ead End				NA			NA		07/31/200
633	0.10	100		To:			44-669				1471			147.		011011200
				From:			44-636									
634)	1.49	200	R								NA			NA		04/24/200
				To:			44-632									
	4.70	440	_	From:			44-622									0.4/0.4/000
635	1.70	140	R	To:			44-634				NA			NA		04/24/200
				From:			44-750		<u>.</u>							
636	3.61	300	G	93%	2%	3%	0%	2%	0%	С	0.089	F	0.567	300	G	2002
				To:			44-632		1							
636)	2.05	180	G	93%	2%	3%	0%	2%	0%	F	0.123	F	0.692	180	G	2002
				To:			44-697									
Town of Ridgeway				From:		GD.	0.7 11 12 0.7		1							
(637)	0.20	1200	R	rioiii.		SR	87 WEST				NA			NA		06/05/200
637)	0.20	.200	.,	To:		SCL	Ridgeway									00/00/200
Henry County																
	0.70	1000		From:		SCL	Ridgeway							•		00/05/000
637)	3.70	1200	N	To:		ÇÞ	87 EAST				NA			0	N	06/05/200
				From:			44-782		! !							
638)	0.35	950	R	<u> </u>			++- /02				NA			NA		06/07/200
000				To			39 NORTH									
	0.50	200	_	From:		44-6	39 SOUTH				NI A			NI A		06/05/000
638)	0.59	360	R	To:			44-640				NA			NA		06/05/200
							T-040									

						erii y iviairiteriaric	CAICA								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Ridgeway				From:		US 220 BUS		1							
639	0.40	750	R			03 220 B03				NA			NA		06/07/2000
				Tn·		NCL Ridgeway	•								
Henry County				From:		NCL Ridgeway	,								
639	0.70	750	N	<u></u>						NA			0	Ν	06/07/2000
				From:		44-1340									
639	0.39	590	R	_						NA			NA		06/07/2000
639	0.79	320	R	From:		44-638 SOUTH				NA			NA		06/07/2000
(039)				To:		44-640									
\bigcirc	0.00		_	From:		44-750									05/00/0000
640	2.90	380	R	To:		44-642		1		NA			NA		05/06/2000
				From:		44-687		1							
(641)	2.26	1900	R							NA			NA		06/12/2000
	0.07			From:		44-1352									05/40/0000
641)	0.27	2800	R			44.60				NA			NA		05/12/2000
(641)	1.54	1500	R	From:		44-685				NA			NA		06/12/2000
				To:		44-970; US 220 B	US								
\bigcirc	0.04	4000		From:		44-782				NIA			NIA		05/04/0000
642)	0.31	1000	R							NA			NA		05/24/2000
(642)	3.23	600	R	From:		44-976				NA			NA		05/24/2000
012				To:		44-636									
Town of Ridgeway				From:		US 220 BUS		Ī							
643)	0.07	6	R	<u> </u>		03 220 B03				NA			NA		06/05/2000
				To:		NCL Ridgeway	,								
Henry County				From:		NCL Ridgeway	,								
(643)	0.02	6	N							NA			0	Ν	06/05/2000
				To:		Dead End		ļ							
644	0.80	80	R	From:		Dead End				NA			NA		05/24/2000
644)				To:		44-650									
644)	2.50	270	G	97%	2%	1% 0%	0%	0%	С	0.098	F	0.548	280	G	2002
				To: From:		44-645									
644)	1.50	590	G	97% To:	2%	1% 0% 44-620	0%	0%	F	0.103	F	0.521	600	G	2002
				From:		Dead End									
645)	0.60	10	R	<u> </u>						NA			NA		04/12/2000
				To:		44-644									
646)	2.26	100	R	From:		Dead End				NA			NA		05/24/2000
				To:		44-620									
Mountain V-II D.1	0.40	4000		From:	40/	US 58; 44-610	40/	00/		0.000	_	0.040	4000		2000
647 Mountain Valley Rd	3.42	1200	G	94%	1%	3% 1%	1%	0%	С	0.090	F	0.616	1200	G	2002
647	3.52	730	G	94%	1%	44-600 3% 1%	1%	0%	F	0.099	F	0.573	740	G	2002
647)				To:		44-612			•		•				
647)	2.66	500	G	94%	1%	3% 1%	1%	0%	F	0.097	F	0.532	510	G	2002
				To		SR 57 WEST	-								-

											Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Hour	QK	Factor	AAWDT	QW	Year
Henry County				From:		SR	57 EAST		ĵ							
647	0.28	150	R	. —							NA			NA		04/19/2000
				Tn·			4-651									
649	1.09	2100	G	96%	1%	1%	1%	1%	0%	С	0.1	F	0.579	2200	G	2002
648				To:	.,,		4-1622	.,,			• • • • • • • • • • • • • • • • • • • •	•	0.0.0			
(648)	4.33	520	G	From: 96%	1%	1%	1%	1%	0%	F	0.087	F	0.505	530	G	2002
648)				To:			SR 57									
	0.07	40	_	From:		De	ad End				NIA			NIA		0.4.4.0.00000
649	0.37	40	R								NA			NA		04/10/2000
(640)	0.24	90	R	From:		4	4-619				NA			NA		04/10/2000
649)	0.21			To:		De	ad End				107					0 11 10/2000
				From:		ECL MA	RTINSVI	LLE								
650	0.53	6700	G	97%	0%	1%	1%	1%	0%	С	0.096	F	0.639	6800	G	2002
				To: From:		ECL MA ECL GAI										
650	0.11	6800	G	97%	0%	1%	1%	1%	0%	F	NA			NA		2002
				To: From:		ECL GAI	TERMI									
650	0.08	6500	G	97%	0%	1%	1%	1%	0%	F	NA			NA		2002
				To: From:		HUNTING										
650	0.19	6100	G	97%	0%	1%	1%	1%	0%	F	NA			NA		2002
	0.07	7200		From:	00/	ECL GAI			00/		NΙΛ			NIA		2002
650	0.07	7300	G	97%	0%	1%	1%	1%	0%	F	NA			NA		2002
	0.39	6300	G	97%	0%	ECL GAI	1%	1%	0%	F	NA			NA		2002
650	0.00			To:	0,0		4-620	170			107					2002
(650) (650)	0.77	4900	G	97%	1%	1%	0%	1%	0%	F	0.101	F	0.7	4900	G	2002
				To: From:		0.07 M FF			-							
(650)	0.98	2900	G	97%	1%	1%	0%	1%	0%	F	0.084	F	0.629	2900	G	2002
				To: From:		4	4-702									
650	2.06	1700	G	97%	1%	1%	0%	1%	0%	F	0.09	F	0.583	1700	G	2002
				To: From:			4-644		-							
650	2.98	910	G	97%	1%	1%	0%	1%	0%	F	0.094	F	0.586	920	G	2002
	0.55			From:	40/		5 NORTH		-00/		0.407		0.540			0000
650	0.55	820	G	97%	1%	1%	0%	1%	0%	F	0.107	F	0.542	830	G	2002
(F)	1.80	440	G	From: 97%	1%	44-62 1%	5 SOUTE 0%	1%	0%	С	0.101	F	0.510	450	G	2002
650)	1.00	440	G	To:	1 /0		4-610	1 /0	0 70	C	0.101	'	0.510	430	O	2002
				From:		4	4-619									
651)	1.05	140	R								NA			NA		04/19/2000
				To: From:		4	4-652		-							
651)	1.10	150	R	To			ND 55		-		NA			NA		04/19/2000
				From:			SR 57		1							
652	1.00	20	R			De	ead End				NA			NA		04/19/2000
<u> </u>		-		To:		4	4-651				-			-		
				From:		SR 5	7 WEST									
653	0.53	900	R								NA			NA		07/17/2000
	^	4000		To: From:		4	4-676		-					h		07/47/2005
653	0.17	1300	R	To:		QD -	57 EAST		1		NA			NA		07/17/2000
						SIC.	, LANI									

						enry Maintenan									
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henry County				From:		44-657		ı							
654	0.35	80	R			11 037				NA			NA		05/08/2000
	0.75		_	To: From:		44-736		-							05/00/0000
654	0.75	40	R	To		Dead End		1		NA			NA		05/08/2000
				From:		SR 57		<u> </u>							
655	1.50	240	R			Sit 37				NA			NA		05/08/2000
	2.40	100	R	From:		44-720				NA			NA		05/08/2000
655	2.40	100	K	To:		44-657				INA			INA		03/06/2000
				From:		44-606		·							
656	0.92	70	R							NA			NA		08/02/2000
				To:		Franklin County	Line								
				From:		US 220									
(657)	0.20	980	R							NA			NA		08/07/2000
				To: From:		44-993		-							
657	3.08	450	R							NA			NA		08/07/2000
				To: From:		44-609		-							
657	3.80	120	R			an 100 11 000 ac				NA			NA		05/22/2000
				To: From:		SR 108; 44-890 SC 44-890 NORT									
657	1.01	480	R			11000110111				NA			NA		05/08/2000
				To:		44-664		1.							
657)	1.59	420	R	From:		77-007				NA			NA		05/08/2000
				To:		44-663 EAST	3								
(657)	0.75	310	R	From:		44-003 L/151				NA			NA		05/08/2000
				To		44-743		1.							
657	0.80	360	R	From:		77-773				NA			NA		05/08/2000
				To:		44-654		1.							
657	3.05	520	R	From:		11 03 1				NA			NA		05/08/2000
007				To:		SR 57									
				From:		44-663									
(658)	2.72	110	R							NA			NA		05/08/2000
				To:		44-657									
	0.04	400	_	From:		Dead End				N.1.A			NIA		0.4/4.0/0000
(659)	0.34	180	R							NA			NA		04/19/2000
	0.40	20		From:		US 58 Gap Terr	nin			NIA			NIA		04/40/2000
(659)	0.10	20	R	To:		44-773				NA			NA		04/10/2000
				From:		24-773									
(659)	0.40	60	R	_						NA			NA		04/10/2000
				To:		44-777									
\bigcirc	0.40	4000	•	From:	40/	US 220 BUS		00/	_	0.000	_	0.000	0000	0	0000
660	0.19	1900	G	97%	1%	1% 1%	0%	0%	F	0.220	F	0.622	2000	G	2002
	0.00	4500		From:	40/	44-1138	00/	00/		0.400		0.504	4500		2002
660	0.06	1500	G	97%	1%	1% 1%	0%	0%	F	0.182	F	0.504	1500	G	2002
	0.07	4500		From:	10/	44-1123	00/	00/	г	0 177		0.527	1500		2002
660	0.07	1500	G	97%	1%	1% 1%	0%	0%	F	0.177	F	0.527	1500	G	2002
	0.00	1500	•	From:	10/	44-895 10/ 10/	Λ0/	00/		0.16		0.550	1600		2002
660	0.08	1500	G	97%	1%	1% 1%	0%	0%	С	0.16	F	0.559	1600	G	2002
	0.27	160	P	From:		44-609 SOUT	Н			NIA			NΙΛ		06/01/2000
660	0.27	160	R	To:		44-609 NORT	Н	1		NA			NA		06/01/2000
						11 007 110101	••								

						lenry Mair	ntenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle			2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henry County				From:		De	ad End									
(661)	0.38	170	R	_							NA			NA		07/19/2000
				To:		44	-1712									
\bigcirc	0.44	2200	•	From:	40/	NCL MAI			00/	_	0.000	_	0.00	2200	0	2002
662	2.14	2300	G	95% To:	1%	2%	1% SR 57	1%	0%	С	0.099	F	0.66	2300	G	2002
				From:		NCL MA		LLE	1							
663)	2.16	840	G	96%	1%	3%	1%	0%	0%	С	0.097	F	0.649	850	G	2002
				To:		4	4-778									
663)	0.60	700	R	r tom.							NA			NA		05/22/2000
				To: From:		4	4-658									
663	2.80	270	R								NA			NA		05/08/2000
				To: From:			57 EAST 57 WEST									
(663)	0.26	40	R			11 05	,, west				NA			NA		05/08/2000
				To:		De	ad End									
				From:		De	ad End									
(664)	0.95	130	R	Tai			4 655				NA			NA		05/08/2000
				From:			4-657		l							
(005)	1.09	30	R	rioiii.		De	ad End				NA			NA		05/22/2000
665)	1.00	00	• • • • • • • • • • • • • • • • • • • •	Tai			4.600				14/ (147 (00/22/2000
(665)	2.29	450	R	From:		4	4-609				NA			NA		05/22/2000
(005)				To:		S	R 108									00/11/1000
				From:		4	4-674									
666	0.82	1300	G	86%	1%	3%	9%	2%	0%	F	0.098	F	0.762	1300	G	2002
				To: From:		4	4-722		-							
666 Trenthill Rd	0.27	1700	G	86%	1%	3%	9%	2%	0%	С	0.105	F	0.536	1700	G	2002
0				From:			4-962									
666 Trenthill Dr	0.07	2400	G	86%	1%	3%	9%	2%	0%	F	0.208	F	0.878	2500	G	2002
				To:			SR 57									
(667)	0.88	4800	G	From: 95%	0%	1%	3%	1%	0%	С	0.086	F	0.587	4800	G	2002
(007)	0.00	4000	Ū	To:	0 70	44-1133; U			070	O	0.000		0.507	4000	O	2002
\bigcirc				From:		US 220	BUS EAS	ST								
(667)	0.16	16000	G	95%	0%	1%	3%	1%	0%	F	0.085	F	0.612	16000	G	2002
\bigcirc	1.10	4000		From:	00/		I-1112	40/	00/		0.004		0.500	4000		0000
(667)	1.10	1800	G	95% To:	0%	1% WCL MA	3% rtinsvi	1%	0%	F	0.091	F	0.533	1800	G	2002
				From:			SR 57	LLL								
668	0.23	440	R	<u> </u>			IX 37				NA			NA		07/19/2000
				To:		De	ad End									
				From:		4	4-606									
669	0.66	830	R								NA			NA		07/31/2000
				To: From:			0 SOUTH 0 NORTH									
(669)	1.07	80	R								NA			NA		08/07/2000
				To:		4	4-609									
		46-	_	From:		4	4-993									0=106:55:5
670	0.90	130	R								NA			NA		05/30/2000
\bigcirc	4.00	000		From:		US	220 BUS				NI A			A.I.A		00/07/0000
670	1.32	290	R	To:		A	4-609				NA			NA		08/07/2000
				From:					<u>.</u>							
(671)	0.96	1000	R			4	4-672				NA			NA		07/31/2000
<u> </u>				To-		44-60	6 NORTH	I								
																

					H	enry Maintenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henry County				From:		44-606 SOUTI	н	1							
671)	0.47	430	R				1			NA			NA		07/31/200
\bigcirc	0.07	90		From:		44-1238				NIA			NΙΔ		07/24/200
671)	0.27	90	R	To:		44-1222				NA			NA		07/31/200
				From:											
Bassett Hghts Rd	0.84	660	G	98%	1%	SR 57 1% 0%	0%	0%	F	0.123	F	0.818	670	G	2002
(672) Bassett Hghts Rd	0.04	000	J	3070	1 70			070		0.120	į	0.010	070	O	2002
672) Bassett Hghts Rd	0.41	880	G	From: 98%	1%	1% 0%	0%	0%	F	0.123	F	0.671	890	G	2002
<u> </u>				From:		44-671			_						
(672) Bassett Hghts Rd Ext	2.37	1200	G	98% To:	1%	1% 0%	0%	0%	С	0.112	F	0.848	1200	G	2002
				From:		44-674 WEST 44-674 EAST									
(672)	0.93	280	R	<u> </u>		110712151				NA			NA		09/02/200
012				To:		44-606									
				From:		SR 57 ALT									
(673) Bullocks Dr	0.10	1600	G	89%	1%	2% 7%	2%	0%	С	0.106	F	0.506	1600	G	2002
073) = 3				To:		SR 57 EAST		- 1	_		-			_	
				From:		SR 57 WEST									
673	0.02	650	R							NA			NA		07/31/2000
				To:		44-756									
673)	0.98	850	R	From:						NA			NA		07/31/2000
				To:		44-1234									
(672)	1.62	620	R	From:		44-1234				NA			NA		07/31/2000
673)	1.02	020	•	To:		44-672							10.		017017200
				From:											
	1.30	1100	G	93%	1%	SR 57 3% 1%	1%	0%	F	0.097	F	0.811	1100	G	2002
674)	1.50	1100	J	3370	1 /0		170	070	•	0.007	'	0.011	1100	O	2002
\bigcirc	4.04	4000		From:	40/	44-666	40/	00/		0.000	_	0.540	4000	_	2000
674)	1.24	1300	G	93%	1%	3% 1%	1%	0%	F	0.096	F	0.546	1300	G	2002
<u> </u>				To: From:		44-603									
(674) Philpot Dr	3.12	560	G	93%	1%	3% 1%	1%	0%	F	0.118	F	0.562	560	G	2002
				To:		44-672 WEST	Γ								
(674) Philpott Dr	0.97	1100	G	93%	1%	3% 1%	1%	0%	F	0.091	F	0.5	1200	G	2002
				_											
	1.60	2000	G	From: 93%	1%	44-606 EAST 3% 1%	1%	0%	С	0.096	F	0.578	2100	G	2002
674)	1.00	2000	G	93 /0 To:	1 /0	US 220	1 /0	0 70	C	0.090	'	0.576	2100	G	2002
				From:											
	0.90	280	R	From.		44-779				NA			NA		07/19/2000
675)	0.90	200	K							INA			INA		01/19/2000
				From:		SR 57									
675)	0.30	60	R							NA			NA		07/19/2000
				To:		Dead End									
				From:		44-698									
676	3.46	1100	R							NA			NA		07/17/2000
				To:		44-653									
				From:		70-627; Patrick Cour	nty Line								
(677)	1.50	1500	R							NA			NA		07/17/2000
				To: From:		44-687 NORT									
(277)	1.38	540	R	<u> </u>		44-687 SOUTI	л			NA			NA		07/17/2000
677	1.30	J-10	^	To:		Dead End				INA			INA		01/11/2000
				E											
	1.50	190	R			44-626				NA			NA		07/10/2000
678)	1.30	190	ĸ	To:		44-677				INA			NA		0111012000
	0.00	500	_	From:		44-687				NIA			N I A		07/40/000
679	2.00	580	R	To:		44 600				NA			NA		07/10/2000
				10.		44-698									

						enry Maintena	1100 / 1100								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henry County				From:		44-681		1							
(680)	3.61	230	R			11.001				NA			NA		07/26/2000
				To:		SR 57 AL	T								
				From:		44-687									
681)	0.53	130	R	_						NA			NA		07/26/2000
				To: From:		44-679 NOI 44-679 SOU									
681)	2.95	1000	R	<u> </u>		44-077 300	7111			NA			NA		07/26/2000
001)				To:		44-683									
				From:		Dead En	d								
682	2.12	210	R							NA			NA		05/30/2000
				To:		44-744									
682	0.20	300	R	From:		77-/77				NA			NA		05/30/2000
(002)				To:		44.501									
	0.27	5900	G	From: 92%	1%	1% 3%	3%	0%	F	0.091	F	0.538	6000	G	2002
682	0.27	5900	G	92 /0	1 /0		3 /0	0 70	'	0.091	'	0.556	0000	G	2002
				From:	101	44-609									
682	1.39	5500	G	92%	1%	1% 3%	3%	0%	С	0.089	F	0.566	5600	G	2002
				To:		US 220									
				From:	201	44-687	10/	201							
683	3.36	690	Α	96%	0%	1% 2%	1%	0%	Α	0.110	Α	0.54	700	Α	2002
				To: From:		44-627									
683	0.92	1700	G	96%	0%	1% 2%	1%	0%	F	0.107	F	0.623	1800	G	2002
				Ta		44-609									
683)	2.93	2600	G	From: 96%	0%	1% 2%	1%	0%	F	0.091	F	0.511	2600	G	2002
				To:											
602	0.66	620	R	From:		SR 57 AL	1	[NA			NA		07/26/2000
(683) (683)	0.00	020	1	_						IVA			INA		0112012000
\bigcirc	0.40	4=0	_	From:		44-907									07/00/0000
(683)	0.42	170	R	To:		D 1F	1			NA			NA		07/26/2000
						Dead En									
	0.00		_	From:		Dead En	d								00/00/000
684)	0.83	240	R							NA			NA		06/28/2000
				From:		US 58									
684)	4.49	2900	G	82%	1%	4% 9%		0%	С	0.083	F	0.604	2900	G	2002
				To:		44-609; 44-	747								
				From:		44-641									
(685)	1.48	3400	G	97 <u>%</u>	1%	1% 0%		0%	С	0.098	F	0.619	3500	G	2002
				To:		US 220 BI	JS								
				From:		Dead En	d								
686	0.25	50	R							NA			NA		06/12/2000
				To: From:		44-641 NOI									
	0.35	110	R	r tonn.		44-641 SOU	IH			NA			NA		06/12/2000
686	0.55	110	K	To:		Dead En	1	1		INA			INA		00/12/2000
				From:											
687) Stone's Dairy Rd	2 86	2900	G	95%	1%	SR 57; 44-2 2% 0%		0%	F	0.094	F	0.517	3000	G	2002
687 Stone's Dairy Rd	2.86	2900	G	95%	1 70		270	070	Г	0.094	Г	0.517	3000	G	2002
<u> </u>				From:		44-626					_				
(687) Stone's Dairy Rd	2.15	3200	G	95%	1%	2% 0%	2%	0%	С	0.098	F	0.634	3200	G	2002
				To: From:		44-681									
(687) Stone's Dairy Rd	1.69	3600	G	95%	1%	2% 0%	2%	0%	F	0.098	F	0.638	3700	G	2002
$\bigcup_{i \in I} f_i$				To:		44-609									
687	4.60	1300	G	95%	1%	2% 0%	2%	0%	F	0.096	F	0.533	1300	G	2002
687)			_		. 70				•		•	2.000		_	
	4.00	2000	^	From:	40/	44-683	20/	00/	г	0.000		0.600	2400		2002
687	1.29	3000	G	95% To:	1%	2% 0% US 58	2%	0%	F	0.093	F	0.609	3100	G	2002
				10.		US 58									

Henry County 2Axie 3+Axie 11rail 21rail Hour)K	Dir actor	AAWDT	QW	Year
Henry County					· oui
From: US 58	г о	0.540	4000	_	2002
687 Soapstone Rd 3.95 1200 G 95% 1% 2% 0% 2% 0% F 0.102	F 0.	0.519	1200	G	2002
To 44-641					
(001)	F 0.	0.541	1700	G	2002
To US 220 ; FR-845					
From: 44-695					00/00/0000
688) 3.27 160 R NA			NA		06/28/2000
Tro 44-692 NORTH From 44-692 SOUTH					
	F 0.	0.683	480	G	2002
To 44 1000					
688) 1.95 390 G 93% 4% 1% 1% 1% 0% F 0.124	F 0.	0.585	400	G	2002
	1 0.	0.565	400	G	2002
Tay 44.816					
(000)	F 0.	0.521	520	G	2002
· · · · · · · · · · · · · · · · · · ·					
From: US 220					
(689) 0.80 80 R NA			NA		06/26/2000
To: Dead End					
From Dead End					
(690) 1.09 80 R NA			NA		06/26/2000
To 44-692 NORTH					
690 0.92 48 R NA			NA		06/26/2000
To: 44-692 SOUTH					
From: North Carolina State Line					
	F 0.	0.685	670	G	2002
та 44-692					
From: North Carolina State Line					
	F 0.	0.729	980	G	2002
692) 3.70 2200 G 93% 1% 3% 2% 2% 0% C 0.089	F 0.	0.530	2200	G	2002
692 3.70 2200 G 93% 1% 3% 2% 2% 0% C 0.089	1 0.	0.550	2200	G	2002
From: US 58 MID					
(692) 0.48 90 R NA			NA		07/06/2000
To- From: 44-1429					
(692) 0.30 300 R NA			NA		07/06/2000
To US 58 WEST			INA		01/00/2000
0000 11201					
Notui Calolina State Line			NA		1996
693 1.50 70 R NA			INA		1990
777027					
44-0/5			NIA		1006
694) 3.45 320 R NA			NA		1996
North Carolina State Line			N.1.0		4000
(695) 2.37 190 R NA			NA		1996
From: 44-629 EAST					
695) 6.08 700 R NA			NA		1996
To US 58					
	F 0.	0.802	1000	G	2002
To: 44 609					
695) 0.60 490 G 95% 1% 2% 0% 1% 0% F 0.102	F 0.	0.587	500	G	2002
	. 0.	0.001	300	G	2002
- To- 44-972		·		_	
695 3.32 520 G 95% 1% 2% 0% 1% 0% F 0.107	⊢ 0.	0.571	530	G	2002
To 44-687					

						enry Maintenanc TruTru				Peak		Dir		_	
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	Hour	QK	Factor	AAWDT	QW	Year
Henry County				From:		44-698		ĵ							
696)	3.47	230	R	т		14.625				NA			NA		07/10/2000
				From:		44-627									
697)	1.65	90	R			Dead End				NA			NA		04/12/2000
				To: From:		44-625									
697	1.35	120	R					<u>_</u>		NA			NA		04/12/2000
	4.00	050		From:	00/	44-636	40/	00/		0.444		0.500	050		0000
697)	1.20	250	G	96%	3%	1% 0%	1%	0%	С	0.114	F	0.563	250	G	2002
697	2.78	230	R	From:		44-650				NA			NA		04/12/2000
				To:		44-625									
697	0.41	600	R	Prom.						NA			NA		04/12/2000
			_	To: From:		44-610 SOUTH	[
697	0.29	30	R	To:		44-610 NORTH	I	1		NA			NA		04/12/2000
				From:		44-695		1							
698)	1.00	530	R					-		NA			NA		07/10/2000
				From:		44-696		-							
698)	4.47	100	R	To:		44-627 SOUTH	ſ	1		NA			NA		07/10/2000
$\widehat{}$				From:		44-627									
698) Crestridge Rd	1.98	1200	G	97% To:	1%	1% 0% 44-687	1%	0%	F	0.098	F	0.630	1200	G	2002
				From:		44-687 NORTH	I								
(698)	3.08	3600	G	97%	1%	1% 0%	1%	0%	F	0.101	F	0.761	3600	G	2002
\bigcirc	4.40	4700		From:	40/	44-780	40/	00/		0.405		0.700	4000		0000
698)	1.49	4700	G	97% To:	1%	1% 0% 44-1228; SR 57 A	1% LT	0%	С	0.105	F	0.728	4800	G	2002
				From:		US 58									
(699)	0.17	7	R	·						NA			NA		06/28/2000
				To:		Dead End									
(700)	2.11	50	R	From:		44-625				NA			NA		04/12/2000
(700)				To:		44-610									
			_	From:		44-866 WEST									00/00/000
(701)	0.15	120	R							NA			NA		03/29/2000
(701)	0.44	440	R	From:		44-747		-		NA			NA		03/29/2000
(701)	0.11			To:		44-868									00/20/2000
701)	0.17	590	R	From:		11 -000				NA			NA		03/29/2000
				To: From:		44-867									
701)	0.96	2100	G	99%	0%	0% 0%	0%	0%	С	0.137	F	0.506	2100	G	2002
				From:		44-609 Gap Term									
701)	80.0	13000	G	99%	0%	0% 0%	0%	0%	F	0.085	F	0.716	13000	G	2002
704	0.06	11000	G	From: 99%	0%	44-682 0% 0%	0%	0%	F	0.085	F	0.773	11000	G	2002
701)	0.00			To:	3 / 0	SR 57	5 70	0 /0	'	0.000	'	0			
				From:		Dead End									
(702)	2.06	390	R	To:		44.650				NA			NA		05/28/2000
				From:		44-650 SD 57: 44-715		<u> </u>							
(703) Ridgewood Rd	0.85	470	G	94%	3%	SR 57; 44-715 3% 0%	0%	0%	С	0.099	F	0.511	480	G	2002
0 444			_	To		44-672			_			•		-	

					Herify Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	il QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henry County				From:	Dead End	1						
704)	0.55	180	R	-		_	NA			NA		08/07/2000
				Tn:	44-993	<u> </u>						
(705)	0.24	30	R	From:	SR 57 EAST		NA			NA		04/19/2000
705)				То:	SR 57 WEST							
\bigcirc			_	From:	US 58							
706	0.90	500	R			_	NA			NA		06/07/2000
	0.70	360	R	From:	44-707		NA			NA		06/07/2000
706	0.70	300		To:	SCL MARTINSVILLE	1	IVA			14/3		00/01/2000
				From:	44-966							
(707)	0.87	1700	G	98%	0% 1% 1% 0% 0%	С	0.103	F	0.801	1700	G	2002
				To: From:	SCL MARTINSVILLE	1						
708)	0.46	70	R	rioiii.	44-681	_	NA			NA		07/26/2000
(700)				To:	Dead End	1						
$\widehat{}$				From:	44-687	J						
709	1.60	280	R	To:	44-627	7	NA			NA		07/06/2000
				From:	44-627	+						
710	0.20	10	R		44-048		NA			NA		04/12/2000
				To:	Dead End	1						
				From:	North Carolina State Line							
711)	0.50	630	R	To:	44-610	7	NA			NA		04/24/2000
				From:	44-698	 						
712	1.70	740	R		44-076		NA			NA		07/19/2000
				To:	SR 57 ALT							
				From:	SR 108							
713	0.27	610	R			_	NA			NA		05/22/2000
	0.08	370	R	From:	44-1643	_	NA			NA		05/22/2000
713	0.00	370	IX.	To:	44-9868	7	INA			INA		03/22/2000
				From:	SR 108 SOUTH							
714)	0.56	4300	R				NA			NA		08/07/2000
				From:	SR 371]—						
(714)	0.53	570	R	To:	SR 108 NORTH	_	NA			NA		08/07/2000
				From:	44-716	+						
(715)	0.08	90	R	<u> </u>	47-710		NA			NA		07/31/2000
				To:	SR 57; 44-703							
\bigcirc	2.22	4=0		From:	SR 57; 44-919							07/04/0000
716	0.20	170	R	To:	Dead End	1	NA			NA		07/31/2000
				From:	Dead End							
(717)	0.20	150	R				NA			NA		04/26/2000
				To: From:	SR 57 SOUTH SR 457 NORTH	-						
(717)	0.45	80	R		or to / north	_	NA			NA		04/26/2000
				To:	44-940]						
\bigcirc		000	_	From:	Dead End							07/40/000
718)	1.28	300	R	To-	44-698	7	NA			NA		07/10/2000
				From:	44-674							
(719)	0.50	90	R	<u> </u>		_	NA			NA		08/09/2000
$\bigcup_{i=1}^{n}$				To:	Dead End	1						

					пе	enry Maintenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tro 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henry County				From:		44-655		1							
(720)	1.51	120	R			44-033				NA			NA		05/08/200
				To:		SR 57									
				From:		Dead End									
721)	0.33	2400	R							NA			NA		06/12/200
				To: From:		44-801		ŀ							
(721) Dupont Rd	0.25	1300	G	95%	1%	2% 0%	1%	0%	С	0.101	F	0.656	1300	G	2002
				To:		US 58									
				From:		44-666									
722	1.66	160	R	. —						NA			NA		08/09/200
				To:		44-674									
	4.04	400	_	From:		44-698									07/00/000
723	1.24	160	R	To:		D1E-1				NA			NA		07/26/200
						Dead End		I							
	0.04	4500	В	From:		US 220 BUS				NIA			NΙΔ		06/07/200
724)	0.04	1500	R							NA			NA		06/07/200
$\overline{}$				From:		44-1350									00/0=/000
724)	0.40	1300	R	To:		44-1332		1		NA			NA		06/07/200
				From:				I							
	0.05	10	R	From:		44-605				NA			NA		08/02/200
725)	0.05	10	ĸ	To:		Franklin County I	ino	1		INA			INA		06/02/200
				From:			ine								
	0.50	180	R	Fiam		44-688				NA			NA		06/26/200
726	0.50	100	1	To:		Dead End				INA			INA		00/20/200
				From:			ina								
(727)	0.20	150	R			Franklin County I	ane			NA			NA		08/09/200
727	0.20	.00	•••	To:		44-674							10.		00/00/200
				From:		44-609		i							
728)	0.43	2900	G	98%	0%	1% 1%	1%	0%	С	0.098	F	0.528	3100	G	2002
(720)				To:		US 220 BUS									
				From:		Dead End									
(729)	0.65	40	R	<u> </u>				4		NA			NA		04/24/200
				To:		44-634									
				From:	-	NCL MARTINSV	LLE								
(730)	0.10	1000	R							NA			NA		05/22/200
				To:	-	NCL MARTINSV	LLE								
_				From:		44-732									
(731)	0.05	40	R							NA			NA		05/30/200
				To:		Dead End									
\sim				From:		SR 57									
732	0.05	740	R							NA			NA		06/01/200
				From:		44-731									
732	0.34	2500	R							NA			NA		06/01/200
				To:		0.34 M FRM 44-	731	ŀ							
732	1.75	2500	R							NA			NA		06/01/200
				To:		44-728									
				From:		Dead End									
733	0.38	140	R							NA			NA		08/02/200
				To:		44-672									
\sim				From:		US 220									
(734)	0.65	100	R	_						NA			NA		06/05/200
				To:		Dead End									
				From:		Dead End									
(735)	0.50	00	R							NA			NA		08/09/200
(133)	0.50	80	1	To:		44-666				INA			INA		00/03/2000

					nemy Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	()(;	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henry County				From:	Dead End	i						
736	0.33	40	R	<u> </u>	Dead End	J	NA			NA		05/08/200
				To:	44-654							
$\overline{}$				From:	44-1140							
737	0.47	150	R	To:	44-799 NORTH	ī	NA			NA		06/01/200
				From:	Dead End	<u> </u>						
738)	0.75	45	R		Deat End	ı	NA			NA		04/12/200
				To:	44-625							
\sim				From:	SR 57							
739	0.28	120	R	To:	44-903	1	NA			NA		07/31/20
				From:								
740	0.56	600	R		44-666	1	NA			NA		08/09/20
740)				To:	Dead End							
				From:	Dead End; Gap Terminus							
741)	0.30	20	R			1	NA			NA		04/19/200
				To: From:	44-628 SOUTH Dead End; Gap Terminus							
741)	0.50	40	R		Detta Ena, Sup Ferninas	1	NA			NA		04/19/200
				To:	44-628 NORTH							
$\overline{}$				From:	44-627 EAST							
742)	0.13	40	R	To:	44 C27 WEST	1	NA			NA		07/06/200
				From:	44-627 WEST 44-657	1						
743)	1.30	110	R		44-637	į	NA			NA		05/08/20
149				To	Dead End							
				From:	Dead End							
744)	0.20	48	R			1	NA			NA		05/30/20
				To:	44-682							
	0.08	590	R	From:	44-747; 44-872		NA			NA		03/29/20
745)	0.00	330	IX.	To:	44-701	1	INA			INA		03/23/20
				From:	44-701 WEST							
746)	0.05	120	R			_	NA			NA		03/29/20
				To: From:	44-908 WEST							
746)	0.03	210	R		44-908 EAST	j	NA			NA		03/29/20
749				To:	44-701 EAST							
				From:	44-609; 44-684							
747)	0.28	930	R				NA			NA		03/29/20
				From:	44-745; 44-872	}						
747)	0.75	450	R	To:	44.701	1	NA			NA		03/29/200
				From:	44-701	<u> </u>						
740	1.03	90	R	rioiii.	44-677	j	NA			NA		07/17/200
748				To	44-687]						
				From:	US 220 BUS							
749)	0.20	400	R			7	NA			NA		06/07/200
				To:	Dead End	<u> </u>						
Town of Ridgeway				From:	SR 87 WEST	I						
750)	0.07	1600	G	93%	1% 2% 1% 3% 0%	С	0.094	F	0.618	1600	G	2002
				To	ECL Ridgeway]						
Henry County						1						
	0.00	1600	N	93%	ECL Ridgeway 1% 2% 1% 3% 0%	J N	0.094	N	0.618	1600	N	2002
(750)	0.09							I/I				/1111/

						enry Maintenance	,								
Route	Length	AADT	QA	4Tire	Bus	Tru			$^{\circ}$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Ridgeway				From:		EGL P: 1									
(750) Old Leaksville Rd	0.23	1000	G	93%	1%	ECL Ridgeway 2% 1%	3%	0%	F	0.089	F	0.569	1000	G	2002
(730)				To		ECL Ridgeway									
Henry County															
(750) Old Leaksville Rd	0.86	1000	N	93%	1%	ECL Ridgeway 2% 1%	3%	0%	N	0.089	N	0.569	1000	N	2002
(750) Sid Esakeville i ka	0.00			To:	170	44-636	070		.,	0.000		0.000	1000	.,	2002
750	2.54	700	G	93%	1%	2% 1%	3%	0%	F	0.087	F	0.555	720	G	2002
				To:		SR 87 EAST									
\bigcirc				From:		SR 57 EAST									
751)	2.13	130	R	To:		SR 57 WEST				NA			NA		04/10/2000
				From:		44-781									
752	1.95	860	R	<u> </u>		11- /01				NA			NA		06/12/2000
				To:		US 58									
\sim				From:		SR 57									
753	1.00	400	R	To:		DJ.EJ				NA			NA		07/31/2000
				From:		Dead End 44-903									
754)	1.07	270	R	<u> </u>		44-903				NA			NA		07/26/2000
(104)				To		44-606 EAST									
				From:		SR 57 WEST									
755)	0.30	250	R	. —						NA			NA		07/31/2000
				To:		SR 57 EAST									
750	0.17	760	R	From		44-673				NA			NA		07/31/2000
756	0.17	.00	.`	To		SR 57									0170172000
				From:		44-788									
(757)	0.20	310	R							NA			NA		06/07/2000
				To:		SCL MARTINSVII	LE	!							
	0.60	10	R	From:		44-692				NA			NA		06/28/2000
758	0.00	10	IX	To:		Dead End				INA			INA		00/20/2000
				From:		Dead End									
(759)	0.34	60	R							NA			NA		06/28/2000
				To: From:		US 58 EAST									
(759)	1.55	350	R							NA			NA		07/06/2000
				To:		US 58 WEST									
760)	0.80	160	R	From:		44-648				NA			NA		04/12/2000
760	0.00	100		To		Dead End				14/ (1471		0-1/12/2000
				From:		44-687									
761)	2.40	1600	R							NA			NA		07/06/2000
				To:		44-609									
	0.50	400	В	From:		Dead End				NΙΛ			NA		06/26/2000
762)	0.50	100	R	To:		US 220				NA			INA		00/20/2000
				From:		44-764		1							
763)	0.16	100	R							NA			NA		03/29/2000
				To:		44-701									
\bigcirc	0.01	^^	_	From:		44-765				A.I.A			N 1 A		00/00/000
764)	0.24	90	R	To:		Dead End				NA			NA		03/29/2000
				From:		44-764									
765)	0.06	20	R			11 -/U1				NA			NA		03/29/2000
				To		Dead End									

					Henry Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	 QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henry County				From:	44-921	1						
766	0.56	70	R		44-721		NA			NA		06/28/2000
1.00				To	Dead End	1						
				From:	44-681]						
767	1.25	80	R	. —		7	NA			NA		07/26/2000
				To:	Dead End	<u> </u>						
700	0.60	40	R	From:	Dead End	J	NA			NA		07/06/2000
768	0.00	-10		To:	44-787 NORTH	٦	INA			IVA		01/00/2000
				From:	Dead End							
769	0.16	70	R			_	NA			NA		07/31/2000
				To:	44-903							
\bigcirc				From:	SR 57							
770	0.51	1200	R	To:	44-903	7	NA			NA		07/31/2000
				From:		1						
(774)	0.70	70	R	r rom.	44-636		NA			NA		04/24/2000
771)	0.70	70		To:	Dead End	٦	INA			IVA		04/24/2000
				From:	US 58							
(772)	0.23	70	R	<u></u>		_	NA			NA		04/05/2000
				Tn·	Dead End							
\bigcirc				From:	SR 57							
773	0.18	200	R				NA			NA		04/10/2000
				To: From:	44-659	}						
773	0.32	180	R	To	110.50	7	NA			NA		04/10/2000
				From:	US 58	<u> </u>						
(774)	0.19	70	R	r rom.	44-609		NA			NA		07/10/2000
774)	0.10	70		To:	Dead End	٦	1473			1471		01/10/2000
				From:	44-964							
775)	2.02	790	R	<u></u>		_	NA			NA		07/17/2000
				To:	44-881							
\bigcirc				From:	44-750							
776	0.90	60	R	To:	D 15 1	7	NA			NA		04/24/2000
					Dead End	<u> </u>						
(777) Mt. Olivet Rd	2.33	1600	G	97%	44-620 0% 1% 1% 1% 0%	С	0.089	F	0.607	1600	G	2002
(11) Inc. Silveria	2.00	.000		Tay		٦ .	0.000		0.001	1000	Ū	2002
777	0.26	1300	R	From:	US 58 BUS		NA			NA		04/10/2000
777)	0.20	.000	• • • • • • • • • • • • • • • • • • • •	To:	44 020	7				10.		0 11 10/2000
777	0.60	840	R	From:	44-920		NA			NA		04/10/2000
777				To:	44-659	7						
777)	0.13	920	R	From:	44-039		NA			NA		04/10/2000
				To:	SR 57	7						
777)	0.73	1200	R	From:	SK 3/		NA			NA		04/26/2000
				To:	44-1642							
(777)	0.26	1200	R	From:	77*1072		NA			NA		04/26/2000
777				To:	SR 457	1						
				From:	44-663							
778)	2.66	320	R			_	NA			NA		05/22/2000
				To:	SR 457	<u> </u>						
			_	From:	44-698						_	
779	1.85	500	R	To:	CD 57	7	NA			NA		07/19/2000
				To-	SR 57	1						

Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
			From:		44-680	1							
1.46	170	R			44-080			NA			NA		07/26/2000
0.50	20		From:		44-698			NIA			NΙΔ		07/10/2000
0.50	30	ĸ	To:		Dead End	1		NA			INA		07/19/2000
			From:			1							
3.28	70	R						NA			NA		06/26/2000
1.99	520	R	From:		44-687			NA			NA		06/12/2000
0.40	110		From:		44-877	-		NΑ			NΑ		06/12/2000
0.40	110	IX.	To:		Dead End			INA			INA		00/12/2000
			From:										
2.62	970	G	97%	1%	1% 0% 1%	0%	С	0.098	F	0.556	990	G	2002
			To:		US 220 BUS; FR 836								
			rI		D. IE I								
0.20	150	R	From:		Dead End			NΔ			NΔ		06/05/2000
0.20	100	• • • • • • • • • • • • • • • • • • • •	To-		US 220 BUS			147 (147.		00/00/2000
			From:		Dead End								
0.30	120	R	To:		44.667	1		NA			NA		05/30/2000
			Erom:			<u> </u>							
0.85	240	R	rioni.		SR 57			NA			NA		07/31/2000
0.00	240		To:		44-703			147 (147.		0770172000
			From:		Dead End	Ī							
0.48	48	R						NA			NA		04/24/2000
			To:		44-610								
			From:		44-768 SOUTH								
0.45	100	R	To:		44.607	1		NA			NA		07/06/2000
						J							
0.42	380	R	rioiii.		US 58 BUS			NΔ			NΔ		06/07/2000
0.12		•••	To:		Cul-de-Sac	ĺ							00/01/2000
			From:		44-647								
1.21	70	R						NA			NA		04/05/2000
			To:										
0.40	400	_	From:		Dead End								0.4/0.5/0.000
0.10	120	К	To:		44_647	1		NA			NA		04/05/2000
			From:			l I							
0.40	130	R	<u> </u>		Dead End			NA			NA		04/24/2000
			To:		44-610								
			From:		Dead End								
0.08	80	R						NA			NA		05/22/2000
						J							
1 52	120	P	From:		44-692			NΔ			NΔ		06/28/2000
1.02	120	11	To:		44-687	1		INA			INA		JUI 201 2000
			From:										
0.04	40	R			_ 100 200			NA			NA		05/30/2000
			To:		44-1157].							
		_	rrom:					NIA			NA		05/30/2000
0.20	920	R						NA			INA		03/30/2000
	1.46 0.50 3.28 1.99 0.40 2.62 0.20 0.30 0.85 0.48 0.45 0.42 1.21 0.10 0.40 0.08 1.52	1.46 170 0.50 30 3.28 70 1.99 520 0.40 110 2.62 970 0.20 150 0.30 120 0.48 48 0.45 100 0.42 380 1.21 70 0.10 120 0.40 130 0.08 80 1.52 120	1.46 170 R 0.50 30 R 3.28 70 R 1.99 520 R 0.40 110 R 2.62 970 G 0.20 150 R 0.30 120 R 0.48 48 R 0.45 100 R 0.42 380 R 1.21 70 R 0.42 380 R 0.40 130 R 0.40 130 R	1.46	1.46 170 R 1.46 170 R	Length AADT QA 4 Tire Bus 2Axie 3+Axie 1Trail	Length AADT QA 41 Puss 2Axle 3+Axle 1Trail 2Trail	Length AADT QA 41 Page 24 44 680 A44 680 A44	Length AADT QA 4 Tire Bus 2 2 2 2 2 2 2 1 0 0 0 0 0 0 0 0 0	1.46	Length AADT QA 41 life Bus 2Axle 3+Axle 1Trail 2Trail QC Hour QK Factor	1.46	1,46

					H	enry Maintenand									
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henry County				From:		US 220 BUS									
(794)	0.24	1000	R			US 220 BUS				NA			NA		06/01/2000
(194)				To-		44-609									
				From:		US 220 BUS									
795	0.27	950	R							NA			NA		06/01/2000
				From:		44-609									
795	0.08	200	R	To:		44-1117		1		NA			NA		06/01/2000
				From:				<u> </u>							
706	0.60	3200	R			44-1143				NA			NA		05/30/2000
(796)				To:		44-609									
				From:		Dead End									
797	0.19	80	R							NA			NA		05/30/2000
				From:		44-1151		-							
(797)	0.66	450	R							NA			NA		05/30/2000
				To: From:		44-1139									
(797)	0.68	1500	R			****		1		NA			NA		05/30/2000
				From:		US 220 BUS SOU US 220 BUS NO									
(797) Seminole Dr	0.65	490	G	97%	1%	1% 1%	0%	0%	С	0.102	F	0.635	510	G	2002
				To:		44-609									
\sim				From:		44-754									
(798)	0.25	30	R							NA			NA		07/26/2000
				From:		SR 57									
798	0.29	440	R	To:		44-606		1		NA			NA		07/31/2000
				From:											
(799)	0.05	1400	R	r ioni.		US 220 BUS				NA			NA		06/01/2000
(799)	0.00			To		44-737									00/01/2000
(799)	0.60	800	R	From:		44-737				NA			NA		06/01/2000
(199)				To:		44-1141									
				From:		Dead End									
(800)	0.70	220	R							NA			NA		07/06/2000
				To:		44-687									
	0.10	340	G	95%	3%	44-721 0% 1%	0%	0%	С	0.105	F	0.539	350	G	2002
801)	0.10	340	G	93 /0 To:	3 /0	SCL MARTINSV		0 /6	C	0.103		0.559	330	G	2002
				From:		Dead End									
802	0.14	330	R							NA			NA		05/30/2000
				To:		US 220 BUS									
$\widehat{}$				From:		Dead End									
803)	0.55	80	R	To:		44.620				NA			NA		05/24/2000
						44-620									
804)	0.60	640	R	From:		US 220 BUS				NA			NA		06/01/2000
(804)	0.00	040	1	To:		Dead End				IVA			IVA		00/01/2000
				From:		Dead End									
805)	0.30	48	R	_						NA			NA		05/22/2000
				To:		SR 108									
\bigcirc				From:		44-690									00/00/00==
806	0.47	40	R	To:		Dead End				NA			NA		06/26/2000
				From:				<u> </u>							
807)	0.15	190	R			SR 174				NA			NA		08/07/2000
				To-		44-850 NORT	Н								
· · · · · · · · · · · · · · · · · · ·															

					Henry Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henry County				From:	SR 57	1						
808)	0.20	200	R	_		.	NA			NA		07/31/2000
				To:	Dead End							
	0.10	60	R	From:	44-808		NA			NA		07/21/2000
809	0.10	60	ĸ	To:	Dead End	1	INA			INA		07/31/2000
				From:	SR 57	1						
810	0.15	110	R			_	NA			NA		07/31/2000
				To:	44-785	<u> </u>						
	0.90	200	R	From:	Dead End]	NA			NA		07/06/2000
811)	0.90	200	K	To:	44-687	1	INA			INA		07/00/2000
				From:	Dead End							
812	0.34	170	R			_	NA			NA		03/29/2000
				To:	44-609							
\bigcirc	0.44	400		From:	44-902]	N 1.0			NIA		00/05/0000
813)	0.14	100	R	To:	Dead End	1	NA			NA		06/05/2000
				From:	44-902	<u> </u>						
814)	0.14	120	R		,02	1	NA			NA		06/05/2000
				To:	Dead End							
\bigcirc				From:	44-902]						
815)	0.14	80	R	To:	Dead End	1	NA			NA		06/05/2000
				From:	Dead End Dead End	1						
816)	0.35	60	R		Deat End	1	NA			NA		06/26/2000
0.9				To	44-688]						
817)				From:	US 220							
	0.40	1100	R	To:	44-993	1	NA			NA		08/07/2000
				From:	Dead End	<u> </u>						
818)	0.20	10	R		Dead End	1	NA			NA		06/26/2000
010				To:	44-629]						
				From:	SR 57							
819	0.30	20	R	Tai	D. IE. I	1	NA			NA		04/05/2000
				To: From:	Dead End	<u> </u>						
(820)	0.25	300	R	r toni.	Dead End	J	NA			NA		05/30/2000
(620)	0.20			To:	SR 57]						00/00/2000
_				From:	US 220 BUS							
821)	0.19	380	R	. —		7	NA			NA		06/07/2000
				To: From:	44-724 WEST 44-724 EAST							
821)	0.20	280	R		,2.13.161		NA			NA		06/07/2000
				To:	44-1332							
\bigcirc				From:	44-775							
822	0.40	80	R	To:	Dead End	7	NA			NA		07/17/2000
				From:		<u>. </u>						
823)	0.55	10	R	<u></u>	Dead End	ı	NA			NA		06/26/2000
				To	44-629]						
				From:	44-973							
824	0.50	120	R			7	NA			NA		04/19/2000
				To:	Dead End	<u> </u>						
(025)	0.17	10	R	From:	Dead End	J	NA			NA		06/12/2000
825)	0.17	10	11	To:	44-1353	1	13/7			INA		JUI 1212000
						-						

					Herry Maintenance Area								
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henry County				From:									
(O2E)	0.16	1000	R	From:	44-1353			NA			NA		06/12/2000
825	0.10			To	US 220 BUS; FR-847			1471					00/12/200
				From:	Dead End								
826	0.60	90	R					NA			NA		08/02/2000
				To:	44-674								
	1.20	250	R	From:	70-627; Patrick County Line			NA			NA		07/10/2000
827)	1.20	250	K	To:	44-626			INA			INA		07/10/2000
_				From:	Dead End								
828	0.20	60	R					NA			NA		07/10/200
				To:	44-687								
\sim				From:	44-875								
829	0.40	70	R	To:	D 1F 1			NA			NA		06/28/2000
					Dead End								
	0.75	60	R	From:	44-627			NA			NA		07/10/2000
830	0.75	00	IX.	To:	Dead End			INA			INA		07/10/2000
				From:	Dead End; .50 MS	1							
831)	0.50	80	R		.,,			NA			NA		07/19/2000
				To- From:	SR 57 WEST								
(024)	0.37	910	R	FIOIII.	SR 57 EAST			NA			NA		07/17/2000
831)	0.57	310	IX.	т	44 1007			INA			INA		07/17/2000
(24)	0.48	140	R	From:	44-1226			NA			NA		07/17/2000
831)	0.40	140		To:	Dead End			INA			IVA		0771772000
				From:	44-687								
832	0.30	260	R					NA			NA		07/17/2000
				To:	Dead End								
				From:	44-838								
833	0.41	350	R	To:				NA			NA		07/19/2000
					SR 57								
	0.25	50	R	From:	44-666			NA			NA		08/09/2000
834)	0.23	30	K	To:	Dead End			INA			INA		00/09/2000
_				From:	North Carolina State Line	i							
(835)	0.45	200	R					NA			NA		04/24/2000
				To:	SR 87								
				From:	44-759								
836	1.40	300	R	To:	44 (07			NA			NA		07/06/2000
				From:	44-687								
(0.27)	0.90	90	R	rioiii.	44-683			NA			NA		07/06/2000
837)	0.00		•••	To	Dead End						10.		01700/2000
				From:	SR 57	i							
838	1.83	1400	R	<u></u>				NA			NA		07/19/2000
				To:	Dead End								
\bigcirc			_	From:	44-658								0=10=1=
839	0.85	150	R	To:	Dond EJ			NA			NA		05/08/2000
				From:	Dead End								
(940)	4.00	10	R	r rout.	Dead End			NA			NA		04/05/2000
840	1 ()()		1.					14/1			14/-1		5-77507 2 000
(640)	1.00			To:	44-600								
	1.00			To: From:									
841)	0.23	240	R		44-600 SR 57			NA			NA		04/10/2000

NA NA NA NA NA NA NA	Year 04/10/200 04/10/200 04/24/200 07/26/200 07/10/200 03/29/200
NA NA NA NA	04/10/200 04/24/200 07/26/200 08/02/200 07/10/200
NA NA NA NA	04/10/200 04/24/200 07/26/200 08/02/200 07/10/200
NA NA NA	04/24/200 07/26/200 08/02/200 07/10/200
NA NA NA	04/24/200 07/26/200 08/02/200 07/10/200
NA NA	07/26/200 08/02/200 07/10/200
NA NA	07/26/200 08/02/200 07/10/200
NA NA	08/02/200
NA NA	08/02/200
NA NA	08/02/200
NA	07/10/20
NA	07/10/20
NA	03/20/20
NA	03/20/20
	30,20,20
NA	06/01/20
INA	00/01/20
NA	05/30/20
NΙΛ	05/30/20
INA	03/30/20
NA	08/07/20
NΔ	06/01/20
INA	00/01/20
NA	04/26/20
NA	04/26/20
NA	06/01/20
NA	06/01/20
NΙΔ	06/04/20
INA	06/01/200
NA	06/01/20
NIA.	04/26/20
INA	04/26/20
NA	04/26/20
	J 25, 20
	NA NA NA NA NA NA NA NA

					Henry Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Pea	(.)K	Dir Factor	AAWDT	QW	Year
Henry County				From:	Dood End	1					
(857)	0.20	80	R		Dead End	J NA			NA		06/07/2000
<u> </u>				To	SCL MARTINSVILLE	1					
\bigcirc	0.40	400	_	From:	Dead End]					05/00/000
858)	0.18	160	R			NA			NA		05/22/2000
	0.30	360	R	From:	44-937	NA			NA		05/22/2000
858	0.00			To:	SR 57]			107		00/22/2000
				From:	44-683]					
859	0.23	200	R	To:	DJ.F., J	NA 1			NA		07/06/2000
				From:	Dead End 44-707 NORTH						
860	0.22	90	R		44-707 NORTH	J NA			NA		06/07/2000
				To	44-707 SOUTH						
\bigcirc			_	From:	44-609	J					
861)	0.10	60	R	To:	Dead End	NA T			NA		03/29/2000
				From:	44-747	<u> </u>					
862	0.09	80	R	<u> </u>	44-747	NA			NA		03/29/2000
				To:	44-701						
863)			_	From:	44-747	J					00/00/000
	0.08	350	R	To:	44-701	NA 1			NA		03/29/2000
				From:	Dead End						
864)	0.08	30	R		Doug Eng	NA			NA		03/29/2000
				To	44-701	<u> </u>					
865	0.00	40	_	From:	Dead End	, NIA			NIA		03/30/3000
	0.08	48	R	To:	44-701	NA]			NA		03/29/2000
				From:	44-747						
866	0.05	110	R			NA			NA		03/29/2000
				To: From:	44-701 WEST	<u> </u>					
866	0.18	250	R			NA			NA		03/29/2000
\bigcirc	0.10			To: From:	44-868						
866	0.18	200	R	_		NA			NA		03/29/2000
(occ)	0.09	40	R	From:	44-701 EAST	NA			NA		03/29/2000
866)	0.00	-10		To:	Dead End]			147.		00/20/2000
				From:	44-866						
867)	0.22	70	R	To:	44.501	NA			NA		03/29/2000
				From:	44-701	<u> </u>					
868)	0.02	70	R	riom.	44-747	J NA			NA		03/29/2000
(000)				To	44-1099	1					
(868)	0.14	60	R	From:	11 10//	NA			NA		03/29/2000
				To: From:	44-869	<u> </u>					
868	0.05	310	R			NA			NA		03/29/2000
				To: From:	44-866 24-866						
868	0.15	80	R	<u> </u>	2.000	_ NA			NA		03/29/2000
				To:	44-701	<u></u>					
<u> </u>	0.00	070	_	From:	44-868				NI A		02/20/2022
869	0.20	370	R	To:	44-701	NA 1			NA		03/29/2000
					TT-/VI	1					

					Henry Maintenance Area		Peak		Die			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	()(:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henry County				From:	44-609	1						
870	0.15	400	R		44-009		NA			NA		06/01/2000
				To:	Dead End							
\bigcirc	0.05	20		From:	Dead End		NIA			NIA		00/04/000/
871)	0.05	30	R	To:	44-870	1	NA			NA		06/01/200
				From:	44-745; 44-747							
872	0.21	60	R			-	NA			NA		03/29/200
				To:	Dead End							
072)	0.08	20	R	From:	44-684	J	NA			NA		06/28/200
873	0.00			To:	Dead End		147 (147 (00/20/200
_				From:	US 58 WEST							
874)	0.41	300	R			7	NA			NA		07/06/200
				To: From:	US 58 EAST							
075	0.13	130	R	From:	US 58 WEST		NA			NA		06/28/200
875	0.10			To:	44-829]						00/20/200
				From:	Dead End]						
876	0.54	30	R		110 do D110	7	NA			NA		06/12/200
				To: From:	US 58 BUS	<u> </u>						
977	0.12	48	R	r toni.	Dead End		NA			NA		06/28/200
877)	52			To:	US 58	1						00/20/200
877	0.49	910	R	From:	03 36	_	NA			NA		06/12/200
				To: From:	44-781	1						
877)	0.32	6	R	From:		-	NA			NA		06/12/200
				To:	Dead End							
878	0.35	70	R	From:	US 58; 44-969	_	NA			NA		06/26/200
	0.33	70	K	To:	Dead End	1	INA			INA		00/20/200
				From:	Dead End							
(879)	0.30	80	R	_		=1 =	NA			NA		07/10/200
				To:	44-695							
	0.30	40	ь	From:	44-626	<u>]</u>	NΙΛ			NA		07/10/200
(880)	0.30	48	R	To:	Dead End	1	NA			INA		07/10/200
				From:	Dead End							
881)	0.76	150	R			_	NA			NA		07/17/200
				To: From:	44-775]———						
(881)	0.20	700	R	To:	44.652	7	NA			NA		07/17/200
				From:	44-653	1						
882	0.16	80	R	r toni.	44-971		NA			NA		06/05/200
(002)				To:	Dead End							
_				From:	Dead End							
883	0.18	60	R	To:	CD 100	7	NA			NA		05/22/200
				From:	SR 108							
884	2.00	150	R		44-835 NC ST LINE	J	NA			NA		04/24/200
884)				To:	44-632							
				From:	Dead End							
885	0.40	80	R		11.65	7	NA			NA		06/12/2000
\bigcup				To:	44-685	<u> </u>						

							_								
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year			
Henry County				From:	Dead End	i									
886	0.90	110	R	<u> </u>	Dead End	ı	NA			NA		05/08/200			
				To-	44-618; 44-890										
				From:	44-874	j									
887	0.50	200	R	. —		1	NA			NA		07/06/200			
				To:	Dead End										
	0.33	90	R	From:	Dead End		NA			NA		07/17/200			
888	0.33	90	ĸ	To:	44-676	1	INA			INA		07/17/200			
				From:	US 220 BUS ; 44-850	<u> </u>									
889	0.20	550	R		CB 220 BCB , 11 650	1	NA			NA		08/07/200			
000				To:	Dead End										
				From:	SR 108; 44-657										
890) Figsbore Rd	1.78	2700	G	96%	0% 2% 1% 1% 0%	С	0.109	F	0.709	2800	G	2002			
<u> </u>				To:	Franklin County Line										
\sim				From:	SR 108										
891)	0.12	60	R	т	D 15.1	1	NA			NA		05/22/200			
				To:	Dead End										
	0.12	60	R	From:	Dead End	<u>l</u>	NA			NA		04/26/200			
892	0.12	60	K	To-	SR 57	1	INA			IVA		04/20/200			
				From:	Dead End	l									
903	0.23	290	R		Dead End	<u>l</u>	NA			NA		05/30/200			
893)	0.20	200		To:	44-609	1				107		00,00,20			
-				From:	44-609										
894)	0.10	140	R			1	NA			NA		1996			
				To:	Dead End										
				From:	44-660										
895	0.33	400	R			_	NA			NA		1996			
				To:	Dead End										
\bigcirc		50		From:	Dead End							06/12/2000			
896)	0.50		50	R	т	44.641	NA			NA					
						To:	44-641								
	0.40	100	100	100	100	R	From:	Dead End		NIA			NIA		1006
897	0.48	190	190	ĸ	To:	NA To: SR 108		NA		1996					
				From:	Dead End	l									
898)	0.20	10	R		Dead End	<u>l</u>	NA			NA		04/12/200			
090)	0.20			To:	44-697	1				107		0 17 127200			
				From:	Dead End										
899	0.55	70	R	<u> </u>	Doub Ella		NA			NA		04/12/200			
				To:	44-620										
				From:	Dead End										
900)	0.05	10	R			-	NA			NA		06/07/200			
				To:	SCL MARTINSVILLE										
$\widehat{}$				From:	70-627; Patrick County Line										
901)	0.55	520	R	. —		1	NA			NA		07/10/200			
				To-	44-677										
Town of Ridgeway				From:	US 220 BUS	1									
902)	0.03	970	G	90%	1% 7% 0% 1% 0%	С	0.146	F	0.729	990	G	2002			
				To:	NCL Ridgeway		• •								
Henry County		_		-					_			_			
				From:	NCL Ridgeway										
(902)	0.76	970	N	90%	1% 7% 0% 1% 0%	N	0.146	Ν	0.729	990	Ν	2002			
				To:	44-782										

Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			O.C.	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henry County				From:		44-782		Î							
(902)	0.47	980	R	<u> </u>						NA			NA		06/05/200
				To:		US 220									
903) TB Stanley Hwy	0.48	7200	G	96%	1%	SR 57 BUS 1% 1%	2%	0%	С	0.11	F	0.655	7300	G	2002
				To: From:		SR 57		}							
903 Henry St	0.85	1700	G	96% To:	1%	1% 1%	2%	0%	F	0.103	F	0.567	1800	G	2002
				From:		44-606 Dead End									
904)	0.35	30	R			Dead End				NA			NA		07/17/200
				To:		SR 57 WEST									
904)	1.03	1200	R	rioin.		SR 57 EAST				NA			NA		07/19/200
904)				To:		Dead End									
				From:		44-904									
905	0.66	190	R	To		DI.EI		1		NA			NA		07/19/200
				From:		Dead End		I							
906	0.49	150	R			Dead End				NA			NA		07/31/200
000				To:		44-703									
$\widehat{}$				From:		Dead End									
907	0.29	40	R							NA			NA		07/26/200
	0.00	4000		To: From:		SR 57 ALT									1000
907	0.39	1200	R	To:		44-683		1		NA			NA		1996
				From:		44-701 WEST	7								
908)	0.12	570	R			,,,				NA			NA		03/29/200
				To:		44-701 EAST	•								
\bigcirc	0.45	240		From:		44-687				NIA			NIA		07/47/200
909	0.45	340	R	To:		Dead End				NA			NA		07/17/200
				From:		44-609		1							
910	0.25	40	R							NA			NA		07/06/200
				To:		Dead End									
	0.35	30	R	From:		44-687				NA			NA		07/06/200
911)	0.00		• • • • • • • • • • • • • • • • • • • •	To:		Dead End				1471			147 (01700/200
				From:		Patrick County I	ine								
912)	0.84	1200	R							NA			NA		07/17/200
				To:		44-687									
(012)	0.70	80	R	From:		44-612				NA			NA		04/05/200
913)	0.70		• • • • • • • • • • • • • • • • • • • •	To:		Dead End				1471			147.0		04/00/200
				From:		Dead End									
914)	0.80	90	R	To:						NA			NA		04/05/200
				From:		44-647									
915)	0.07	10	R	riout.		44-641				NA			NA		06/12/200
<u></u>		-		To:		US 220 BUS									
$\overline{}$				From:		44-648									
916	0.29	150	R	To:		110.50				NA			NA		05/05/200
				From:		US 58 44-717									
917)	0.20	90	R	· L		44-/1/				NA			NA		04/26/200
				To:		44-940									
917)	0.05	820	R	From:						NA			NA		04/26/200
				To:		SR 457 SOUT	Н								

					nenry Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henry County				From:	SR 457 MID	1						
917)	0.55	100	R		SK 43 / WIID		NA			NA		04/26/2000
				To:	SR 457 NORTH							
\bigcirc	0.04	400		From:	Dead End		NIA			NIA		00/07/0000
918)	0.24	120	R	To:	SCL MARTINSVILLE	1	NA			NA		06/07/2000
				From:	Patrick County Line	<u> </u>						
919	1.05	280	R			_	NA			NA		07/17/2000
				To:	44-687							
	0.22	300	_	From:	Dead End		NIA			NIA		04/40/2000
920	0.23	300	R	To:	44-777	1	NA			NA		04/10/2000
				From:	Dead End							
921)	1.00	110	R			_	NA			NA		06/28/2000
<u> </u>				To:	US 58							
	1.40	470	_	From:	44-657		NIA			NIA		05/00/0000
922	1.40	170	R	To:	44-890	1	NA			NA		05/08/2000
				From:	Dead End							
923	0.43	70	R			_	NA			NA		07/19/2000
				To:	44-712							
\bigcirc	0.00	400	_	From:	44-683		NIA			NIA		07/00/0000
924	0.60	190	R	To:	Dead End	1	NA			NA		07/26/2000
				From:	SR 57; SR 457							
925)	0.40	300	R	<u> </u>	5K 57, 5K 157	J	NA			NA		04/10/2000
				To:	44-974	—						
925	0.28	50	R	From:		!	NA			NA		04/10/2000
				To:	Dead End							
	0.26	70		From:	44-965]	NIA			NIA		07/10/2000
926	0.26	70	R	To:	Dead End	1	NA			NA		07/19/2000
				From:	Dead End							
(927)	0.56	570	R	<u>. </u>		_	NA			NA		06/05/2000
				To:	44-637							
	0.20	40	R	From:	Dead End		NA			NA		05/22/2000
928	0.20	40	ĸ	To:	SR 108	1	INA			NA		05/22/2000
				From:	US 220							
929	0.15	40	R			-	NA			NA		06/07/2000
				To:	44-902							
\bigcirc	0.45	2422	_	From:	US 58 BUS							0.4.14.0.10.00.0
930	0.15	2400	R			-	NA			NA		04/10/2000
	0.91	2000	R	From:	44-932; 44-9964		NA			NA		04/10/2000
930	0.91	2000	K	To:	44-1607	1	INA			INA		04/10/2000
				From:	Dead End	l						
931)	0.30	160	R			_	NA			NA		04/19/2000
				To: From:	US 58 BUS	 						
931)	0.61	550	R				NA			NA		04/10/2000
				To: From:	44-1602]						
931)	0.05	6	R	To:	D 1D 1	1	NA			NA		04/10/2000
				From:	Dead End	<u> </u>						
932)	0.56	260	R	. rodi.	44-1604	J	NA			NA		04/10/2000
932				To:	44-930; 44-9964	<u></u>						
			_			-						

					Henry Maintenance AreaTruckBus	F	Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC I	Hour	QK	Factor	AAWDT	QW	Year
Henry County				From:	44-958	i						
933)	0.26	160	R		11 750	4	NA			NA		05/24/2000
				To	44-934							
\bigcirc	0.54	440		From:	44-958		NIA			NIA		05/04/0000
934)	0.54	110	R	To:	44-933	1	NA			NA		05/24/2000
				From:	44-955							
935)	0.13	50	R			4	NA			NA		04/26/2000
				To:	Dead End							
\bigcirc				From:	Dead End							
936	0.27	90	R	To:	44-890	ī	NA			NA		08/07/2000
				From:	Dead End							
937)	0.15	60	R		Dead End	1	NA			NA		05/22/2000
				To:	44-858							
				From:	NCL MARTINSVILLE							
938	0.27	180	R	To:	11.60	1	NA			NA		05/22/2000
				From:	44-662							
030	0.18	210	R		NCL MARTINSVILLE	J	NA			NA		05/22/2000
939				To	44-662]						
				From:	44-917							
940	0.10	730	R				NA			NA		04/26/2000
				To: From:	44-717	<u> </u>						
940	0.20	660	R				NA			NA		04/26/2000
				To: From:	44-956	-						
940	0.15	380	R	To:	44-955	ī	NA			NA		04/26/2000
				From:	44-969	i İ						
941)	0.30	40	R		11* 707	1	NA			NA		06/28/2000
				To:	Dead End							
\bigcirc				From:	SR 57							
(942)	0.48	200	R	To:	DJ.CJ	1	NA			NA		07/19/2000
				From:	Dead End 44-609							
943)	0.25	70	R		44-009	ı	NA			NA		07/06/2000
040				To:	Dead End]						
				From:	Dead End							
944)	0.36	170	R				NA			NA		04/26/2000
				To: From:	SR 57	}						
944)	0.56	370	R	To:	44-662	1	NA			NA		05/22/2000
				From:	44-629; Patrick County Line	1						
945)	0.43	80	R		44-629, Patrick County Line	1	NA			NA		06/26/2000
010				To:	Dead End]						
				From:	Dead End							
946	1.00	50	R	To:	44.700	ĭ	NA			NA		04/12/2000
				From:	44-700	<u> </u>						
(047)	0.15	50	R	r rom.	44-904	J	NA			NA		07/19/2000
947)				To:	Dead End	<u> </u>						
				From:	44-635							
948)	1.10	48	R			-	NA			NA		04/24/2000
				To:	44-632							

					Henry Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	()(:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henry County				From:		1						
949)	0.50	220	R	rioni.	US 58	1	NA			NA		06/28/200
949)				To:	44-695							
			_	From:	44-712							
950	0.15	48	R	To:	Dead End	1	NA			NA		07/19/200
				From:	Dead End	1						
951)	0.16	40	R	<u> </u>	Deat End	1	NA			NA		05/24/200
				To:	44-777]						
				From:	Dead End							
952	0.23	10	R	To:	44-777	1	NA			NA		05/24/200
				From:	44-662 WEST	1						
953	0.15	20	R	<u> </u>	44-002 WES1	J	NA			NA		05/22/200
000				To:	Dead End							
				From:	NCL MARTINSVILLE							
954	0.06	40	R	To:	D. IF. I	1	NA			NA		05/22/2000
				From:	Dead End	<u> </u>						
055)	0.12	70	R		Dead End	1	NA			NA		04/26/2000
955				To:	44-935	1						
955)	0.08	180	R	From:	111 755	1	NA			NA		04/26/2000
				To-	44-956							
955	0.08	270	R	From:		<u>.</u>	NA			NA		04/26/2000
				To:	44-940]						
\bigcirc	0.22	450	_	From:	44-955		NIA			NIA		04/00/000
956	0.23	150	R	To:	44-940	1	NA			NA		04/26/2000
				From:	Dead End	! 						
957)	0.49	2000	R		Dona Bila		NA			NA		06/07/200
				To: From:	44-966 Gap Terminus							
957)	0.02	2000	R		44-966 GapTerminus	J	NA			NA		06/07/200
937				To:	END ROUTE]						
				From:	Dead End							
958	0.06	20	R				NA			NA		05/24/200
				To: From:	44-959 SOUTH	}						
958	0.09	60	R			_	NA			NA		05/24/200
$\overline{}$	0.40	400	_	From:	44-934	<u> </u>	NIA.			NIA.		05/04/0004
958)	0.16	180	R			•	NA			NA		05/24/2000
650	0.33	360	R	From:	44-959 NORTH]	NA			NA		05/24/2000
958	0.55	300		Tai	44.022	1	IVA			IVA		03/24/2000
958)	0.24	690	R	From:	44-933		NA			NA		05/24/2000
000				To:	44-777	1						
				From:	44-958 NORTH]						
959	0.28	90	R	т	44 050 001 WIT	1	NA			NA		05/24/2000
				To:	44-958 SOUTH	<u> </u>						
960	0.08	6	R	riom:	44-620	1	NA			NA		05/24/2000
900)	0.00			To:	Dead End	<u> </u>						
				From:	44-620							
961)	0.53	600	R	_		7	NA			NA		05/24/2000
<u> </u>				To:	Dead End	<u> </u>						

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Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	ıck 1Trail	 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henry County				From:		44.666									
(962) Lenoir St	0.55	2200	G	93%	0%	44-666 2% 1%	4%	0%	С	0.143	F	0.663	2300	G	2002
002				To		SR 57									
\bigcirc				From:		SR 57 W; 44-96	4								
963	0.05	20	R	To:		CD 57 FACT				NA			NA		07/17/2000
				From:		SR 57 EAST									
964)	0.41	710	R			SR 57 EAST				NA			NA		07/17/2000
001)				To:		SR 57 WEST									
				From:		SR 57 EAST									
965	0.30	100	R	т		OD 55 WEGE				NA			NA		07/19/200
				10.		SR 57 WEST									
000	0.87	7800	G	97%	0%	US 220 BUS 1% 0%	1%	0%	С	0.090	F	0.549	8000	G	2002
966	0.07	7000	J	To:	0 70	SCL MARTINSVI		070	O	0.000		0.545	0000	O	2002
				From:		Dead End									
967	0.23	30	R					•		NA			NA		04/12/2000
				To:		44-648									
\bigcirc	0.44	200	-	From:		44-662 WEST				NIA			NIA		05/00/000
968	0.41	280	R	To		44-662 EAST				NA			NA		05/22/2000
				From:		US 58; 44-878		1							
969)	0.36	100	R			03 36, 44-676				NA			NA		06/28/2000
				To		44-941									
969)	0.57	20	R	From:		77-771				NA			NA		06/28/2000
				To		Dead End									
				From:		US 220 BUS; 44-6	541								
970	0.60	3200	R							NA			NA		06/07/2000
				To:		Dead End									
(274)	0.40	180	R	From:		US 220				NA			NA		06/05/2000
971)	0.40	100		To		44.002				INA			14/5		00/03/2000
971)	0.57	50	R	From:		44-882				NA			NA		06/05/2000
971)	0.01			To		Dead End									00/00/200
				From:		Dead End									
972	0.57	40	R							NA			NA		07/10/2000
				To:		44-695									
	0.09	60	R	From:		SR 57 EAST				NA			NA		04/19/2000
973	0.09	00	K							INA			INA		04/19/2000
(072)	0.13	130	R	From:		44-824				NA			NA		04/19/2000
973)	0.10		• • •	To:		CD 57 WEST									0 11 10/2000
973	0.16	40	R	From:		SR 57 WEST				NA			NA		04/10/2000
973)				To:		Dead End									
				From:		44-925									
974)	0.26	120	R							NA			NA		04/10/2000
				To:		Dead End									
	0.08	270	R	From:		Dead End				NA			NA		06/12/2000
975	0.00	210	ĸ	To:		FR-616 ; FR-84	3			INA			INA		JUI 12/2000
				From:		44-970									
976)	1.82	610	R	<u> </u>						NA			NA		06/07/2000
				To:		Dead End									
\sim				From:		Dead End									
977)	0.25	70	R	т		44.000				NA			NA		07/10/2000
				To:		44-626									

					Henry Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	(.)K	AAWDT Q	N Year
Henry County				From:	SR 57 EAST	l			
978)	0.10	6	R			NA		NA	04/19/2000
				To-	SR 57 WEST				
(-70)	0.45	130	R	From:	SR 57 WEST	J NA		NA	04/05/2000
979	0.40	100	.,	To:	44-624	1		1471	0-1/00/2000
979	0.29	70	R	From:	44-024	NA		NA	04/05/2000
010				To:	SR 57 EAST]			
\bigcirc				From:	44-698 EAST				
980	0.32	30	R	To:	44-698 WEST	NA 1		NA	07/26/200
				From:	44-680				
981)	0.36	6	R		-11-000	I NA		NA	07/26/200
				To-	Dead End				
\bigcirc				From:	Dead End				
982	0.33	90	R	To:	44-692	NA 1		NA	06/26/200
				From:	44-679	1			
983)	0.49	140	R		44-6/9	NA		NA	07/26/2000
000				To:	Dead End				
				From:	US 220				
984)	0.02	100	R	To:	P. IF G. A. I	NA 1		NA	08/02/2000
				From:	Franklin County Line	<u> </u>			
985	1.09	330	R		44-668	I NA		NA	07/19/2000
(963)				To:	Cul-de-Sac				
	0.40			From:	Dead End				
986	0.46	140	R	To:	44.607	NA 1		NA	07/10/2000
				From:	44-687	1			
987)	0.10	110	R		Dead End	I NA		NA	08/02/2000
901)				To:	US 220				
				From:	SR 108 SOUTH				
988	0.44	20	R	т		NA		NA	05/22/2000
				From:	SR 108 NORTH	ļ			
(989)	0.15	20	R		Dead End	J NA		NA	07/19/2000
909)				To:	44-779				
				From:	Dead End				
990	0.14	90	R	To:	44.041	NA 1		NA	04/10/2000
				From:	44-841	<u> </u>			
991)	0.15	80	R		Dead End	I NA		NA	04/10/2000
001)				To:	44-841				
				From:	Dead End				
992	0.39	80	R	To:	44.607	NA 1		NA	04/12/2000
				From	44-697 SR 57	I I			
993)	1.30	270	R	<u> </u>	SK 3/	NA		NA	05/30/2000
		-		Tar	US 220 BUS	<u> </u>			
993)	4.14	420	R	From:	0.0 220 200	NA		NA	08/07/2000
				To:	44-657	1			
			_	From:	Dead End				
994)	0.35	120	R	To:	44-672	NA 1		NA	08/02/2000
					44-0/2	1			

					Henry Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Pea I Hou	(.)K	Dir Factor	AAWDT	QW	Year
Henry County				From:	Dead End	i					
995)	0.19	40	R	_	Dead End	NA NA			NA		07/10/200
000				To:	44-687]					
				From:	44-687						
996	0.25	80	R	_		NA			NA		07/10/200
				To:	Dead End						
	0.00	00	_	From:	44-647				NIA		04/05/000
997	0.23	80	R	_		NA -			NA		04/05/200
	0.01	90		From:	44-1030				NΙΔ		04/05/200
997)	0.01	80	R	To:	Dead End	NA 1			NA		04/05/200
				From:	Dead End						
998)	0.14	110	R		Dead End	J NA			NA		08/02/200
000				To:	44-673						
				From:	Dead End						
999	0.18	60	R	_		NA			NA		04/10/200
				To:	44-925						
\bigcirc	2.12		_	From:	Dead End	J					100-
1000	0.19	90	R	To:	44.600	NA			NA		1997
				10.	44-609						
Town of Ridgeway				From:	US 220 BUS						
(1001)	0.25	20	R	<u>. </u>	00 === 00	NA NA			NA		1997
				To:	Dead End						
				From:	Dead End						
1002	0.06	50	R	_		NA			NA		1997
				To:	US 220 BUS						
	0.00	50	_	From:	Dead End				NIA		4007
1003	0.06	50	R	To:	44-639	NA 1			NA		1997
				From:	US 220 BUS						
1004	0.10	70	R	<u> </u>	US 220 BUS	NA NA			NA		1997
(1004)				To:	Dead End]					
				From:	US 220 BUS						
(1005)	0.24	190	R			NA			NA		1997
				To:	Dead End						
				From:	US 220 BUS						
(1006)	0.17	770	R	т		NA			NA		1997
				To:	44-1014						
	0.13	230	R	From:	44-1009	J NA			NA		1997
1007	0.13	230	ĸ	To:	SCL Ridgeway]			INA		1997
Henry County					202000						
COUNTY				From:	SCL Ridgeway]					
(1007)	0.02	230	N	_		N/			0	Ν	1997
				To:	SCL Ridgeway						
Town of Ridgewav				From:	CCI Did						
(1007)	0.19	230	N		SCL Ridgeway	J NA			0	N	1997
(1007)	0.10	_50		To:	44-1011]			Ü	.,	.007
				From:	SR 87	<u> </u>					
1008	0.06	500	R	<u> </u>	545.07	NA NA			NA		1997
				To:	44-1006						
				From:	44-1007						
1009) 0.18 14	140	R	<u> </u>		N/			NA		1997
\bigcup				To:	44-1011						

					Henry Maintenance Area						
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	OC.	(.)K	Dir Factor	AAWDT	QW	Year
Town of Ridgeway				From:	44-1011						
1009)	0.02	440	R		44-1011	NA NA			NA		1997
				To	SR 87						
\bigcirc	0.15	60	В	From:	44-1005	N/A			NΙΔ		1007
1010	0.15	60	R	To:	Dead End	NA I			NA		1997
				From:	Dead End						
1011)	0.16	220	R			NA			NA		1997
				To: From:	44-637						
1012)	0.24	100	R	From.	Dead End	l NA			NA		1997
1012)				To:	US 220 BUS						
Henry County											
1013)	0.78	170	R	From:	SR 87	l NA			NA		1997
1013)	0.70	170	• • • • • • • • • • • • • • • • • • • •	To:	44-750	1.0			147 (1007
Town of Ridgeway											
	0.22	460	R	From:	SR 87	N.A			NA		1997
1014)	U.ZZ	-100	- 11	To:	44-1015	IN/-			11/7		1991
1014)	0.70	220	R	From:	44-1013	N/A			NA		1997
				To:	NCL Ridgeway						
Henry County				From:	NGI P.I						
1014)	0.04	220	N	r rom.	NCL Ridgeway	l NA			0	N	1997
1014)				To:	44-1022						
Town of Ridgeway				From:							
1015)	0.08	40	R	From.	44-1014	l NA			NA		1997
1019				To	Dead End						
Henry County											
1016)	0.36	110	R	From:	Dead End	l NA			NA		1997
1016)	0.50	110		To:	44-750	147-			IVA		1007
				From:	Dead End						
1017)	0.13	60	R			NA I			NA		1997
				To: From:	44-1013						
1018)	0.17	190	R	. roul.	44-1023	l NA			NA		1997
		-		Tar	44-1019 SOUTH						
1018)	0.17	280	R	From:		NA			NA		1997
				To: From:	44-1019 NORTH						
1018)	0.15	300	R		COL DIDOPWAY	NA I			NA		1997
				To:	SCL RIDGEWAY						
Town of Ridgeway				From:	SCL RIDGEWAY						
1018)	0.03	300	R	<u> </u>		NA			NA		1997
				To: From:	44-1025	_					
1018)	0.08	400	R	To	US 220 BUS	NA I			NA		1997
Henry County					0.3 220 000	<u> </u>					
				From:	44-1018 NORTH						
1019	0.28	80	R	To:	44 1010 COLUMN	NA I			NA		1997
				From:	44-1018 SOUTH						
1020	0.26	170	R	. roul.	Dead End	l NA			NA		1997
		-	=	To	US 220				· -		

					Henry Maintenance Area						
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trai	OC:	(.)K	Dir Factor	AAWDT	QW	Year
Town of Ridgeway											
1021)	0.30	470	R	From:	Dead End	J NA			NA		1997
(1021)	0.00			To:	44-750		•				
$\widehat{}$				From:	44-1021						
1022	0.06	340	R	To:	NGI DIDGEWAY	NA 1	١.		NA		1997
				10.	NCL RIDGEWAY	<u> </u>					
Henry County				From:	NCL RIDGEWAY						
1022	0.04	340	N			N/	١.		0	Ν	1997
				To: From:	44-1014						
1022	0.13	180	R			. NA	١.		NA		1997
	0.13	130	R	From:	44-1024	N/			NA		1997
1022	0.13	130	ĸ			IN <i>F</i> 1	١		INA		1997
1022	0.12	40	R	From:	44-1029	N/	\		NA		1997
1022)	J <u> </u>			To:	Cul-de-Sac	<u> </u>					. 501
				From:	44-1033						
1023	0.05	100	R			N/	١		NA		1997
				To: From:	44-1018	 					400
1023	0.21	60	R	To:	Cul-de-Sac	N/ 1	١.		NA		1997
				From:	Cul-de-Sac	<u> </u>					
1024)	0.12	60	R	<u> </u>	Cur-uc-Suc	ı NA	١		NA		1997
				To:	44-1022						
Town of Ridgeway				From:	44 1010	Ī					
1025)	0.09	60	R		44-1018	I NA			NA		1997
1025				To:	SCL Ridgeway						
Henry County						ī					
1025)	0.11	60	R	From:	SCL Ridgeway] NA			NA		1997
(1025)	0.11			To:	SCL Ridgeway		•		147.		1001
Town of Ridgeway											
\bigcirc	0.22	NA		From:	SCL Ridgeway	l NI			NIA		
1025	0.22	NA		To:	SCL Ridgeway	N/]	١		NA		
Henry County				•							
				From:	SCL Ridgeway						
1025	0.13	NA		To:	Cul-de-Sac	N.A 1	١		NA		
				From:	44-726						
1026	0.20	120	R	<u> </u>	11 /20	I NA	١		NA		1997
				To:	Dead End						
\bigcirc				From:	44-1026						,
1027	0.15	70	R	To:	44-1028	N/ 1	١.		NA		1997
				From:	Cul-de-Sac						
1028	0.24	40	R	<u> </u>	Cur-uc-sac	I NA	١		NA		1997
				To:	Dead End						
\bigcirc				From:	Cul-de-Sac						
1029	0.10	50	R	To:	44 1022	NA I	١.		NA		1997
_				From:	44-1022	<u> </u>					
1030	0.39	40	R		44-997	I NA	١		NA		1997
(1000)	0.00			To:	Dead End						

					Herry Maintenance Area								
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2T	 Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henry County				From:	Dead End								
(1031)	0.08	370	R	_				NA			NA		05/08/2000
				To-	US 58 BUS								
(1022)	0.48	NA		From:	44-641			NA			NA		
1032	0.40	IVA		To:	44-1046			147 (147.		
				From:	Cul-de-Sac								
1033	0.22	80	R	To:	44-1023			NA			NA		1997
				From:	Dead End								
1034	0.12	30	R	<u> </u>	Dead End			NA			NA		08/09/2000
				To:	44-993								
	0.00	450	_	From:	US 220			NIA			NIA		4007
1035	0.20	150	R	_				NA			NA		1997
	0.31	60	R	From:	44-1036			NA			NA		1997
1035	0.51	00	IX.	To:	Dead End			INA			INA		1997
				From:	Dead End								
1036	0.08	60	R					NA			NA		1997
				To:	44-1035								
(1037)	0.11	20	R	From:	44-609			NA			NA		08/07/2000
1037				To:	Dead End								
				From:	Dead End								
1038	0.12	30	R	To:	44.501	_		NA			NA		1997
				From:	44-791								
(1039)	0.15	20	R	r toni.	44-637			NA			NA		06/05/2000
1000				To:	Dead End								
				From:	44-640								
1040	0.49	130	R	To:	D1E-1			NA			NA		1997
				From:	Dead End Dead End								
(1041)	0.14	50	R	<u> </u>	Dead Elid			NA			NA		1997
				To:	44-610								
\bigcirc	0.00			From:	44-610								4007
(1042)	0.09	45	R	To:	Dead End			NA			NA		1997
				From:	Dead End								
1043)	0.09	30	R		****			NA			NA		1997
				To:	44-610								
	0.16	NA		From:	Dead End			NA			NA		
(1044)	0.16	INA		To:	44-751			INA			INA		
				From:	44-674	i							
(1045)	0.23	45	R	_				NA			NA		1997
				To:	Dead End								
1046	0.51	NA		From:	Dead End			NA			NA		
1046	U.J1			To	44 1000						11/7		
(1046)	0.42	NA		From:	44-1066			NA			NA		
		-		To:	Dead End			•			-		
				From:	Dead End								
1047)	0.10	30	R	To:	44 705			NA			NA		1997
				10.	44-705								

					Henry Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(:	()K	AAWDT QW	Year
Henry County				From:	Dead End	i			
(1048)	0.16	NA		<u> </u>	Dead End	NA		NA	
				To-	44-628				
\sim				From:	Dead End				
1049	0.34	40	R	To:	44.640	NA 1		NA	1997
				From:	44-648 Dead End	l			
(1050)	0.81	80	R		Dead End	J NA		NA	1997
1030)				To:	44-610]			
				From:	44-00687(L)/				
(1051)	0.11	NA				NA		NA	
				To:	Dead End/				
	0.04	40	_	From:	Dead End]		N IA	4007
1052	0.24	40	R	To:	44-687	NA 1		NA	1997
				From:	44-00687(B)/	<u> </u>			
(1053)	0.18	NA		<u> </u>	44-0008/(D)/	I NA		NA	
(1033)				To:	Dead End/]			
				From:	US 58				
1054	0.18	30	R			NA		NA	1997
				To:	Dead End				
Town of Ridgeway				From:	D1F-1	ı			
(1055)	0.06	30	R		Dead End	J NA		NA	1997
(1055)				To:	US 220 BUS				
Henry County				9		•			
				From:	44-00902(B)/				
(1059)	0.09	NA		To:	US-00220(B)/MICA RD	NA 1		NA	
				From:		l.			
1060	1.71	950	R		44-688	J NA		NA	1997
1000				To:	44-687				
				From:	Dead End				
(1061)	0.08	NA				NA		NA	
				To:	44-737; 44-1107				
\bigcirc	0.00	NIA		From:	44-00827(B)/]		NIA	
(1062)	0.22	NA		To:	Dead End/	NA 1		NA	
				From:	Dead End	1 			
(1063)	0.21	20	R	<u> </u>	Deat Liid	I NA		NA	05/24/200
				To:	44-650				
				From:	Dead End				
1064	0.18	NA				NA		NA	
				To:	44-620				
\bigcirc	0.00	20	_	From:	44-637]		NIA	4007
1065	0.26	30	R	To:	Dead End	NA 1		NA	1997
				From:	44-01046(R)/	!			
1066	0.14	NA		<u> </u>	77-01040(K)	NA		NA	
				To-	Dead End/				
				From:	Dead End				
1067	0.07	30	R			NA		NA	1997
				To:	44-633				
\bigcirc	0.10			From:	Dead End/]		N14	· <u> </u>
1068	0.13	NA		To:	US-00220(B)/	NA 1		NA	
-					US-00220(B)/	<u> </u>			

					Henry Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak	QK Dir Factor	AAWDT QW	/ Year
Henry County				From:	44-803				
(1070)	0.90	140	R	_		NA		NA	1997
				To:	44-620				
	0.30	NA		From:	44-672 SOUTH	NA		NA	
(1071)	0.30	NA		To:	44-672 NORTH	INA		INA	
				From:	Dead End				
(1072)	0.12	30	R			NA		NA	1997
				To:	44-620				
\bigcirc	0.24	NIA		From:	Dead End/	NIA		NIA	
1073	0.21	NA		To:	44-00692(B)/	NA		NA	
				From:	44-698				
(1074)	0.11	20	R			NA		NA	07/26/2000
				To:	Dead End				
\bigcirc				From:	Dead End/				
(1075)	0.19	NA		To:	44.00700(7)/	NA		NA	
				From:	44-00709(B)/				
(1078)	0.18	40	R		Dead End	NA		NA	1997
1078	00			To:	44-629				
				From:	C9US-00058(B)/				
(1079)	0.22	NA				NA		NA	
				To:	Dead End/				
\bigcirc	0.27	40		From:	Dead End	NIA		NIA	1007
1080	0.27	40	R	To:	44-778	NA		NA	1997
				From:	44-778				
(1081)	0.19	40	R			NA		NA	1997
				To:	Dead End				
\bigcirc				From:	44-792				
1083	0.22	70	R	To:	44-663	NA		NA	1997
				From:	Dead End				
(1085)	0.35	330	R	<u> </u>	Dead End	NA		NA	1997
				To:	44-732				
				From:	70-00628(B)/				
(1086)	0.20	NA				NA		NA	
				To: From:	Dead End/				
1089	0.12	NA		rioni.	44-00747(B)/	NA		NA	
(1069)	0.12			To:	Cul-de-Sac/	100			
				From:	Dead End				
(1090)	0.24	40	R			NA		NA	1997
				To:	44-672				
\bigcirc	0.00	NIA		From:	Dead End/	NIA		NIA	
1091	0.29	NA		To:	US-00058(B)/	NA		NA	
				From:	Dead End/				
1092	0.15	NA				NA		NA	
\bigcup				To:	44-01095(B)/				
\sim				From:	Cul-de-Sac				
1094	0.27	70	R	т	44.1005	NA		NA	1997
				To:	44-1095				
1095)	0.04	30	R	From:	Dead End	NA		NA	1997
(1095)	0.04	30	1.		44-1094	INA		13/7	1991

					пе	illy Maillenance Area								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
lenry County				From:		44-1094	ī							
095	0.10	120	R			44-1094			NA			NA		1997
				To:		44-1097								
095	0.09	200	R	r rom.					NA			NA		1997
				To: From:		44-1096	-							
095	0.28	240	R	To:		110.50			NA			NA		1997
				From:		US 58								
1096	0.10	30	R			44-1095			NA			NA		1997
1000				To:		Cul-de-Sac								
				From:		Cul-de-Sac								
097	0.07	20	R						NA			NA		1997
				To: From:		44-1098								400-
097	0.19	60	R	To:		44-1095			NA			NA		1997
				From:		44-1097	1							
098)	0.10	30	R	<u> </u>		44-1097			NA			NA		1997
				To:		Cul-de-Sac								
$\overline{}$				From:		44-868								
1099	0.07	20	R	To:		D1F1			NA			NA		1997
				From:		Dead End 44-1154	I							
1100	0.36	260	R	<u> </u>		44-1134			NA			NA		1997
				To: From:		44-1185								
1100)	0.06	50	R	From:			·		NA			NA		1997
				To:		Dead End								
\bigcirc	0.00	40	-	From:		Dead End			NIA			NIA		4007
1101	0.09	40	R	. —					NA			NA		1997
	0.05	100	R	From:		44-1168			NA			NA		1997
1101	0.00	100		To:		44 1102			IVA			IVA		1007
1101)	0.13	300	R	From:		44-1102			NA			NA		1997
				To:		44-797 NORTH								
1101)	0.10	30	R	From:		44-797 SOUTH			NA			NA		1997
1101)	0.10	30	IX.	To:		Dead End			INA			INA		1331
				From:		44-1101								
1102)	0.10	100	R						NA			NA		1997
				To:		Dead End								
	0.43	940	R	From:		44-660			NA			NA		1997
1103	0.43	340	IX.	To:		Dead End	1		INA			INA		1331
				From:		44-1103								
1104	0.07	140	R						NA			NA		1997
				To:		44-1138								
	0.05	220	г.	From:		44-889			NIA.			NI A		400
1105	0.35	220	R	To:		Dead End			NA			NA		1997
				From:		Dead End								
1106	0.08	50	R	<u> </u>					NA			NA		1997
				To:		44-796								
$\overline{}$	^		_	From:		44-737								400-
1107	0.15	80	R	To:		44-853			NA			NA		1997
						44-023								

					н	enry Maintenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	ıck 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henry County				From:		44-609		1							
(1108)	0.11	110	R	<u> </u>		007				NA			NA		1997
				To-		Dead End									
				From:		44-796									
(1109)	0.08	130	R							NA			NA		1997
				To:		44-1110									
	0.32	400	R	From:		44-1143				NA			NA		1997
(1110)	0.32	400	K	To:		US 220 BUS				INA			INA		1991
				From:		44-794		1							
(1111)	0.46	200	R							NA			NA		1997
				To:		US 220 BUS; 44-8	350								
				From:		44-667									
1112	0.16	16000	G	96%	1%	1% 1%	1%	0%	С	0.085	F	0.558	16000	G	2002
				To:		NCL MARTINSVI	LLE								
	0.17	120	R	From:		44-1148				NA			NA		1997
(1113)	0.17	120	ĸ	То:		Dead End				INA			INA		1887
				From:		44-728									
1114	0.10	300	R	<u> </u>		11.720				NA			NA		1997
\bigcirc				To-		Dead End									
				From:		44-797									
(1115)	0.10	45	R							NA			NA		1997
				To:		Dead End									
\bigcirc	0.04	400		From:		Dead End									4007
(1116)	0.31	120	R							NA			NA		1997
\bigcirc	0.00		_	From:		44-1178									4007
(1116)	0.09	240	R							NA			NA		1997
$\overline{}$	0.00		_	From:		44-609									4007
1116	80.0	30	R	To:		Dead End				NA			NA		1997
				From:				1							
(1117)	0.16	220	R			44-1118				NA			NA		1997
	55			To:		44-795									
				From:		44-609									
(1118)	0.15	3400	G	98%	0%	0% 1%	1%	0%	F	0.107	F	0.762	3600	G	2002
				To: From:		44-1122									
(1118)	0.48	1600	G	98%	0%	0% 1%	1%	0%	С	0.108	F	0.833	1700	G	2002
				To: From:		44-1149									
(1118)	0.39	1400	G	98%	0%	0% 1%	1%	0%	F	0.113	F	0.618	1400	G	2002
				To: From:		SR 174 EAST									
1118	0.79	410	R	riom.						NA			NA		1997
				To:		SR 174 WEST									
\bigcirc				From:		44-1118 SOUTI	I								
(1119)	0.45	330	R	To:		44 1110 NODTI	т			NA			NA		1997
				From:		44-1118 NORTH									
(4400)	0.70	220	R	riom.		44-1124 WEST				NA			NA		1997
(1120)	0.70	220	ĸ							INA			INA		1881
	0.18	1000	R	From:		44-1124 EAST				NA			NA		1997
(1120)	0.18	1000	ĸ	To:		44-796				NA			INA		1997
				From:		44-732									
(1121)	0.50	400	R	<u> </u>		44-132				NA			NA		1997
21	3.33		- •	To-		Dead End				•			*		
-															

					Henry Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Pea	() K	Dir Factor	AAWDT QW	Year
Ienry County				From:	SR 174	1				
1122	0.31	220	R		5K1/1	N/	١		NA	1997
				To:	44-1118					
$\overline{}$			_	From:	44-660]				400-
123	0.24	200	R	To:	Dead End	N/	١.		NA	1997
				From		1				
1124	0.31	400	R	110111.	Dead End	J NA			NA	1997
1124)	0.0.			To	44-1139	1	•			
1124	0.22	1400	R	From:	44-1137	J NA			NA	1997
1124)				To:	44-1120 EAST					
				From:	44-1158					
125	0.38	520	R			N/	١		NA	1997
				To-	44-732					
				From:	44-609]				400
126	0.20	100	R	To:	44-893	N/ 1	١		NA	1997
				From:		<u> </u>				
1127	0.06	60	R	r roin.	44-797	J NA			NA	1997
1127)	0.00			To:	Dead End	1	•		10.	1001
				From:	44-609					
128	0.18	160	R			N/			NA	1997
				To:	Dead End					
				From:	44-732					
129	0.20	120	R	_		N/	١.		NA	199
				Tn-	US 220 BUS	<u> </u>				
\frown	0.24	440	_	From:	0.17 MI S 44-799]			NIA	400
1130	0.21	140	R	To:	0.04 MI N 44-799	N/ 1	١		NA	1997
				From:	Dead End					
1131)	0.22	200	R		Dead End	J NA			NA	1997
				To:	44-609					
				From:	44-797					
1132)	0.13	110	R			N/	١		NA	1997
_				To-	Dead End Gap Terminus]				
1132	0.19	100	R	_		N/	١		NA	1997
				To:	44-1110					
			_	From:	US 220 BUS; 44-667	<u></u>				400-
133	0.25	420	R	To:	44-1134	N <i>i</i> 1	١.		NA	1997
				From:						
134)	0.22	230	R	110111.	US 220 BUS	J NA			NA	1997
1134)	0.22			To:	44-1135	1	•			
				From:	44-1134					
135	0.31	90	R			N/	١		NA	1997
				To	44-1133					
$\widehat{}$				From:	44-1134]				
1136	0.13	120	R			N/	١.		NA	1997
<u> </u>				To- From:	44-1133	<u> </u>				
1136	0.11	130	R	_		N/	١		NA	1997
				To:	44-1135	<u> </u>				
$\overline{}$	0.00		_	From:	44-609]	_		NIA	400
1137	0.09	60	R	To:	Dead End	N/ 1	١.		NA	1997
				1	Dead End	ı				

					Н	enry Maintenance	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	ick 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Ienry County				From:		44-660		Ī							
1138)	0.28	330	R							NA			NA		1997
				To:		Dead End									
\bigcirc				From:		44-797									400=
1139	0.60	880	R	To:		44-1124				NA			NA		1997
				From:		Dead End		<u>l</u>							
1140	0.28	100	R			Dead End				NA			NA		1997
				To:		44-799									
				From:		US 220 BUS									
1141)	1.20	2300	G	95%	0%	1% 2%	1%	0%	С	0.091	F	0.513	2300	G	2002
				To:		44-667									
	0.06	1200	R	From:		44-9867				NA			NA		1997
1142	0.00	1200	IX.	To:		44-609				INA			INA		1337
				From:		44-1124									
1143	0.18	980	R							NA			NA		1997
				To: From:		44-796		 -}							
(1143)	0.09	110	R	110111.				u.		NA			NA		1997
				To: From:		44-1110									
1143)	0.05	50	R							NA			NA		1997
				To:		Dead End									
\bigcirc	0.00	440		From:		44-1124									400=
1144	0.30	110	R							NA			NA		1997
	0.00	470		From:		44-1171				NI A			NIA		4007
(1144)	0.09	470	R	To:		44-1139				NA			NA		1997
				From:		Dead End									
(1145)	0.21	390	R			Dead End				NA			NA		1997
				To:		44-732									
				From:		44-797									
(1146)	0.09	60	R							NA			NA		1997
				To:		Dead End									
1147)	0.13	330	R	From:		Dead End				NA			NA		1997
1147)	0.13	330	IX.	To:		44-609				INA			INA		1331
				From:		44-732		l							
(1148)	0.08	1700	R							NA			NA		1997
				To: From:		44-1113									
(1148)	0.17	1800	R	From:				<u>.</u>		NA			NA		1997
				To:		US 220 BUS									
\bigcirc				From:		44-1152									
(1149)	0.10	200	R	To:		44-1118		1		NA			NA		1997
				From:				<u> </u>							
1150	0.10	70	R	r roid.		Dead End				NA			NA		1997
1130	0.10			To:		44-1118				14/7					
				From:		Dead End									
1151)	0.16	80	R	_						NA			NA		1997
				To:		44-797									
				From:		Dead End									
1152	0.61	350	R							NA			NA		1997
				From:		44-1154		-							
1152	0.10	1400	R	To:		44 1140		1		NA			NA		1997
						44-1149									

					nerity ivialitieriance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	Dir AAWDT QW Factor	Year
Henry County				From:	44 1140			
1152	0.07	1500	R		44-1149	NA NA	NA	1997
				To	44-1118			
$\widehat{}$				From:	44-667			
1153	0.09	400	R	To:	WCL MARTINSVILLE	NA I	NA	1997
				From:	Dead End			
1154)	0.17	140	R		Dead End	NA NA	NA	1997
				To:	44-1152			
1154	0.22	1000	R	From:		NA	NA	1997
				To:	44-1100			
1154	0.13	650	R	rioiii.		NA	NA	1997
				To:	44-1166			
1154	0.07	190	R			NA	NA	1997
				To: From:	44-1187			
1154)	0.06	20	R	. —		NA	NA	1997
				To:	Dead End			
1155	0.05	20	R	From:	Dead End	NA NA	NA	1997
1155	0.00	20		т	44.1156	I INC	INA	1001
1155	0.13	160	R	From:	44-1156	NA	NA	1997
1155	0.10	100	• • • • • • • • • • • • • • • • • • • •	To:	44 1110	L	14/1	1007
1155	0.09	150	R	From:	44-1118	NA	NA	1997
1100)				Ta	44-1167			
1155	0.07	50	R	From:	11- 1107	NA	NA	1997
				To:	Dead End			
				From:	Dead End			
1156	0.09	60	R	To:	44.1155	NA	NA	1997
				From:	44-1155			
1157)	0.40	640	R	r tolii.	44-797	l NA	NA	1997
1137)	0.10	0.0	• • • • • • • • • • • • • • • • • • • •	To:	44-794		100	1001
				From:	44-9867			
1158)	0.04	500	R			NA	NA	1997
<u> </u>				To: From:	44-1125			
1158	0.55	610	R	. —		NA	NA	1997
				To:	44-728			
	0.12	800	R	From:	SR 174	l NA	NA	1997
1159	0.12	000	• • • • • • • • • • • • • • • • • • • •	To	44-1175		14/1	1007
				From:	Dead End			
1160	0.13	380	R			NA	NA	1997
				To:	US 220 BUS			
\bigcirc	0.50			From:	44-1118			400
1161)	0.53	560	R	To:	END LOOP	NA I	NA	1997
				From:	44-1161			
1162	0.06	60	R	<u> </u>	111101	NA	NA	1997
\mathcal{L}				To:	Cul-de-Sac			
				From:	44-684 NORTH			
1163	0.51	230	R	_ —		NA	NA	1997
				To:	44-684 SOUTH			
1164	0.17	90	R	From:	Dead End	NA	NA	1997
1164	0.17	30	N.	To:	44-1124	I IVA	INA.	1991

					Henry Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tr	rail QC	eak lour	K Dir Factor	AAWDT QV	/ Year
Henry County				From:	44-1141	1				
(1165)	0.07	200	R			<u></u>	NΑ		NA	1997
				To-	Dead End					
$\overline{}$				From:	44-1154					
1166	0.34	300	R			ļ	NΑ		NA	1993
				From:	44-1187					
1166	0.32	160	R	To:	Dead End		NΑ		NA	06/01/200
				From:	Dead End Dead End					
1167	0.07	40	R		Dead End		NΑ		NA	1997
				То:	44-1155					
				From:	44-1101					
1168	0.08	40	R				NΑ		NA	1997
				To-	Dead End					
	0.00	400	_	From:	44-609		. 1 4		NIA	4007
1169	0.38	100	R	To:	Dead End	_	NΑ		NA	1997
				From:	44-732	1				
1170	0.06	120	R		44-732		NA		NA	1997
				To:	Dead End					
				From:	Dead End					
1171)	0.32	400	R				NΑ		NA	1997
				To:	44-1144					
\bigcirc			_	From:	SR 174					
1172	0.11	230	R	To:	Dead End		NΑ		NA	1997
				From:						
1172	0.18	130	R	110111.	Cul-de-Sac		NA		NA	1997
1173	0.10	.00	•••	To:	44-1171		• •			1001
				From:	Cul-de-Sac					
1174	0.15	70	R				NΑ		NA	1997
				To:	44-1173					
\bigcirc				From:	44-1159					
1175	0.23	620	R	To:	B 18.1		NΑ		NA	1997
				_	Dead End					
1176)	0.15	300	R	From:	Dead End		NA		NA	1997
1176)	0.10	000		To:	44-609	1	• •		101	1007
				From:	44-609					
1177	0.09	40	R				NΑ		NA	1997
				To:	Dead End					
				From:	44-1116					
1178	0.07	50	R	т	B 18.1		NΑ		NA	1997
				To:	Dead End					
	0.10	350	R	From:	Dead End		NA		NA	1997
1179	0.10	330	K	To:	44-609	<u> </u>	N/A		INA	1991
				From:	44-609					
1180	0.19	260	R	<u> </u>			NΑ		NA	1997
\bigcirc				To:	44-1126					
				From:	SR 174					
1181	0.85	2000	R			1	NΑ		NA	1997
				To: From:	44-1188					
1181	0.28	NA					NΑ		NA	
				To:	Dead End					

					Henry Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	QC Hou	() K	Dir Factor	AAWDT C	W Year
Henry County										
(1182)	0.06	310	R	From:	US 220	J NA			NA	1997
(1162)	0.00	0.0		To	Dead End]			101	1007
				From:	NCL MARTINSVILLE					
1183	0.22	120	R			N/			NA	1997
				To:	Dead End					
	0.07		_	From:	SR 108	J				4007
(1184)	0.07	250	R	To:	Dead End	NA T			NA	1997
				From:						
(1185)	0.21	70	R	<u> </u>	Cul-de-Sac	J NA			NA	1997
(1163)				To:	44-1100					
				From:	44-1154					
(1187)	0.18	150	R			N/			NA	1997
				To	44-1191	1				
1187	0.18	60	R	From:		N/			NA	1997
\bigcup				To:	44-1192	1				
(1187)	0.11	80	R	From:		N/A			NA	1997
				To:	44-1166]				
_				From:	44-01181(B)/	j				
(1188)	0.31	NA				_ NA			NA	
				To:	Dead End/					
\bigcirc			_	From:	44-714]				
(1190)	0.56	350	R	To:	D 15 1	N/A			NA	1997
					Dead End					
	0.07	20	R	From:	44-1187	J NA			NA	06/01/200
1191	0.07	20	K	To:	Cul-de-Sac]			INA	00/01/200
				From:	44-1187					
(1192)	0.06	20	R	<u> </u>	77-1107	N/A			NA	06/01/200
1102				To:	Cul-de-Sac					
				From:	44-1166					
(1193)	0.20	90	R			N/			NA	06/01/200
				To:	Dead End					
\bigcirc				From:	Cul-de-Sac/					
(1197)	0.25	NA		To:	22 2442 7 (2) (2) 22 (N/			NA	
					33-01197(L)/JB-33/					
\bigcirc	0.02	NA		From:	44-01197(B)/	J NA			NA	
1198	0.02	INA		To:	33-01198(U)/JB-33/]			INA	
				From:	44-718					
(1199)	0.10	30	R	<u> </u>	77710	N/A			NA	1997
(1133)				To:	Dead End					
	-			From:	44-755					
(1200)	0.21	40	R			N/			NA	1997
				To-	Dead End					
\bigcirc			_	From:	44-755]				
1201)	1.17	360	R			N/			NA	1997
_				From:	44-1209 EAST]				
(1201)	0.52	600	R			N/			NA	1997
				To:	SR 57	<u> </u>				
			_	From:	Dead End	I				
1202	0.07	40	R			N/A			NA	1997
<u> </u>				To:	44-1201]				

Route	Length	AADT	QA	4Tire	Rue	Tı Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWD	QW	Year
Henry County				From:		Dead End		1							
(1203)	0.15	20	R	<u> </u>		Dead End				NA			NA		1997
				Tn·		44-1201									
				From:		Dead End									
(1204)	0.10	80	R	т		44 1201				NA			NA		1997
				To: From:		44-1201									
1205	0.10	40	R	rioiii.		Dead End				NA			NA		1997
(1203)	0.10	40		To:		44-1201				14/1			147.		1007
				From:		44-906									
1206	0.20	100	R							NA			NA		1997
				To:		Dead End									
\bigcirc				From:		Dead End									400=
1207	0.09	50	R	To:		44-1208				NA			NA		1997
				From:				1							
1200	0.02	70	R	1 tolli.		44-1207				NA			NA		1997
1208	0.02			To:		44-903									
				From:		Dead End		Ī							
1209	0.27	90	R							NA			NA		1997
				To:		44-1201									
				From:		44-1213									
1210	0.28	370	R							NA			NA		1997
				To: From:		44-1211; 44-12	237								
1210	0.05	2000	R	. —						NA			NA		1997
				To:		US 220									
	0.25	440		From:		44-1213				NΙΛ			NIA		1007
1211	0.25	440	R	To:		44-1210; 44-12	237			NA			NA		1997
				From:		44-1213	237								
1212	0.20	220	R			11- 1213		j		NA			NA		1997
				To:		44-1211									
				From:		Dead End									
1213)	0.65	200	R							NA			NA		1997
				To:		44-1217									
\bigcirc				From:		Cul-de-Sac									400=
1214	0.08	45	R	To:		44-1213				NA			NA		1997
				From:											
1215	0.07	40	R	T TOILL		Cul-de-Sac				NA			NA		1997
1215	0.07		••	To:		44-1213							101		1001
				From:		44-1213									
1216)	0.13	80	R							NA			NA		1997
				To:		44-1217									
$\widehat{}$				From:		44-1213									
1217)	0.16	260	R	_T		44.555				NA			NA		1997
				To:		44-1210									
	0.19	ΕΛ	D	From:		Dead End				NΙΛ			NA		1007
1218	0.19	50	R							NA			NA		1997
	0.05	00		From:		44-1249				NI A			NΙΛ		1007
1218)	0.05	80	R	To:		44-993				NA			NA		1997
				From:		Dead End		<u>_</u>							
219	0.27	110	R			Dead End				NA			NA		1997
14131	0.21		• • •	To:		44-677				, .			1 1/ 1		.507

					Herity Maintenance At	Са							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1T	rail 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henry County				From:	US 220 BUS	1							
(1220)	0.43	360	R		US 220 BUS			NA			NA		1997
(1220)				To-	Dead End								
				From:	Dead End								
(1221)	0.39	110	R	. —		1		NA			NA		1997
				To: From:	44-831								
(1222)	0.26	540	R	FIOIII.	44-606			NA			NA		1997
(1222)	0.20	0.0		To:	44-671								1001
(1222)	0.31	200	R	From:	44-0/1			NA			NA		1997
				To:	Dead End								
				From:	44-1230								
(1223)	0.25	100	R	. —	11.505			NA			NA		1997
				To	44-606								
	0.31	280	R	From:	44-775			NA			NA		1997
1224	0.51	200	IX.	т	44 1240			INA			INA		1991
(1224)	0.02	50	R	From:	44-1240			NA			NA		1997
1224	0.02			To	Dead End								1001
				From:	Dead End								
(1225)	0.29	110	R					NA			NA		1997
				To:	44-993								
	0.22	200	ь.	From:	44-831			NIA			NIA		1007
1226	0.23	280	R	_				NA			NA		1997
	0.03	6	R	From:	44-1236			NA			NA		07/17/2000
(1226)	0.00	Ū	IX.	To:	Dead End			INA			INA		07/17/2000
				From:	Dead End								
(1227)	0.10	80	R					NA			NA		1997
				To:	44-1226								
0 0 1 1	0.45		_	From:	SR 57 ALT; 44-698	2/ 20/		0.440	_	0.000	0000		0000
Gov Stanley Hwy	0.15	2900	G	96% To:	1% 1% 1% 2 SR 57	% 0%	С	0.149	F	0.863	2900	G	2002
				From:	44-832								
(1229)	0.48	250	R		11 032			NA			NA		1997
\bigcup				To:	44-831								
				From:	Dead End								
1230	0.20	70	R	To:	44 1000			NA			NA		1997
				From:	44-1223								
(1221)	0.09	880	R	FIOIII.	44-912			NA			NA		1997
(1231)	0.00	000	• • •	To:	44 1222								1001
(1231)	0.19	1400	R	From:	44-1232			NA			NA		1997
				To:	SR 57								
				From:	Dead End								
(1232)	0.18	200	R	. —				NA			NA		1997
				To:	44-1231								
4000	0.10	40	R	From:	44-722			NA			NA		1997
(1233)	0.10	₹U	1	To:	Dead End			14/7			11/7		1331
				From:	44-673								
(1234)	0.11	70	R					NA			NA		1997
$\overline{}$				To:	Dead End								
\bigcirc			_	From:	Dead End								
1235	0.93	220	R	To:	CD 57 ALT	-		NA			NA		1997
				.0.	SR 57 ALT								

					Herry Mairiteriance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peal Hou	()K	AAWDT QW	Year
Henry County				From:	D. IE I	i			
1236	0.08	90	R	r toni.	Dead End	l NA		NA	1997
12309				To:	44-1226				
				From:	Dead End				
1237	0.27	310	R	_		NA		NA	1997
<u> </u>				To:	44-1210; 44-1211				
	0.28	150	R	From:	44-1222	l NA		NA	1997
1238	0.20	100		To:	44-671			IVA	1557
				From:	44-1238				
1239	0.10	40	R	_		NA		NA	1997
				To:	Dead End				
	0.40	400	_	From:	44-1224) NA		NIA	4007
1240)	0.10	180	R	To:	44-1241	NA I		NA	1997
				From:	Dead End				
1241)	0.80	90	R		Dette Ente	NA		NA	1997
				To:	0.15 MN 44-1240				
$\overline{}$			_	From:	44-754				
1242	0.21	600	R	To:	SR 57	NA I		NA	1997
				From:	Dead End	<u> </u>			
1243	0.31	80	R	<u> </u>	Dead End	I NA		NA	1997
1249				To:	US 220				
				From:	Dead End				
1244	0.19	60	R	_		NA		NA	1997
				To:	44-779				
	0.02	20	R	From:	Dead End] NA		NA	1997
1245	0.02	20	IX.	т	44.1246	1		NA.	1997
1245	0.12	100	R	From:	44-1246	NA		NA	1997
1245)	0.12			To:	44-993]			1001
				From:	44-1245				
1246	0.14	50	R	_		NA		NA	1997
				To:	Dead End				
1247)	0.64	180	R	From:	44-775] NA		NA	1997
1247)	0.04	100	IX.	To:	SR 57]		NA.	1997
				From:	44-833				
1248	0.84	140	R	_		NA		NA	1997
				To:	44-1252				
\cap	0.40		_	From:	44-1218		<u></u>	NIA	400-
1249	0.18	50	R	To:	44-993	NA I		NA	1997
				From:	Cul-de-Sac				
1250)	0.29	120	R	L	Cui de Bac	NA NA		NA	1997
				To:	44-838]			
$\widehat{}$			_	From:	Cul-de-Sac				
1251	0.06	30	R	To:	44-1250	NA I		NA	1997
				From:		<u> </u>			
1252	0.07	60	R		44-838	NA		NA	1997
1232)				To:	44-1253	L			
				From:	Dead End				
1254	0.15	20	R			NA		NA	08/07/20
\sim				To-	44-669				

					Henry Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	QK Dir Factor	AAWDT Q\	W Year
Henry County				From:	44-775				
(1255)	0.25	60	R			NA		NA	1997
				Tn·	Dead End				
(150)	0.15	90	R	From:	44-775	NA		NA	1997
1256	0.13	30		To:	44-1255			14/3	1007
				From:	44-1261				
1260	0.17	40	R			NA		NA	1997
				To: From:	44-698				
(1261)	0.11	30	R	rioin.	44-1260	NA NA		NA	1997
(1201)				To:	Cul-de-Sac				
				From:	Dead End				
(1262)	0.09	20	R	To:	44 12/2	NA I		NA	07/17/2000
				From:	44-1262 44-1262				
(1263)	0.12	20	R	<u> </u>	44-1202	NA NA		NA	07/17/2000
				To:	Dead End				
\sim				From:	44-712 WEST				
1264	0.13	30	R	To:	44-712 EAST	NA I		NA	1997
				From:	44-712 EAS1	<u> </u>			
(1265)	0.23	50	R		44- /12	NA NA		NA	1997
				To:	Dead End				
\bigcirc				From:	Dead End				
1266	0.16	40	R	To	44-606	NA I		NA	07/31/2000
				From:	Dead End				
(1267)	0.18	30	R		Dead End	NA		NA	1997
				To:	44-606	<u> </u>			
\bigcirc				From:	44-669				
(1269)	0.68	70	R	To:	Dead End	NA I		NA	1997
				From:	Dead End				
(1270)	0.19	60	R		Dead End	NA		NA	1997
				To:	US 220				
\bigcirc				From:	44-606				
(1271)	0.20	NA		To:	Cul-de-Sac	NA I		NA	
				From:	44-785				
1272	0.13	40	R		11 703	NA		NA	1997
				To:	Dead End				
	0.04			From:	44-01270(B)/				
1273	0.21	NA		To:	Dead End/	NA I		NA	
				From:	44-00704(B)/	ļ			
(1274)	0.14	NA		<u> </u>	, , , , , , , , , , , , , , , , , ,	NA		NA	
				To:	Dead End/				
	0.40	40	_	From:	SR 57	A.I.A.		NIA	4007
(1275)	0.13	40	R	To:	Dead End	NA I		NA	1997
				From:	Dead End/				
1276	0.23	NA		<u> </u>	Doug Life	NA		NA	
				To:	44-00663(B)/	<u> </u>			
		40	_	From:	Cul-de-Sac			N.1.0	4007
1277	0.38	40	R	To:	44-687	NA I		NA	1997
					TT-00 <i>1</i>	1			

					110	ili y iviali ile la ile Area								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henry County				From:		44-919	ī							
(1278)	0.08	60	R			717			NA			NA		07/17/2000
				To:		44-1279								
\bigcirc	0.44			From:		44-1278			NIA			NIA		07/47/000/
1279	0.14	50	R	To:		Dead End	1		NA			NA		07/17/2000
				From:		SR 57								
1280	0.47	60	R			ox o ,			NA			NA		1997
				To:		Dead End								
\bigcirc				From:		SR 57								
1285	0.15	20	R	To:		Dead End	1		NA			NA		1997
				From:		Dead End								
(1287)	0.20	90	R	<u> </u>		Dead End			NA			NA		1997
				To:		44-1231								
\bigcirc				From:		Dead End								
1290	0.09	80	R	To:		44-831	i		NA			NA		1997
				From:		44-00687(B)/	<u></u>							
(1294)	0.09	NA				44-00067(B)/			NA			NA		
				To-		Dead End/								
\bigcirc				From:		44-687								
1295	0.29	150	R	To:		DJE.J	1		NA			NA		1997
				From		Dead End 44-909								
(1296)	0.09	45	R			44-909			NA			NA		1997
(1.209)				To		Dead End								
				From:		44-1317								
1300	0.15	100	R	To:		44 1210	i		NA			NA		1997
				From:		44-1319	<u>.</u>							
(1301)	0.09	590	R			44-1302			NA			NA		1997
(1301)				To:		US 220								
				From:		Dead End								
1302	0.25	410	R						NA			NA		1997
				From:		44-1308	-							1000
1302	0.33	410	R	To:		Dead End	1		NA			NA		1996
				From:		US 220; FR-837								
(1303)	0.15	400	R	<u></u>		0.0 220, 110 037			NA			NA		1997
				To: From:		44-1304								
(1303)	0.04	20	R						NA			NA		1997
				To:		Dead End								
	0.28	250	R	From:		44-1307			NA			NA		1997
(1304)	0.28	250	K	To-		44-1303			INA			INA		1991
				From:		44-1306	j							
(1305)	0.22	100	R						NA			NA		1997
				To:		Dead End								
	0.11	NA		From:		44-1307			NA	_		NA		
(1306)	0.11	INA		т —					INA			INA		
(1306)	0.10	NA		From:		44-1305	<u></u>		NA			NA		
(1300)				To:		Dead End								

					Henry Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(')	QK Dir AAWDT QW	Year
Henry County				From:	US 220			
1307	0.07	650	R		03 220	NA	NA	1997
				To: From:	44-1307 BEGIN LOOP			
1307	0.40	300	R	From:		NA	NA	1997
				To:	44-1307 END LOOP			
\bigcirc			_	From:	END LOOP			
1308	0.47	180	R	To:	44 1202	NA	NA	1997
				From:	44-1302			
1200	0.09	40	R	r tonii.	44-1304	NA	NA	1997
1309	0.00		• • •	To:	Dead End		101	1001
				From:	US 220			
1310	0.16	1300	R			NA	NA	1997
				To: From:	44-1320			
1310	0.17	700	R	From:		NA	NA	1997
				To: From:	44-1312			
1310	0.55	220	R	riom:		NA	NA	1997
				To:	LOOP END			
				From:	Dead End			
1311	0.30	210	R	. —		NA	NA	1997
				To:	44-1310			
	0.24	440	ь	From:	44-1311	NIA	NΙΔ	1007
1312	0.24	110	R	To:	44-1310	NA	NA	1997
				From:	44-1315			
1313	0.48	1000	R	_	44-1313	NA	NA	1997
1919				To:	US 220			
				From:	Dead End			
1314	0.14	610	R			NA	NA	1997
				To:	US 220; FR-837			
\bigcirc				From:	44-1316			
1315	0.32	170	R			NA	NA	1997
				From:	44-1313			
1315	0.07	400	R			NA	NA	1997
				To: From:	BEGIN LOOP			
1315)	0.51	130	R	To:	THE LOOP	NA	NA	1997
					END LOOP			
	0.29	400	R	From:	44-1325	NA	NA	1997
1316	0.29	400	K	To:	44-1313	INA	IVA	1991
				From:	Dead End			
1317	0.23	340	R		Dead End	NA	NA	1997
				To:	US 220; 44-1319			
				From:	Dead End			
1318	0.15	60	R	_		NA	NA	1997
				To:	44-1317			
\bigcirc	0.40	400	_	From:	44-1314	A 1 A	ALA	400
1319	0.18	490	R	To:	US 220; 44-1317	NA	NA	1997
				From:	_			
1220	0.30	120	R	. com.	Dead End	NA	NA	1997
1320	0.50	120	11	т	44.102.43303777	INA	11/7	1331
	0.11	470	R	From:	44-1324 NORTH	NA	NA	1997
1320	0.11	710	Λ.	To:	44-1310	INA	INA	1997
					77-1210			

					Henry Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	QK Dir AA Factor AA	WDT QW	Year
Ienry County				From:	Dead End	1			
1321)	0.38	180	R	<u> </u>	Dead End	NA		NA	1997
				To	44-641				
				From:	44-685				
1322	0.20	150	R	т	D 15 1	NA 1		NA	1997
				To: From:	Dead End	1			
1000	0.40	550	R	FIOIII.	44-685	NA		NA	1997
1323	0.40	330		To:	44-9899]		IVA	1007
				From:	44-1320 NORTH				
1324	0.31	140	R			NA		NA	1997
				To:	44-1320 SOUTH				
\bigcirc				From:	Cul-de-Sac]			
1325)	0.62	150	R	To:	44-1315	NA 1		NA	1997
				From:					
1326	0.86	280	R	110111.	44-1328	NA		NA	1997
1320				To:	44-685				
				From:	44-1328		<u> </u>		
1327	0.21	120	R			NA		NA	1997
				To	44-1326				
$\overline{}$				From:	44-1326				
1328	0.08	60	R	To:	44 1227	NA 1		NA	1997
				From:	44-1327	1			
1000	0.41	400	R	From:	44-1326	NA NA		NA	1997
1329	0.41	400		To-	44-685	1		IVA	1007
_				From:	44-685	l			
1330	0.60	230	R	<u>. </u>		NA		NA	1997
				To:	44-1329	<u> </u>			
<u> </u>				From:	Dead End				
1331)	0.18	60	R			NA 1		NA	1997
				To:	44-1326				
	0.07	40	R	From:	Dead End] NA		NA	1997
1332	0.07	40	IX			1		INA	1991
	0.10	110	R	From:	44-821	NA		NA	1997
1332	0.10	110	K	To:	44-724]		INA	1991
				From:	Dead End				
1333)	0.33	160	R	<u>. </u>		NA		NA	1997
1333				To	44-641				
				From:	44-641				
1334)	0.73	870	R			NA		NA	1997
<u> </u>				From:	44-1346]			
(334) (334)	0.31	160	R	т	F 15.	NA 1		NA	1997
				To:	Dead End	<u> </u>			
	0.22	250	R	From:	44-650	NA		NA	1997
1335)	U.ZZ	200	ĸ	To:	Dead End]		11/	1997
				From:	44-1335	I			
1336	0.23	100	R		11 1550	NA		NA	1997
				To:	44-1337				
_		_		From:	44-650	_			
1337	0.09	90	R			NA		NA	1997
/				To:	Dead End				

					Herry Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour QK	Dir AAWDT QW Factor	Year
Ienry County				From:	Dead End			
1338	0.12	530	R		Dead Elid	NA	NA	1997
				To: From:	44-1339			
1338)	0.02	1400	R			NA	NA	1997
				To:	44-685			
1220	0.20	840	R	From:	44-1338	NA NA	NA	1997
1339	0.20	0.70		To:	Dead End	107	14/1	1007
				From:	44-639			
1340	0.39	290	R	т	D 15.1	NA I	NA	1997
				To: From:	Dead End			
1341)	0.26	80	R		44-1342	NA NA	NA	1997
1041)				To:	Dead End			
<u> </u>				From:	Dead End			
1342	0.13	140	R	To:	44 1240	NA I	NA	1997
				From:	44-1340			
1343)	0.14	50	R		Dead End	NA NA	NA	1997
			-	To:	44-1330			
				From:	44-685			
1344	0.10	40	R	To:	D 15.1	NA I	NA	1997
				From:	Dead End			
1345)	0.37	300	R		44-641	NA NA	NA	1997
				To	Dead End			
				From:	44-1334			
1346	0.08	60	R	To:	D. IE I	NA I	NA	1997
				From:	Dead End			
1347)	0.14	40	R		Dead End	NA NA	NA	1997
1047)				To:	44-782			
				From:	44-1347			
1348	0.25	30	R	To:	Dealers	NA I	NA	1997
				From:	Dead End US 220 BUS			
1349)	0.30	130	R	<u> </u>	03 220 B03	NA	NA	1997
				To:	Dead End			
$\overline{}$	-			From:	44-724			
1350	0.79	1100	R	To:	Dead End	NA I	NA	1997
				From:	44-641			
1352	0.04	10	R	<u> </u>	41-V11	NA	NA	1997
				To:	Dead End			
$\overline{}$			_	From:	Dead End			
1353	0.05	340	R	To:	44-825	NA	NA	1997
				From:	Dead End			
1354	0.14	200	R	L	D vua DAM	NA	NA	1997
				To:	44-1350			
$\overline{}$			_	From:	Dead End			
1360	0.23	480	R	To:	US 220	NA	NA	1997
				From:	44-1339			
1367	0.10	100	R	<u> </u>	111 -1337	NA NA	NA	1997
\bigcup				To:	Dead End			

					Herry Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Hour	()K	AAWDT QW	Year
Henry County				From:					
1260	0.28	30	R	From:	Dead End	NA		NA	1997
1369	0.20		• • •	To:	44-752	100			1001
				From:	44-752				
1370	0.26	60	R			NA		NA	1997
				To:	Dead End				
	0.40	00	_	From:	Dead End	N. A.		NIA	400
1371)	0.10	30	R	To:	US 58 BUS	NA		NA	1997
				From:	ECL MARTINSVILLE				
1380	0.35	640	R	<u> </u>	ECE WARTING VILLE	NA		NA	1997
				To:	44-1381				
1380	0.08	210	R	From:	11- 1301	NA		NA	1997
				To:	Dead End				
				From:	44-1380				
1381)	0.08	1700	R			NA		NA	199
				To:	44-650				
\cap	0.40	400	_	From:	Cul-de-Sac	ALA		NIA .	400
1390	0.49	130	R	To:	44-1324	NA		NA	199
				From:	44-647				
1396)	0.14	30	R		44-047	NA		NA	1997
1000	-			To:	Dead End				
				From:	44-714				
1400	1.08	1200	R			NA		NA	199
				To-	44-1181				
\bigcirc			_	From:	44-907				400
1401)	0.25	190	R	To:	44-683	NA		NA	199
				From:					
1400	0.12	80	R		44-1401	NA		NA	199
1402	0.12		•••	To:	44-683	100			100
				From:	44-683				
1403)	0.33	50	R			NA		NA	199
				To:	Dead End				
\bigcirc				From:	44-682				400
1404	0.52	230	R	To:	Dead End	NA		NA	199
				From:					
1406	0.27	80	R		44-683	NA		NA	199
1406	J.Z1			To	Dead End				
				From:	Dead End				
1407)	0.17	60	R			NA		NA	199
				To:	44-683				
$\overline{}$				From:	Dead End				
1410	0.30	200	R	т	44.606	NA		NA	199
				To:	44-606				
	0.16	50	R	From:	44-1410	NA		NA	199
1411)	0.10	90	ĸ	To:	Dead End	INA		INA	199
				From:	44-1410				
1412	0.09	40	R	<u> </u>	44- 1410	NA		NA	199
				To:	Dead End				
				From:	Dead End				
1420)	0.17	40	R	-		NA		NA	199
				To-	44-760				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henry County				From:		1						
1425	0.13	200	R	110111	44-683	j	NA			NA		1997
1423)				To	Dead End							
				From:	Dead End							
1427)	0.16	45	R	т	44.004	1	NA			NA		1997
				To: From:	44-924							
1429	0.13	30	R	r toin.	44-692	J	NA			NA		1997
1429	00			To:	Dead End							
				From:	Dead End							
1440	0.16	40	R	_		7	NA			NA		1997
				To:	44-907							
	0.27	690	R	From:	44-692	j	NA			NA		1997
1501)	0.27	690	K			1	INA			INA		1997
	0.37	290	R	From:	44-1502		NA			NA		1997
1501)	0.57	230		To:	44.1504.F.A.CT	1	INA			IVA		1007
1501)	0.31	110	R	From:	44-1504 EAST	J	NA			NA		1997
1301)				To	END CIR 1501							.001
				From:	END CIR 1502							
1502	0.37	80	R			•	NA			NA		1997
				To: From:	44-1503 WEST 44-1503 EAST							
1502	0.16	340	R	<u> </u>	44-1303 EAST	1	NA			NA		1997
				To:	44-1501							
				From:	Dead End							
1503	0.25	110	R	т	44.4502.73.407	1	NA			NA		1997
				To:	44-1502 EAST							
	0.12	80	R	From:	44-1501 WEST	J	NA			NA		1997
1504	0.12	00		To:	44-1501 EAST	1	INA			IVA		1007
				From:	44-692							
1508	0.49	80	R			-	NA			NA		1997
				To:	44-793							
\bigcirc	0.40	70		From:	44-759		NIA			NIA		4007
1510	0.18	70	R	To:	Dead End	1	NA			NA		1997
				From:	Dead End/							
1512)	0.25	NA			Dead End	1	NA			NA		
				To:	44-00687(B)/44-00709(U)/							
				From:	Dead End							
1513	0.19	48	R	To:	44.1514	ī	NA			NA		1997
				From:	44-1514	<u> </u>						
	0.10	100	R	From:	Dead End	J	NA			NA		1997
1514	0.10			To:	44-687	<u>L</u>				14/-3		
				From:	Dead End							
1515	0.16	70	R			_	NA			NA		1997
				To	44-695							
$\overline{}$			_	From:	Dead End							
1516	0.29	110	R	To:	44.607	1	NA			NA		1997
_				From:	44-687	I						
1519	0.13	60	R	rioid.	S HARRISON ELEM SCH	j	NA			NA		1997
1313	5.10	-	••	To:	44-687	1				14/1		.507

					Henry Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	()(',	()	Oir Factor	AAWDT QW	Year
Henry County				From:	44-627	1				
1520)	0.17	200	R			N	4		NA	1997
				To	44-1521					
	0.40	220	R	From:	Dead End] N	٨		NA	1997
1521)	0.40	220	ĸ	To:	44-687	1	4		INA	1997
				From:	Dead End					
1522	0.20	70	R			N	4		NA	1997
\bigcirc				To:	44-627					
\bigcirc	0.40	20	_	From:	44-709]	^		NIA	400
1525	0.18	80	R	To:	Dead End	N 1	4		NA	1997
				From:	Dead End					
1530	0.30	48	R		Dead End	N	4		NA	1997
				To:	44-683	1				
				From:	US 58					
1600	0.19	30	R	_		N	4		NA	1997
				To:	Dead End					
	0.27	400	В	From:	US 58 BUS	J N	٨		NΙΔ	1007
1601	0.37	400	R			IN	4		NA	1997
$\overline{}$	0.07	100	R	From:	44-1602	N	٨		NA	1997
1601)	0.07	100	K	To:	44-1603	1	٦,		INA	1997
				From:	44-1601					
1602	0.72	180	R		44-1001	N	Д		NA	1997
				To	44-931]				
<u> </u>				From:	0.05 MW 44-1601]				
1603	0.11	30	R	_		N	4		NA	1997
				To:	0.06 ME 44-1601					
	0.20	990	В	From:	US 58 BUS]	^		NIA	1007
1604	0.29	880	R			N	4		NA	1997
$\overline{}$	0.69	500	R	From:	44-932	N	^		NA	1997
1604)	0.09	300	K	To	Dead End]	٦		INA	1991
				From:	US 58 BUS					
1605	0.10	80	R			N	4		NA	1997
				To:	44-1606					
				From:	44-1605					
1606	0.12	60	R			N	4		NA	1997
				To:	Dead End					
	0.09	60	R	From:	Dead End	J N	٨		NA	1997
1607	0.09	00	K	. —		1N 1	٦		INA	1991
	0.63	370	R	From:	44-930	N	Δ		NA	1997
1607)	0.03	370	IX	To:	44-9964	1 '`	`		IVA	1991
				From:	44-777					
1608)	0.22	560	R			N	4		NA	1997
\mathcal{L}				To:	44-1609 WEST]				
	0.52	250	R	From:	24-1609 WEST	J N	Δ		NA	1997
1608	0.52	200	ĸ	To:	44-1609 EAST	1 N	`		INA	1997
				From:	44-1608 WEST	.				
1609	0.68	200	R		11 1000 WLS1	J N	Д		NA	1997
		-		To:	44-1612	1				
1609	0.11	400	R	From:	777-1012	N	Α		NA	1997
				To:	44-1608 EAST	<u> </u>				

					Henry Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	oc ok	Dir AAWDT QW ctor	Year
Henry County				From:	44-1608 EAST			
(1609)	0.18	540	R		44-1006 EAST	NA	NA	1997
				To	US 58 BUS			
				From:	44-717			
1610	0.07	100	R			NA	NA	1997
				To: From:	44-1611			
(1610)	0.04	40	R	To:	DealEad	NA I	NA	1997
				From:	Dead End			
1011	0.06	40	R	110111.	Dead End	NA NA	NA	1997
1611)	0.00		•••	To:	44-1610		177	1001
				From:	Dead End			
1612	0.17	80	R			NA	NA	1997
				To: From:	44-1609			
1612	0.12	200	R	Trom.		NA	NA	1997
				To: From:	44-1614 WEST			
1612	0.23	100	R			NA	NA	1997
				To: From:	44-1618			
1612	0.05	20	R			NA	NA	1997
				To:	Cul-de-Sac			
\bigcirc	0.4-			From:	44-856			400=
1613	0.17	50	R	To:	Cul-de-Sac	NA I	NA	1997
				From:				
1614)	0.30	60	R	110111.	44-1612 WEST	NA NA	NA	1997
1014)	0.00		•••	To	44-1612 EAST			
				From:	44-1617			
1615)	0.24	180	R			NA	NA	1997
				To:	44-777			
$\widehat{}$				From:	Dead End			
(1616)	0.14	30	R	To:	44 1715	NA I	NA	1997
				From:	44-1615			
(1017)	0.97	290	R	From:	Dead End	NA NA	NA	1997
1617	0.57	230		To:	44-777	IN/A	IVA	1557
				From:	Cul-de-Sac			
(1618)	0.08	20	R	<u></u>		NA	NA	1997
				To:	44-1612			
				From:	44-648			
1620	0.10	650	R			NA	NA	1997
				From:	44-1621			
(1620)	0.21	180	R	Tar	P IF I	NA I	NA	1997
				To:	Dead End			
	0.35	400	R	From:	44-1620	NA NA	NA	1997
1621	0.33	700	^	To:	44-1622	ING	INA	1887
				From:	44-648			
1622	0.22	350	R	<u> </u>		NA NA	NA	1997
\bigcirc				To	44-1623			
$\widehat{}$				From:	Dead End			
1623	0.17	160	R			NA	NA	1997
				To:	44-1622			
\cap	0.40	00	_	From:	44-648 SOUTH	NIA.	NIA.	400-
(1624)	0.18	80	R	To	44-648 NORTH	NA I	NA	1997
					44-040 NUKTH			

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	QK Dir Factor	AAWDT QW	Year
Henry County				From:	Cul-de-Sac				
(1626)	0.36	180	R			NA		NA	1997
				To:	44-648				
\bigcirc				From:	Dead End				
1627	0.10	20	R	To:	44-777	NA		NA	1997
				From:	NCL MARTINSVILLE				
1630	0.13	140	R		NCL MARTINSVILLE	NA		NA	1997
1630)	0.10			To:	44-1631			101	100
				From:	NCL MARTINSVILLE				
1631)	0.12	40	R			NA		NA	199
				To: From:	44-1630				
1631)	0.16	60	R	110		NA		NA	1997
				To:	Dead End				
\sim				From:	Dead End				
1635	0.30	190	R	т	44.60	NA		NA	199
				To:	44-662				
	0.09	50	R	From:	Dead End	NA		NA	199
1636	0.09	90	ĸ	To:	44-1635	INA		INA	199
				From:	NCL MARTINSVILLE				
1637)	0.11	200	R		NCL WARTING VILLE	NA		NA	199
1037)				To:	44-662				
				From:	Dead End				
1638)	0.10	100	R			NA		NA	199
				To:	44-662				
<u> </u>				From:	44-777				
1640	0.06	60	R			NA		NA	199
				To: From:	44-1641				
1640	0.01	10	R			NA		NA	199
				To:	Dead End				
\bigcirc				From:	44-1640				400
1641)	0.16	48	R	To:	Dead End	NA		NA	199
				From:					
	0.02	7	R	From.	Dead End	NA		NA	199
1642	0.02	•		To:	44-777	14/-1		IVA	100
				From:	44-713				
1643	0.14	70	R		,15	NA		NA	199
				To:	Dead End				
				From:	Dead End				
1644	0.23	50	R	_		NA		NA	199
				To:	SR 108				
\bigcirc			_	From:	44-647 SOUTH				100
1645	0.80	60	R	To	44-647 NORTH	NA		NA	199
				From:					
1646	0.13	70	R	r rout.	SR 57	NA		NA	199
1646	0.13	, ,				INA		DO.	199
	0.48	50	R	From:	44-1647	NA		NA	199
1646	U. 4 0	ĐŪ	ĸ	To:	Cul-de-Sac	INA		INA	199
				From:	SR 57				
1647)	0.42	180	R	<u> </u>	SIC 31	NA		NA	199
1647)				Te	AA 16A0				
		_		From:	44-1648	NA		NA	199
1647)	0.17	50	R			INA		NA	199

					Herry Mairiteriance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Pea Hou	()k	Dir Factor	AAWDT QW	Year
lenry County				From:	44-1647	i				
1648)	0.29	40	R		44-1047	NA			NA	1997
				To	Dead End					
$\overline{}$			_	From:	SR 57					400-
1649	0.65	120	R	To:	Dead End	NA 1			NA	1997
				From:	44-1644	l				
1650	0.11	NA		<u> </u>		NA			NA	
				To:	Dead End					
\bigcirc			_	From:	US 58; 44-875					400=
1701)	0.76	480	R	To:	END CIRCLE	NA 1			NA	1997
				From:	44-1701					
1702	0.30	45	R		44-1701	NA			NA	1997
				To:	Dead End					
\sim			_	From:	Dead End					
1703	0.38	80	R	To:	44-1701	NA 1			NA	1997
				From:	44-1703	<u> </u>				
1704)	0.14	20	R		11- 1703	J NA			NA	1997
				To	Cul-de-Sac					
\sim				From:	44-684					
1709	0.07	60	R			NA			NA	1997
				To: From:	44-1725	 				400-
1709	0.15	20	R	To	Dead End	NA 1			NA	1997
				From:	44-684					
1710	0.19	70	R	<u> </u>		NA			NA	1997
				To:	Dead End					
\bigcirc				From:	44-684					
1711)	0.13	50	R	To:	Dead End	NA 1			NA	1997
				From:	44-684 SOUTH	<u> </u>				
1712)	0.09	990	R		11-001 300 111	J NA			NA	1997
				To:	44-1717					
1712	0.34	700	R	From:		NA			NA	1997
				To: From:	44-661					
1712	0.37	470	R			NA			NA	1997
				To:	44-684 NORTH					
	0.09	50	R	From:	Cul-de-Sac	J NA			NA	1997
1713)	0.09	30	ĸ	To:	44-1714]			INA	1997
				From:	44-684					
1714	1.01	980	R			NA			NA	1997
				To:	44-1746					
	0.06	50	R	From:	Dead End] NA			NA	1997
1715)	0.00	90	ĸ	To:	44-661	INA]			INA	1997
				From:	Dead End					
1716	0.03	30	R			NA			NA	1997
				To:	44-661					
$\overline{}$			_	From:	Dead End]			A	
1717	0.16	90	R	To:	44-1712	NA 1			NA	1997
-				***	44-1/12	<u> </u>				

					Henry Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(:	QK Dir Facto	AAWDT QW	Year
Henry County				From:	Dead End	i			
(1718)	0.16	110	R		Dead End	NA		NA	1997
				To-	44-1714				
				From:	Dead End				
1719	80.0	80	R			NA		NA	1997
				To:	44-1746				
	0.74	140	R	From:	US 58	J NA		NIA	1007
1720	0.74	140	ĸ	To:	Dead End	NA 1		NA	1997
				From:	44-684				
(1721)	0.13	60	R	<u> </u>	11 00 1	NA		NA	1997
				To:	Dead End				
				From:	44-684				
1722	0.20	60	R			NA		NA	1997
				To:	Dead End				
	0.44	60	_	From:	Dead End	NIA.		NIA	1007
1723	0.14	60	R	To:	44-684	NA 1		NA	1997
				From:	44-684				
1724	0.09	120	R	<u> </u>	44-004	NA		NA	1997
				To:	44-1725	1			
1724	0.05	20	R	From:	44-1725	NA		NA	1997
1724)				To:	Dead End]			
				From:	44-1724	<u> </u>			
1725)	0.19	80	R			NA		NA	1997
				To	Dead End				
\bigcirc				From:	44-1728				
1726	0.43	300	R			NA 1		NA	1997
				To:	44-684				
	0.20	140	ь.	From:	44-1726 WEST	J NA		NIA	1007
1727	0.20	140	R	To:	44-1726 EAST	NA 1		NA	1997
				From:	44-1729	1			
(1728)	0.16	40	R		44-1729	NA		NA	1997
1720				To:	44-1726]			
				From:	44-1728	<u> </u>			
1729	0.11	10	R			NA		NA	1997
				To:	Cul-de-Sac				
\bigcirc				From:	44-1731				
1730	0.35	80	R	To	44.607	NA 1		NA	1997
					44-687				
	0.05	20	R	From:	Dead End] NA		NA	1997
1731	0.05	20	K	To:	44-1730]		INA	1997
				From:	44-684	1			
1737	0.33	120	R		***************************************	NA NA		NA	1997
1737				To:	Dead End		-		
				From:	44-684				
1738)	0.17	60	R			NA		NA	1997
\bigcirc				To:	Dead End				
$\overline{}$				From:	44-1741				
1740	0.38	500	R			NA 1		NA	1997
				To-	44-1746	<u> </u>			
	0.40	200	Б	From:	44-1742	j Na		NIA	1007
(1741)	0.12	200	R	To:	44-1740	NA 1		NA	1997
					11 1/70	<u> </u>			

					Henry Mainte	nance Area							
Route	Length	AADT	QA	4Tire	Rue	Truck -Axle 1Trail 2Trail	()()	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henry County				From:	44-17	741							
(1742)	0.15	160	R	<u> </u>	77-17	7-11		NA			NA		1997
				To	Dead I	End							
				From:	44-17	742							
(1743)	0.17	50	R	. —				NA			NA		1997
				To: From:	Dead I								
1744	0.22	80	R	From:	Dead I	End		NA			NA		1997
(1744)	0.22	00	1	To:	44-17	746		INA			14/-3		1557
				From:	Dead I								
1745	0.42	60	R					NA			NA		1997
				To:	44-68	84							
\bigcirc				From:	Dead I	End							400=
1746	0.34	280	R					NA			NA		1997
	4.47	4=00	_	From:	US 58 I	BUS							4007
1746	1.47	1500	R	To:	44-17	719		NA			NA		1997
				From:	Dead I								
(1747)	0.31	60	R		Dead I	EHU		NA			NA		1997
				To:	44-17	746							
				From:	Dead I	End							
1748)	0.32	100	R					NA			NA		1997
				To:	44-17	746							
	0.44		_	From:	44-76	61							400-
1801)	0.11	60	R	To:	Dead I	End		NA			NA		1997
				From:									
1802)	0.16	80	R		Dead I	End		NA			NA		1997
1602	33		•••	To:	44-76	61							
				From:	44-18	302							
1803)	0.18	60	R					NA			NA		1997
				To:	Dead I	End							
\bigcirc	0.40			From:	Dead I	End							400=
1804)	0.16	60	R	To:	44-78	01		NA			NA		1997
				From:	Cul-de-								
1805	0.08	70	R		Cui-ue-	-Sac		NA			NA		1997
1003		_		To:	44-78	81							
				From:	Dead I	End							
1810	0.70	50	R					NA			NA		1997
				To	44-68								
	0.40		_	From:	Dead I	End							4007
1812	0.43	90	R	To:	44-76	61		NA			NA		1997
				From:									
1913	0.10	40	R		Dead I	Ena		NA			NA		1997
1813)				To:	44-70	61							
		-		From:	44-18	316							
1815)	0.09	170	R					NA			NA		1997
				To:	44-68								
\bigcirc	2.44	450	_	From:	Dead I	End		N.1.4			h: A		400-
1816)	0.41	150	R	To-	44-18	215		NA			NA		1997
				From:									
(1820)	0.53	180	R		44-71	10		NA			NA		1997
1020				To-	44-68	87	<u></u>						
				-		<u> </u>							

					Henry Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	OC.	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henry County												
	0.13	80	R	From:	44-687		NA			NA		1997
1825	0.13	00	IX	To	Dead End		INA			INA		1331
				From:	SR 57; 44-716							
9195	0.39	80	R	<u> </u>	51, 11, 110		NA			NA		1997
				To:	CAMPBELL COURT SCH							
\sim				From:	US 58							
9196	0.10	200	R	To:	A TOTAL OF THE STATE OF	1	NA			NA		1997
				From:	AXTON SCHOOL							
9197)	0.07	110	R	rioiii.	44-695		NA			NA		1997
9197)	0.07			To:	SPENCER PENN SCH		1471			14/1		1007
Town of Ridgeway				•								
Own or Kid≥tway				From:	US 220 BUS							
9198)	0.06	200	R			ı	NA			NA		1997
				To:	RIDGEWAY SCH							
Ienry County				From:	S MARTINSVILLE SCH							
9199)	0.07	100	R		5 WARTING VILLE GET		NA			NA		1986
				To	US 58							
				From:	SANDVILLE SCH							
9200	0.11	360	R			•	NA			NA		1997
				To	44-687							
\bigcirc				From:	BASSETT HIGH SCH							400-
9201)	0.62	750	R	To:	SR 57 ALT		NA			NA		1997
				From:								
9480)	0.15	400	R		US 220; 44-1301		NA			NA		1997
9460)	0.10	.00	•••	To:	DREWRY MASON HS					10.		1001
				From:	44-802; US 220 BUS							
9481)	0.35	390	R	<u></u>	,		NA			NA		1997
				To:	44-9918 JR SMITH							
\sim				From:	MAGNA VISTA HS							
9538	0.30	850	R	т	D 15.1	1	NA			NA		1997
				To:	Dead End							
	0.09	290	R	From:	44-684		NA			NA		1997
9539	0.03	230		To:	CARVER HIGH SCH		14/3			IVA		1007
				From:	44-650							
9540	0.10	140	R	<u></u>			NA			NA		1997
				To:	44-650							
				From:	JOHN D. BASSETT HS							
9542	0.07	240	R		00 IV 00	ı	NA			NA		1997
				To:	SR 57 ALT							
2700	0.25	40	R	From:	LEATHERWOOD ELEM	l	NA			NA		1997
9728	0.20	40	ĸ	To:	SCH SR 57		INA			INA		1997
				From:	44-1142 FIELDALE							
9867	0.40	630	R	<u> </u>	·······································		NA			NA		1997
				To	COLLINSVILLE HS							
_				From:	44-713							
9868)	0.17	230	R			- 1	NA			NA		1997
				To:	FIGSBORO ELEM SCH							
				From:	44-1323							
9899	0.09	500	R	, F	NAME AND THE PARTY OF THE PARTY	Ī	NA			NA		1997
\sim				To-	RICH ACRES ELEM SCH							

					He	enry Maintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tr		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Henry County				From:		44 754 STANI I	7 V	1							
9910)	0.20	480	R			44-754 STANLE	2 Y			NA			NA		1997
3310)				To-		TOWN ELEM S	СН								
				From:	C	COLLINS PRIMAR	Y SCH								
9918	0.12	240	R							NA			NA		1997
				To:		44-1103									
	0.44	000	_	From:		44-1607				NIA			NIA		4007
9964)	0.41	800	R	To:		0.42 MN LAUREI	DV			NA			NA		1997
				From:		0.42 MN HIGH S									
9964)	0.34	550	R							NA			NA		1997
				To:		44-930; 44-932	2	ļ							
City of Martinsville				From:		Lanier Rd		1							
Mulberry Rd	1.41	5400	G	98%	0%	0% 1%	0%	0%	F	0.090	F	0.662	5700	G	2002
Mulberry Rd				To:											
Mulberry Rd	0.21	6200	G	From: 98%	0%	Spruce St 0% 1%	0%	0%	С	0.093	F	0.749	6500	G	2002
Mulberry Rd				To:		Rives Rd									
Mulberry Rd	0.18	9700	G	94%	0%	1% 2%	3%	0%	F	0.105	F	0.632	10000	G	2002
Mulberry Rd				To:	- / 0	US 58 Bus Starling]							
O				From:		Starling Ave									
Market St	0.87	9500	G	94% To:	0%	1% 2%	3%	0%	С	0.09	F	0.532	10000	G	2002
				From:		Church St									
W Church St	0.36	3000	G	From:		Market St				0.101	F		3100	G	2002
W Church St	0.50	3000	G							0.101	•		3100	G	2002
4502) E Church St	0.12	4500	G	From:		Broad St				0.107	F		4800	G	2002
E Church St	0.12	4500	G							0.107	Г		4000	G	2002
Church Ct	0.00	5000		From:	00/	Ellsworth St	40/	00/		0.444			5000		2002
E Church St	0.33	5600	G	97%	0%	1% 1% Starling Ave	1%	0%	F	0.111	F		5900	G	2002
				From:		WCL Martinsvi	lla								
Commonwealth Blvd	1.00	13000	G	97%	0%	1% 1%	1%	0%	С	0.088	F	0.524	13000	G	2002
4504 Commonwealth Blvd				To:	0,0	Market St	.,,	7,0		0.000	•	0.02	.0000		
				From:		WCL Martinsvi	lle								
Stultz Rd	0.73	4100	G	97%	0%	1% 1%	1%	0%	F	0.092	F	0.556	4400	G	2002
120/				To:		Liberty St									
4506 Clearview Dr	0.08	13000	G	97%	0%	1% 1%	1%	0%	F	0.088	F	0.578	13000	G	2002
120				To:		Northside Dr									
(4506) Clearview Dr	0.14	7300	G	97%	0%	1% 1%	1%	0%	F	0.088	F	0.551	7700	G	2002
4506 Clearview Dr				To:		Barrows Mill R									
4506) Clearview Dr	0.86	3100	G	94%	1%	2% 3%	0%	0%	С	0.097	F	0.636	3300	G	2002
4506 Clearview Dr				To:		NCL Martinsvil									
				From:		SCL Martinsvil	le								
Rives Rd	1.34	6700	G	95%	0%	1% 2%	2%	0%	С	0.102	F	0.633	7000	G	2002
120/				From:		Circle Ct		\neg							
Rives Rd	0.34	4300	G	95%	0%	1% 2%	2%	0%	F	0.107	F	0.659	4500	G	2002
120/				To:		Mulberry Rd									
				From:		SCL Martinsvil									
Rivermont Heights	0.39	1800	G	95%	0%	1% 2%	2%	0%	F	0.104	F	0.535	1900	G	2002
				To:		Memorial Blvo	d								
<u> </u>			_	From:		Starling Ave			_						
4511 Forest St	0.56	2500	G	96%	1%	2% 1%	0%	0%	F	0.091	F	0.563	2600	G	2002
						Smith Lake Ro									
4515) Askin St	0.97	NA		From:		44-801SCL Martin	sville			NIA			NA		
4515 Askin St	0.97	INA		To:		C4US 220				NA			INA		
						C+O3 220									

Particle Struct						Н	enry Maintenance	Area								
Spruce St 0.23 5700 G 96% 1% 2% 1% 0% 0% 5% 0.091 F 0.566 6000 G 2002	Route	Length	AADT	QA	4Tire	Bus			 2Trail	- QC		QK		AAWDT	QW	Year
Spruce St 0.23 5700 G 96% 1% 2% 1% 0% 0% F 0.091 F 0.566 6000 G 2002 F 0.579 11000 G	City of Martinsville															
Particle Ato Part	4517 Spruce St	0.23	5700	G		1%		0%	0%	F	0.091	F	0.566	6000	G	2002
Spruce St 0.39 6000 G 98% 1% 2½ 1% 0% 0% F 0.546 6300 G 2002	120				To:											
Spruce St	Spruce St	0.39	6000	G		1%	2% 1%	0%	0%	С	0.094	F	0.646	6300	G	2002
	$\widehat{}$	0.44	7000			40/		00/	00/		0.404	_	0.040	0200		2002
Brookdale St 0.53 10000 G 96% 1% 1% 1% 2% 0% 0% 0% 0% 0% 0% 0	Spruce St	0.44	7900	G		1%			0%	F	0.104	۲	0.640	8300	G	2002
Broad St 0.53 10000 G 96% 1% 1% 1% 2% 0% C 0.093 F 0.579 11000 G 2002					From:											
Particular Nature Particular Nature Particular Nature Natu	4519 Brookdale St	0.53	10000	G	96%	1%		2%	0%	С	0.093	F	0.579	11000	G	2002
Springs Spri	<u> </u>	0.44	6200			00/		20/	00/		0.004	_	0.045	0000		2002
Parkview Ave 0.32 1200 G 95% 0% 1% 1% 2% 0% F 0.104 F 0.511 1200 G 2002	4519 Brookdale St	0.41	6300	G		0%		2%	0%	C	0.094	F	0.615	6600	G	2002
Parkview Ave 0.32 1200 G 95% 0% 1% 1% 2% 0% F 0.104 F 0.511 1200 G 2002					From:				I							
Partiview Ave 0.17 3300 G 95% % 1% 1% 2% 0% C 0.088 F 0.532 3400 G 2002	Parkview Ave	0.32	1200	G		0%		2%	0%	F	0.104	F	0.511	1200	G	2002
Parkview Ave 0.17 3300 G 95% 0% 1% 1% 2% 0% C 0.088 F 0.532 3400 G 2002	120/				To:		Spruce St									
See Stand Ave 0.36 4700 G 95% 0% 1% 1% 2% 0% F 0.104 F 0.502 5000 G 2002	4521) Parkview Ave	0.17	3300	G	95 <u>%</u>	0%		2%	0%	С	0.088	F	0.532	3400	G	2002
Cleveland Ave 0.36 4700 G 95% 0% 1% 1% 2% 0% F 0.104 F 0.502 5000 G 2002 C 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					To:		Brookdale St									
Church St Standard Standar	O 01 1 14	0.00	4=00	_		00/			00/	_	0.404	_	0.500	5000	_	0000
Broad St 0.45 1800 G 89% 1% 1% 5% 4% 0% C 0.105 F 0.662 1900 G 2002	4523 Cleveland Ave	0.36	4700	G	_	0%		2%	0%	F	0.104	F	0.502	5000	G	2002
Broad St 0.45 1800 G 89% 1% 1% 5% 4% 0% C 0.105 F 0.662 1900 G 2002																
Broad St	Broad St	0.45	1800	G		1%		4%	0%	С	0.105	F	0.662	1900	G	2002
Broad St	120	00		_	To:	.,,		.,,			000	•	0.002			
Second Process Seco	Broad St	0.18	1200	G		1%		4%	0%	F	0 108	F	0.551	1300	G	2002
Bridge St 0.43 6500 G 98% 1% 1% 0% 0% 0% 0% C 0.088 F 0.522 6800 G 2002 Bridge St 0.17 2600 G 98% 1% 1% 0% 0% 0% 0% F 0.099 F 0.754 2800 G 2002 Bridge St 0.16 1800 G 98% 1% 1% 1% 0% 0% 0% F 0.122 F 0.804 1900 G 2002 Bridge St 0.18 3400 G 98% 1% 1% 0% 0% 0% F 0.112 F 0.598 3600 G 2002 Ellsworth St 0.18 3400 G 98% 1% 1% 0% 0% 0% 0% F 0.112 F 0.598 3600 G 2002 Bridge St 0.35 6700 G 97% 0% 1% 1% 1% 0% 0% F 0.101 F 1900 G 2002 Bridge St 0.35 6700 G 97% 0% 1% 1% 1% 0% 0% F 0.101 F 1900 G 2002 Bridge St 0.35 6700 G 97% 0% 1% 1% 1% 0% F 0.101 F 1900 G 2002 Bridge St 0.35 6700 G 97% 0% 1% 1% 1% 0% F 0.105 F 0.812 2500 G 2002 Bridge St 0.06 2400 G 97% 0% 1% 1% 1% 0% F 0.105 F 3800 G 2002 Bridge St 0.05 1800 G 97% 0% 1% 1% 1% 0% F 0.105 F 3800 G 2002 Bridge St 0.05 1800 G 97% 0% 1% 0% 1% 0% F 0.105 F 3800 G 2002 Bridge St 0.05 1800 G 97% 0% 1% 0% 1% 0% F 0.105 F 3800 G 2002 Bridge St 0.05 1800 G 97% 0% 1% 0% 1% 0% F 0.105 F 3800 G 2002 Bridge St 0.05 1800 G 97% 0% 1% 0% 1% 0% F 0.105 F 3800 G 2002 Bridge St 0.05 1800 G 97% 0% 1% 0% 1% 0% F 0.105 F 3800 G 2002 Bridge St 0.05 1800 G 97% 0% 1% 0% 1% 0% F 0.105 F 3800 G 2002 Bridge St 0.05 1800 G 97% 0% 1% 0% 1% 0% F 0.105 F 3800 G 2002	1525) Broad Ot	0.10	1200	Ū		170		770	070	•	0.100	•	0.001	1000	Ü	2002
Bridge St 0.43 6500 G 98% 1% 1% 0% 0% 0% C 0.088 F 0.522 6800 G 2002					From:											
Bridge St 0.17 2600 G 98% 1% 1% 0% 0% 0% F 0.099 F 0.754 2800 G 2002	4527) Bridge St	0.43	6500	G	98%	1%		0%	0%	С	0.088	F	0.522	6800	G	2002
Bridge St 0.17 2600 G 98% 1% 1% 0% 0% 0% F 0.099 F 0.754 2800 G 2002 Church St	120				To		Market St									
Bridge St 0.16 1800 G 98% 1% 1% 0% 0% 0% 0% 0% 0	4527) Bridge St	0.17	2600	G		1%		0%	0%	F	0.099	F	0.754	2800	G	2002
### Bridge St	120				To		Church St		1							
Main St Main	4527) Bridge St	0.16	1800	G		1%		0%	0%	F	0.122	F	0.804	1900	G	2002
Same Standard St	120				To:		Main St									
Church St Chur					From:		Market St									
Church St Church St Church St Church St Church St Commonwealth Blvd C 0.097 F 0.593 7100 G 2002	120 /	0.18	3400	G	98%	1%	1% 0%	0%	0%	F	0.112	F	0.598	3600	G	2002
Lester St 0.35 6700 G 97% 0% 1% 1% 1% 0% C 0.097 F 0.593 7100 G 2002 Commonwealth Blvd	120				To:		Church St									
Commonwealth Bivd Comm	4529 Lester St	0.35	6700	G	97%	0%	1% 1%	1%	0%	С	0.097	F	0.593	7100	G	2002
A531 Walnut St 0.05 1800 G 97% 0% 1% 1% 1% 0% F 0.101 F 1900 G 2002	120)				To:		Commonwealth Bl	vd								
Franklin St 0.09 2300 G 97% 0% 1% 1% 1% 0% F 0.106 F 0.812 2500 G 2002	O			_											_	
Franklin St 0.09 2300 G 97% 0% 1% 1% 1% 0% F 0.106 F 0.812 2500 G 2002	(4531) Walnut St	0.05	1800	G	97%	0%	1% 1%	1%	0%	F	0.101	F		1900	G	2002
To Jones St Jone	<u> </u>															
Franklin St 0.61 1300 G 97% 0% 1% 1% 1% 0% F 0.112 F 0.659 1300 G 2002	(4531) Franklin St	0.09	2300	G	97%	0%	1% 1%	1%	0%	F	0.106	F	0.812	2500	G	2002
To: Liberty St St St Liberty St Liberty St	_				From:											
Second S	4531 Franklin St	0.61	1300	G		0%		1%	0%	F	0.112	F	0.659	1300	G	2002
4533 Jones St 0.06 2400 G 97% 0% 1% 0% 1% 0% F 0.099 F 2600 G 2002 4533 Jones St 0.04 3600 G 97% 0% 1% 0% 1% 0% F 0.105 F 3800 G 2002 4533 Bridge St 0.05 1800 G 97% 0% 1% 0% 1% 0% F 0.12 F 1900 G 2002 4533 Northside Dr 0.80 7700 G 97% 0% 1% 0% 1% 0% C 0.095 F 0.591 8100 G 2002							Liberty St									
From Fayette St		0.00	0400	_		00/		40/	00/	_	0.000	_		2002	_	0000
From Fayette St	4533 Jones St	0.06	2400	G	9/%	υ%	1% 0%	1%	υ%	F	0.099	۲		2600	G	2002
Main St Main	<u> </u>							461						0655		
Main St Main St Washed St Washed Washed St Main St Washed	(4533) Jones St	0.04	3600	G	97%	0%	1% 0%	1%	0%	F	0.105	F		3800	G	2002
To: Church St Commonwealth Blvd Commonwea																
Charlest	(4533) Bridge St	0.05	1800	G		0%		1%	0%	F	0.12	F		1900	G	2002
4535 Northside Dr 0.80 7700 G 97 0% 1% 0% 1% 0% C 0.095 F 0.591 8100 G 2002																
V 120 /	Northaida Da	0.00	7700	•		00/			00/	0	0.005	_	0.504	0400	_	2000
	4535) NOI (TISIDE DE	0.80	1100	G	97% To:	υ%	1% 0% Clearview Dr	1%	∪%	Ü	0.095	г	0.591	8100	G	2002

					П	erii y ivia	untenance	Alea								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Martinsville																
4539 Hooker St	0.39	6700	G	97%	0%	1%	Church St 0% onwealth Bl	1%	0%	F	0.097	F	0.568	7000	G	2002
								vu	1							
			_	From:	201		earview Dr	101	201	_		_		0.400		
Barrows Mill Rd	0.67	2300	G	97% To:	0%	1%	0%	1%	0%	F	0.093	F	0.719	2400	G	2002
						NCL	Martinsville	e								
				From:			arling Ave									
Hairston St	0.53	1600	G	97 <u>%</u>	1%	1%	0%	1%	0%	С	0.114	F	0.543	1700	G	2002
				To:		F	Rives Rd									
				From:		C	hurch St									
Moss St 120	0.05	2000	G	95%	0%	1%	2%	2%	0%	F	0.112	F	0.86	2100	G	2002
120				To:]	Main St									
				From:			Moss St									
Main St	0.13	1500	G	95%	0%	1%	2%	2%	0%	F	0.116	F		1600	G	2002
120				To			Jones St		1							
Main St	0.04	3100	G	95%	0%	1%	2%	2%	0%	F	0.100	F		3200	G	2002
Main St	-		_							-		-			_	
<u> </u>	0.05	4000	_	From:	00/		anklin St	00/		_	0.440	_		0000		0000
4543) Main St	0.25	1900	G	95%	0%	1%	2%	2%	0%	С	0.119	F		2000	G	2002
				To: From:			Clay St									
Clay St	0.04	3500	G		0%	1%	Main St 2%	2%	0%	F	0.099	F		3700	G	2002
Clay St	0.04	3300	G	95% To:	0%			270	0%	F	0.099	Г		3700	G	2002
							Church St									
3rd St				From:	C St											
		920	G								0.098	F		970	G	2002
				To			D St									
				From:	Luck St.											
Glade St.		430	G								0.096	F		450	G	2002
				To:		A	insley St.									
				From:			Clift St		Ī							
Highland St		290	G		Citit St						0.127	F		310	G	2002
		230	0	To:		D	Branch St		- 1		0.121	'		310	O	2002
Knollwood Place				From:		Mul	berry Road									
		NA		. —							NA			NA		
				To:		River	Forest Plac	e								
				From:		Rans	on Rd Soutl	1								
Oakgrove Ave		220	G								0.116	F		240	G	2002
				To:		Rans	on Rd Nortl	1								
				From:		Chun	ch Street Ex	t								
Randolph Street		NA		<u> </u>		Citar	on Succe En				NA			NA		
Randolph Oliect				To:		Mac	dison Street									
				From:					1							
River Forest PI		040	_	Pioin.		Kn	ollwood Pl				0.440	_		000	_	0000
		210	G	To:							0.116	F		220	G	2002
						Mor	ningside La									
				From:		Che	rokee Trail									
Root Trail		570	G								0.093	F	0.563	600	G	2002
				To:		Corn	Tassel Trai	l								
				From:		In	dian Trail									
Spruce St.		4400	G			111					0.103	F		4700	G	2002
			-	To:		Proc	pect Hill Dr				5.100	•		., 00	_	_002
						1108	peet HIII DI									