2001

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

Jurisdiction Report

17

Carroll County City of Galax Town of Hillsville

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the Design Hour estimate:

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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 Rout	te
600	Secondary Route	

Special Routes

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

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

					Carro	oll Mainte	nance Ar	ea							
Doute	Longth	AADT	04	4Tiro	Due		Tru	ıck		. 00	Design	OK	4 4 1 4 D.T.	OW	Voor
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QN	AAWDT	QW	Year
Carroll County															
	1 11	7200	F	93%		rth Carolina 3%	State Line 0%		00/	С	690	F	7400	F	2001
[52]	4.41	7300	Г	93%	0%	3%	0%	2%	0%	C	680	Г	7400	Г	2001
~~				From:		17-69									
52	5.01	4800	F	93%	0%	3%	0%	2%	0%	F	440	F	4800	F	2001
				To: From:		SR 14	18								
52	0.09	3600	F	93%	0%	3%	1%	2%	0%	С	330	F	3600	F	2001
\bigcirc				To:		0.09 MN S	SR 148		¬						
52	4.72	3600	N	93%	0%	3%	1%	2%	0%	Ν	330	Ν	3600	N	2001
				To:		17-702 Sta	LI. DJ								
(52)	0.28	3600	N	93%	0%	3%	1%	2%	0%	N	330	N	3600	N	2001
(32)	0.20	0000	••	To:		New SCL F			7			• •	0000		
T CIT'II 'II															
Town of Hillsville				From:	NE	EW SCL HII	LLSVILLE								
52	1.92	3600	N	93%	0%	3%	1%	2%	0%	Ν	330	Ν	3600	Ν	2001
<u> </u>				To:		US 5	Q								
(52)	1.71	2200	F	92%	0%	3%	4%	1%	0%	F	210	F	2200	F	2001
(32)			•	To:		NCL Hill			7	•		-		-	
Carroll County				•					•						
Carron County				From:		NCL Hill	sville								
52	1.69	2200	N	92%	0%	3%	4%	1%	0%	Ν	210	Ν	2200	Ν	2001
\bigcirc				To		17-70	15		-						
(52)	3.15	1800	F	92%	0%	3%	4%	1%	0%	F	170	F	1800	F	2001
52			•	To:				.,,	_						
	4.46	780	F	From: 92%	0%	17-62 3%	4%	1%	0%	С	80	F	790	F	2001
52	4.40	700	Г	92 70 To:		Wythe Cou		1 70	7 070	C	00	Г	790	г	2001
						wythe cou	nty Line								
City of Galax				From:		WCL G	alax								
58 Galax Bypass	0.47	9900	F	95%	0%	3%	0%	2%	0%	С	1000	F	10000	F	2001
(30)				To					_						
58 Galax Bypass	1.10	7900	F	From: 95%	0%	Oldtown 3%	0%	2%	0%	F	800	F	8300	F	2001
(58) Galax Bypass	1.10	7900	-	95 /0	0 70			2 /0	- 0 70	'	000	'	0300	'	2001
~~~ a B	0.00		_	From:	00/	Fries 1		00/		_	4000		4.4000		0004
(58) Galax Bypass	0.20	13000	F	95%	0%	3%	0%	2%	0%	F	1300	F	14000	F	2001
~~				From:		SR 89 M	ain St								
58 Stuart Dr	0.34	16000	F	95%	0%	3%	0%	2%	0%	F	1500	F	17000	F	2001
$\smile$				To: From:		Meadov	v St		Ъ—						
58 Stuart Dr	1.81	20000	F	95%	0%	3%	0%	2%	0%	F	1800	F	21000	F	2001
<u> </u>				To:		Haynes	Dd								
58 Stuart Dr	1.10	17000	F	93%	0%	3%	1%	3%	0%	С	1500	F	17000	F	2001
(56) Studit Bi	0		•	To:	070	ECL G		070	٦	Ū	1000	•	17000	•	2001
C 11.C 4															
Carroll County				From:		ECL G	alax								
58	2.66	15000	F	92%	0%	3%	1%	4%	0%	F	1200	F	15000	F	2001
				To:		17-88			¬						
	0.67	16000	F	92%	0%	3%	1%	4%	0%	F	1300	F	16000	F	2001
58	0.07	. 5556	•	T	<b>5</b> /0			. 70	7	•	.000	•	.0000	•	_001
(T)	2.00	45000		From:	00/	17-87		40/	00/		1200	Г	15000	г	2004
58	3.69	15000	F	92%	0%	3%	1%	4%	0%	С	1300	F	15000	F	2001
				From:		I-77									
58	0.72	15000	F	91%	0%	3%	1%	4%	0%	F	1400	F	16000	F	2001
~				To:		WCL Hil	lsville								
Town of Hillsville									_						
~~~	0.40	4=000		From:	00/	WCL Hil		401			4.400		40000		0004
[58]	2.10	15000	N	91%	0%	3%	1%	4%	0%	N	1400	N	16000	N	2001
~				To:		US 22	21								

					Carro	II Mainter	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	Design	OK	AAWDT	ΟW	Year
Noute	Lengur	AADI	٧A	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QIV	AAWDI	QVV	i cai
Town of Hillsville				From:		US 22	21		1						
[58]	1.13	4600	F	91%	0%	3%	1%	4%	0%	С	390	F	4600	F	2001
				To:		ECL Hill:	sville								
Carroll County				From:											
(50)	7.07	4600	N	91%	0%	ECL Hill:	sville 1%	4%	0%	N	390	N	4600	N	2001
[58]	7.07	4000	14	J 1 70	0 70			770	¬ ° ′ ′ ′ ′	11	330	11	4000	11	2001
(F0)	8.14	2900	F	From: 91%	0%	17-68 3 %	<u>0</u> 1%	4%	0%	F	260	F	3000	F	2001
[58]	0.14	2000	•	To:		Floyd Coun		770	7 ~~	•	200	•	0000	•	2001
North				From:	No	rth Carolina	State Line		Ī						
(77)	0.94	14000	F	69%	1%	2%	1%	25%	2%	F	950	F	13000	F	2001
	Combined Traffic	29000	F	68%	1%	2%	1%	26%	2%	F	1900	F	27000	F	2001
North				To: From:		17-620	S]——						
North (77)	7.63	14000	F	69%	1%	2%	1%	25%	2%	F	970	F	13000	F	2001
	Combined Traffic		F	68%	1%	2%	1%	26%	2%	F	1800	F	27000	F	2001
			-	To:		SR 14			¬	-		-		-	
North	6.28	47000	_	From:	1%	2%	1%	25%	2%	_	1000	_	15000	_	2004
77	6.28 Combined Traffic	17000	F	69% 68%	1%	2% 2%		25% 26%		F	1000	F F	15000 29000	F	2001
	Combined Trailic	32000	F	00%	170		1%	20%	2% –	F	2000	Г	29000	F	2001
North				From:		US 5	8								
(77)	4.18	17000	Α	69%	1%	2%	1%	25%	2%	С	1900	Α	16000	Α	2001
	Combined Traffic	34000	В	68%	1%	2%	1%	26%	2%	С	4300	В	31000	В	2001
North				From:		17-620	N								
(77)	5.03	16000	F	69%	1%	2%	1%	25%	2%	F	1100	F	15000	F	2001
	Combined Traffic	34000	F	68%	1%	2%	1%	26%	2%	F	2300	F	31000	F	2001
				To: From:		SR 69	9		7						
North	0.23	21000	G	69%	1%	2%	1%	25%	- 2%	F	1200	G	19000	G	2001
77	Combined Traffic		G	68%	1%	2%	1%	26%	2%	F	2500	G	34000	G	2001
	Combined Traine	07000		To:		Wythe Cour		2070	7 ~ ~		2000		04000	0	2001
South				From:	No	rth Carolina	State Line								
(77)	1.07	15000	F	67%	1%	2%	1%	27%	2%	F	970	F	14000	F	2001
	Combined Traffic	29000	F	68%	1%	2%	1%	26%	2%	F	1900	F	27000	F	2001
Courth				To: From:		17-620	S]						
South (77)	7.92	15000	F	67%	1%	2%	1%	27%	2%	F	880	F	14000	F	2001
	Combined Traffic		F	68%	1%	2%	1%	26%	2%	F	1800	F	27000	F	2001
				To:		17-77									
South	0.00	40000	_	From:	40/			070/		_	4000	_	4.4000	_	0004
77	6.23 Combined Traffic	16000	F	67%	1%	2%	1%	27%	2%	F	1000	F	14000	F	2001
	Combined Trailic	32000	F	68%	1%	2%	1%	26%	2%	F	2000	F	29000	F	2001
South				From:		US 5	8		_						
77	4.31	17000	В	67%	1%	2%	1%	27%	2%	Α	2300	В	15000	В	2001
	Combined Traffic	34000	В	68%	1%	2%	1%	26%	2%	С	4300	В	31000	В	2001
South				From:		17-620	N]						
(77)	4.76	17000	F	67%	1%	2%	1%	27%	2%	F	1200	F	16000	F	2001
	Combined Traffic		F	68%	1%	2%	1%	26%	2%	F	2300	F	31000	F	2001
				To:	١	Wythe Cour	nty Line								
City of Galax				P											
89 Main Street	1.26	7100	F	93%	0%	SCL Ga	ılax 1%	3%	」 0%	С	770	F	7500	F	2001
89 Main Street	1.20	7 100	Г	93%				J%	U%	C	770	Г	7300	٢	∠00 I
89 Main Street	0.90	7400	F	From: 96%	0%	R 97 Pipers 2%	Gap Rd 0%	1%	0%	С	720	F	7700	F	2001
89 Iviairi Street	0.90	7400	Г	96% To:	U%	Z% Clark A		1 70	7	C	120	Г	7700	۲	200 I
						Clark F									

					Carro	ıll Mainte	nance Ar	ea							
Douto	Longth	AADT	QA	4Tire	Due		Tru	ıck		QC	Design	OK	AAWDT	QW	Voor
Route	Length	AADI	QA	41116	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDI	QVV	Year
City of Galax				From:		CL 1									
Main Street	0.16	5800	F	96%	0%	Clark A	0%	1%	0%	F	540	F	6100	F	2001
Main Street	0.10	3000	•	JU 70	0 70			1 /0	7	•	540	•	0100	'	2001
89 Main Street	0.63	4900	F	97%	0%	Oldtow 2%	n St 0%	0%	0%	С	460	F	5100	F	2001
Main Street	0.03	4900	-	To:	0 70	US 58 Stu		0 70	7 0 / 0	O	400	'	3100	'	2001
C 11.C 4						05 50 50	urt Di		1						
Carroll County				From:	(Grayson Cou	ınty Line								
94)	9.20	780	F	95%	0%	1%	2%	2%	0%	F	80	F	790	F	2001
				To:		Wythe Cou	nty Line								
City of Galax				_											
Dinora Can Dd	0.11	2000	_	From:	0%	SR 89 M	ain St 1%	10/		_	200	F	2400	F	2001
97 Pipers Gap Rd	0.11	3000	F	95% To:	0%	ECL G		1%	□ 0%	С	280	г	3100	r	2001
						ECL G	iiax								
Carroll County				From:	(Grayson Cou	ınty Line		1						
97	3.76	2500	F	95%	0%	3%	1%	2%	0%	С	240	F	2600	F	2001
				To:		17-713 Pip	ara Can								
97	4.51	1200	F	95%	0%	3%	1%	2%	0%	F	120	F	1300	F	2001
91)			•	To:		Blue Ridge			٦	•		-		•	
				From:	US	S 221 East o	f Hillsville								
(100)	8.12	3600	F	90%	0%	3%	4%	3%	0%	С	330	F	3700	F	2001
				To:		Wythe Cou	nty Line								
				From:		I-77	1								
(148)	0.87	4300	F	87%	0%	3%	2%	7%	0%	С	430	F	4400	F	2001
				To:	US	52 North of	Fancy Gap								
City of Galax															
~~~	0.47	0000	_	From:	00/	WCL GA		00/		_	4000	_	40000	_	0004
(221) (58) Galax Bypass	0.47	9900	F	95%	0%	3%	0%	2%	0%	С	1000	F	10000	F	2001
~~~~				From:	20/	OLDTOW		201	<u> </u>						
(221) (58) Galax Bypass	1.10	7900	F	95%	0%	3%	0%	2%	0%	F	800	F	8300	F	2001
~~~				From:		FRIES			]						
(221) (58) Galax Bypass	0.20	13000	F	95%	0%	3%	0%	2%	0%	F	1300	F	14000	F	2001
<del></del>				To: From:		SR 89 MA	JN ST		]						
221 58 Stuart Dr	0.34	16000	F	95%	0%	3%	0%	2%	0%	F	1500	F	17000	F	2001
$\overline{\qquad}$				To:		MEADO	W ST		7						
221 58 Stuart Dr	1.81	20000	F	95%	0%	3%	0%	2%	0%	F	1800	F	21000	F	2001
				To		HAYNE	S RD		7—						
221 58 Stuart Dr	1.10	17000	F	93%	0%	3%	1%	3%	0%	С	1500	F	17000	F	2001
<u></u>				To:		ECL GA	LAX								
Carroll County															
~~~				From:		ECL GA				_					
(221) (58)	2.66	15000	F	92%	0%	3%	1%	4%	0%	F	1200	F	15000	F	2001
~ ~				To: From:		17-88									
(221) (58)	0.67	16000	F	92%	0%	3%	1%	4%	0%	F	1300	F	16000	F	2001
				To: From:		17-87	2								
(221) (58)	3.69	15000	F	92%	0%	3%	1%	4%	0%	С	1300	F	15000	F	2001
				To:		I-77	,		¬						
[221] [58]	0.72	15000	F	91%	0%	3%	1%	4%	0%	F	1400	F	16000	F	2001
<u>—————————————————————————————————————</u>				To:		CL Hills									
Town of Hillsville	-														
~~~ ~~~				From:		CL Hills	ville								
(221) (58)	2.10	15000	N	91%	0%	3%	1%	4%	0%	Ν	1400	Ν	16000	Ν	2001
<del></del>				To: From:		US 5	8		<del>_</del>						
(221)	0.56	7300	F	94%	1%	3%	1%	2%	0%	F	680	F	7400	F	2001
/ 221 \															

					Carro	oll Mainte									
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Carroll County	-					ZAXIE	3+Axle	Tirail	2 i rail		Hour				
~~~				From:		ECL Hil			<b></b>						
(221)	0.88	7300	N	94%	1%	3%	1%	2%	0%	N	680	N	7400	N	2001
(221)	6.77	2500	F	94%	1%	R 100 East o 3%	of Hillsville 1%	2%	0%	F	240	F	2600	F	2001
221			•	To	.,,	17-638 D			¬					•	
221	3.37	1700	F	94%	1%	3%	1%	2%	0%	F	160	F	1700	F	2001
				To:		Floyd Cou	nty Line								
	0.60	120	R	From:		17-63	38				NA		NA		1998
600	0.60	120	ĸ	To:	70-6	514; Patrick	County Line	e	٦		INA		INA		1990
				From:		SR 9									
601)	0.90	320	R								NA		NA		1998
				To:		Wythe Cou									
	2.21	420	_	From:		Grayson Co		10/		0	E0	_	440	_	2004
602	2.21	430	F	96% To:	0%	3% SR 94 SO	0%	1%	0% ¬	С	50	F	440	F	2001
				From:		SR 94 NO									
602	3.54	100	R	To:					_		NA		NA		1998
						17-73									
(00)	0.15	30	R	From:		Dead l	End		_		NA		NA		09/26/2001
603	0.13	30	IX.	To:		0.15 MC D	15.1		_		IVA		IVA		03/20/2001
603	0.49	30	R	From:		0.15 MS D	ead End				NA		NA		09/26/2001
603	00			To:		0.64 MS D	and End								00/20/200
603	0.10	30	R	From:		0.04 MS D	eau Eliu				NA		NA		09/26/2001
000				To:		17-6	54								
				From:	(Grayson Co	unty Line								
(604)	0.60	550	R	. —					_		NA		NA		1998
				To:		SR 9									
	0.28	120	R	From:	(Grayson Co	unty Line				NA		NA		1998
605	0.28	120	K	To:		SR 9)4		7		INA		INA		1990
				From:	(Grayson Co									
(606)	0.93	3200	F	98%	0%	1%	0%	1%	0%	С	320	F	3200	F	2001
				To: From:		17-72	21		_						
(606)	0.25	70	R	rioni.					_		NA		NA		10/15/2001
				To: From:		0.25 MN	17-721		<u> </u>						
606	0.75	50	R						_		NA		NA		10/15/2001
				To:		Dead l									
	1.30	4400	_	From:		Grayson Co		10/	 0%	F	110	F	1100	F	2001
607	1.30	1100	F	97%	0%	2%	0%	1%	U% —	Г	110	Г	1100	Г	2001
607	0.30	3600	F	From: 97%	0%	17-721 St 2%	OUTH 0%	1%	0%	С	350	F	3700	F	2001
607	0.30	3000	•		0 70			1 /0	7	C	330	1	3700	'	2001
607	4.47	480	R	From:		17-721 N	ORTH				NA		NA		10/15/2001
607				To:		17-635 S	OUTH		1_						. 5. 15.2001
	2.52			From:		17-635 N					N/A		N/A		40/47/0004
607	0.50	30	R	To:		Dead 1	End		7		NA		NA		10/17/2001
				From:		Grayson Co									
608	1.90	300	F	95%	1%	3%	0%	1%	0%	С	40	F	300	F	2001
				To:		17-815 N									
608	1.20	200	R	From:		1, 015 1					NA		NA		1998
				To:		17-7	13								

							nance Ar Tru				Design				
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
Carroll County				From:		17-7	13		I						
(608)	2.68	320	R						-		NA		NA		1998
				To: From:		17-715 S 17-715 N									
608	0.50	70	R	<u> </u>		17-71510	OKIII				NA		NA		08/01/2001
				To: From:		0.50 MS	17-715								
608)	0.30	70	R						_		NA		NA		08/01/2001
600	1.28	70	R	From:		0.80 MS	17-715				NA		NA		08/01/2001
608)	1.20	70	1	To	DI	LUE RIDO	E DVWV				INA		INA		00/01/2001
608	1.44	20	R	From:	ы	LUE KIDC	IE FKW I				NA		NA		08/01/2001
				To: From:	BI	LUE RIDO	E PKWY								
608	0.28	200	R	rioni.					_		NA		NA		1998
				To: From:		R 97 Gap									
608)	0.40	40	R		1,	7-700 Gap	Terminus				NA		NA		08/01/2001
				To:		17-89	03								
608	2.40	50	R	From:		1/-0	93				NA		NA		08/20/2001
				To		17-8:	56								
608	0.20	150	R	From:							NA		NA		08/20/2001
				To: From:	BI	LUE RIDO	E PKWY]						
608	1.14	80	R								NA		NA		08/20/2001
				To: From:	1	.14 ME O	FPKWY								
608	0.51	80	R								NA		NA		08/20/2001
	4.54	440		To: From:		17-8	74				NIA		NIA		1000
608	1.51	140	R	To:		US 52 S0	ЛІТН		_		NA		NA		1998
_				From:		US 52 N	ORTH								
(608)	0.29	330	R						_		NA		NA		1998
				To: From:			KWY SOU' KWY NOR'								
608)	0.50	230	R	<u> </u>	BLUL	KID GL I I	KW I NOK	111	_		NA		NA		1998
				To: From:		17-6	14								
(608)	0.40	140	R	rioni:							NA		NA		1998
				To: From:		17-6	85]——						
608)	1.90	130	R								NA		NA		1998
$\overline{\bigcirc}$				From:		17-6	82								4000
608)	0.69	130	R						_		NA		NA		1998
	0.61	120	R	From:		0.69 ME	17-682				NA		NΙΔ		1000
608	0.61	130	ĸ	_					_		NA		NA		1998
<u></u>	0.19	150	R	From:		17-679 S	OUTH				NA		NA		1998
608	0.13	130	IX	Tar		15 (50)	OPTH		_		INA		INA		1330
608)	0.98	310	R	From:		17-679 N	OKTH				NA		NA		1998
000				To:	RI	LUE RIDO	F PKWV								
608)	1.10	60	R	From:		SOL RIDC	ETICVI				NA		NA		09/17/2001
				To: From:		17-691 S	OUTH]						
608	0.05	510	F	95%	1%	3%	0%	1%	0%	F	50	F	520	F	2001
				To: From:		17-691 N	ORTH]——						
608	0.45	40	R								NA		NA		09/26/2001
				To: From:	17	7-670 Gap	Terminus]——				• • • •		
608	1.20	40	R	To:		17.1	40		7		NA		NA		09/26/2001
				To:		17-6	48								

Route	Length	AADT	QA	4Tire	Rue	de 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Carroll County				From:		7-648				-				
608)	2.06	60	R	<u> </u>	1	, 010				NA		NA		1998
	1.00	50	R	To: From:	1	7-641				NA		NA		09/26/2001
608	1.00			To:	1.00 1	AS 17-641		—						
608	0.41	80	R	Trons.						NA		NA		09/26/2001
608	0.85	60	R	To: From:	1	7-633				NA		NA		09/26/2001
				To: From:	0.85 1	AS 17-633								
608	0.08	60	R					_		NA		NA		09/26/2001
608)	0.11	60	R	From:	0.93 1	AS 17-633				NA		NA		09/26/2001
				From:	1	7-639								
608	1.00	150	R	To:	17-63	1; 70-608				NA		NA		09/26/2001
	0.00	242		From:	Grayson	County Line								1000
609	0.60	240	R	To:	1	7-608				NA		NA		1998
	2.20	470		From:		County Line	20/		_	20	_	470	_	2004
610	2.36	170	F	92%	0% 49	6 1% 7-616	3%	0%	F	20	F	170	F	2001
610	0.66	280	F	92%	0% 39	6 1%	3%	0%	F	30	F	280	F	2001
				From:	17-6	34 EAST 34 WEST								
610	0.50	320	F	93% To:	0% 39	6 1% JS 58	3%	¬ 0%	С	30	F	330	F	2001
				From:		7-753								
611)	2.60	120	R	To:	1	7 755		_		NA		NA		1998
611)	0.20	40	R	From:	1	7-755				NA		NA		1998
	4.90			From:	0.20 N	IN 17-755		_		NA		NA		11/13/2001
611)	4.90	50	R	To:	Floyd	County Line				INA		INA		11/13/2001
	1.56	60	R	From:	Grayson	County Line				NA		NA		08/06/2001
612)	1.50		<u> </u>	To: From:	BLUE R	DGE PKWY				INA		INA		00/00/2001
612	1.34	160	R	To:		7-608		_		NA		NA		1998
				From:		7-619								
613	1.00	20	R							NA		NA		11/05/2001
<u>(613)</u>	1.00	10	R	From:	1.00 N	IN 17-619				NA		NA		11/05/2001
				To:		County Line								
(614)	0.89	48	R	From:	De	ad End				NA		NA		09/19/2001
				To: From:	0.89 M	W Dead End								
614)	1.81	190	R	To:	1	7-608		1		NA		NA		1998
				From:		0; 17-645								
615	1.30	20	R	To:	1	7-616				NA		NA		10/01/2001
				From:		7-645								10/5:
616	1.40	50	R	To:	1	7-615		1		NA		NA		10/01/2001

Pouto	Longth	AADT	Ω4	/Tiro	Bus	en				- QC	Design	OK	ΔΔΙΛΙΏΤ	014/	Voor
Route	Length	AADT	QA	4Tire	BuS	2Axle	3+Axle	1Trail	2Trail	Ų()	Hour	ųК	AAWDT	ŲW	Year
Carroll County				From:		17-615	;								
616)	1.38	30	R	_					_		NA		NA		1998
				To: From:		17-610									
(617)	1.10	70	R			17-814			_		NA		NA		10/03/2001
017)				To:		17-632	2								
				From:		17-643	}								
618	0.60	100	R	To:		17-645 SO	ПТН		7		NA		NA		10/01/2001
				From:		17-645 NO									
618)	1.34	50	R								NA		NA		1998
	0.30	50	R	From:		1.34 ME 17	7-645				NA		NA		10/01/2001
618)	0.30	50	ĸ	To:		17-638 SO	UTH		7		INA		INA		10/01/200
	4.00			From:		17-638									10/01/000
618)	1.30	50	R						_		NA		NA		10/01/2001
	0.30	60	R	From:		17-634					NA		NA		1998
618)	0.30	00	IX.	To:		US 58					IVA		IVA		1000
				From:]	Floyd Count	y Line								
619	1.70	40	R	To:					_		NA		NA		11/05/2001
				To: From:		Floyd Count									
620	0.33	1100	F	94%	1%	th Carolina 9	1%	1%	0%	F	120	F	1200	F	2001
				To:		17-690)								
620 620	2.55	1400	F	94%	1%	4%	1%	1%	0%	С	130	F	1400	F	2001
				To: From:		I-77 N RA	MP		_						
(620)	1.67	1200	F	94%	1%	4%	1%	1%	0%	F	110	F	1200	F	2001
<u> </u>				From:	201	17-944		10/	<u> </u>						
620	2.93	430	F	94% To:	0%	4% LUE RIDGE	1%	1%	□ 0%	F	45	F	440	F	2001
				From:		R 97 Gap Te									
620	2.75	150	R								NA		NA		1998
	1.89	20	R	From:		17-683	}				NA		NA		08/08/2001
620	1.09	20	ĸ	т					_		INA		INA		06/06/200
620	1.15	100	R	From:		17-712	!				NA		NA		08/08/2001
020				To:		17-711									
620	0.20	50	R	From:		1, ,11					NA		NA		08/08/2001
				To: From:		0.20 MN 17	7-711]—						
620	0.79	80	R								NA		NA		1994
				From:		17-710)		_						
620	1.08	230	R						_		NA		NA		08/08/2001
	0.65	540	R	From:		17-802 NO	RTH				NA		NA		1998
620	0.03	040		To:		US 58					IVA		IVA		1000
620	0.47	1300	F	From: 95%	0%	3%	1%	2%	0%	F	110	F	1300	F	2001
				To: From:		17-948			_						
620	4.40	1800	F	95%	0%	3%	1%	2%	0%	С	180	F	1800	F	2001
				To: From:		17-743 W	EST]——						
620	0.75	2200	F	95%	0%	3%	1%	2%	0%	F	200	F	2300	F	2001
				From:	201	I-77 RAN		601]		100				000:
620	0.76	1000	F	93% To:	0%	2%	2%	3%	1%	F	130	F	1000	F	2001
						17-932	:								

Dout-	1	A A D T		4T:			Tr	uck		. 00	Design	OI.	A A)A/DT	0147	V
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	ŲK	AAWDT	ŲW	Year
Carroll County				From:		17-93									
620	0.46	990	F	93%	0%	2%	2%	3%	1%	F	140	F	1000	F	2001
620	1.50	980	F	93%	0%	17-74 2%	2%	3%	1%	С	120	F	1000	F	2001
				To:		US 52	2								
		_		From:		17-71	4								
621)	0.25	5	R	To:		17-71	4		7		NA		NA		10/24/200
				From:		US 22									
622)	2.10	500	F	93%	0%	4%	2%	2%	0%	С	40	F	500	F	2001
				To:		Floyd Coun	ty Line								
	0.30	20	R	From:		US 22	.1				NA		NA		11/05/200
623	0.30	20	ĸ						_		INA		INA		1 1/05/200
(22)	0.10	30	R	From:		Floyd Coun	ty Line				NA		NA		11/05/200
623	0.10	30		To:		17-62	2		1		14/1		147.		11/00/200
				From:		Dead E	ind								
624	0.90	60	R								NA		NA		11/05/200
				To: From:		17-66	2]						
624)	2.60	30	R	To:		17.00			_		NA		NA		11/05/200
				From:		17-63									
625	0.80	40	R	rioiii.		17-63	8		_		NA		NA		11/05/200
625	0.00		• • • • • • • • • • • • • • • • • • • •	To:		17-75	1								
625)	1.60	30	R	From:		17-73	4		_		NA		NA		11/05/200
				To:		Floyd Coun	ty Line								
				From:		Floyd Coun	ty Line								
626	2.20	20	R								NA		NA		10/03/200
	0.70			To: From:		17-627 NO	ORTH]						40/44/000
626	0.70	20	R	To:		Floyd Coun	tv Line		1		NA		NA		10/11/200
				From:		17-63									
(627)	1.40	30	R	<u> </u>		17-03	0				NA		NA		10/11/200
				To: From:		17-62	6		1						
627	0.50	20	R						_		NA		NA		10/11/200
				To:		Floyd Coun									
600	3.50	50	R	From:		17-66	2				NA		NA		10/11/200
628)	3.30	50	K	To:		17-638 NO	ORTH		1		INA		INA		10/11/200
				From:		17-638 SC									
628	1.50	20	R						_		NA		NA		10/03/200
$\overline{}$	0.00		R	From:		17-65	6				NIA		NIA		40/02/200
628)	0.90	60	ĸ	To:		17-626; 3	1-628		7		NA		NA		10/03/200
				From:		17-62									
(629)	0.40	30	R				-				NA		NA		10/03/200
				To:		Floyd Coun	ty Line								
	0.00			From:		17-65	4				NIA		NIA		10/02/222
630	0.28	6	R						_		NA		NA		10/03/2001
<u></u>	0.55	20	R	From:		Dead E	ind				NIA		NIA		10/02/200
630	0.55	20	ĸ	To:		17-638 W	EST		1		NA		NA		10/03/2001
$\overline{}$				From:		17-638 E									
630	2.00	20	R	To:		15.50	1		_		NA		NA		10/03/2001
				10.		17-78	1								

					Carro	II Mainten	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Carroll County				From:		17-608	3								
(631)	1.50	180	R						-		NA		NA		1998
				To: From:		17-638									
632	1.28	310	R	rioni.		US 58	3				NA		NA		10/03/2001
				To:		Floyd Count									
633	0.80	50	R	From:		17-608	3				NA		NA		09/26/2001
633				To: From:		17-639 W	EST		—						
633)	1.60	50	R	To:					_		NA		NA		09/26/2001
				From:		17-640									
634)	1.10	20	R			1/-016	<u> </u>		_		NA		NA		10/01/2001
				To: From:		17-610 E]——						
634)	0.59	310	F	94%	0%	3%	1%	3%	0%	С	30	F	320	F	2001
634)	0.10	80	R	From:		17-610 W	EST		_		NA		NA		1998
034)			• • • • • • • • • • • • • • • • • • • •	To:		Floyd Count	ty Line								
	0.40	2000	_	From:	00/	17-88		00/		_	040		0000	_	0004
635	0.40	2200	F	97%	0%	1%	2%	0%	0%	F	240	F	2300	F	2001
635)	3.40	1800	F	From: 97%	0%	17-849 1%	2%	0%	0%	С	170	F	1800	F	2001
				To: From:		17-73:	5								
635)	1.00	1000	F	97%	0%	1%	2%	0%	0%	F	90	F	1100	F	2001
	2.09	290	F	From: 97%	0%	17-730 1%	5 1%	0%	0%	F	40	F	300	F	2001
635	2.09	290		To:	0 70	17-733		0 70		ļ	40		300	ı	2001
635	1.25	230	F	97%	0%	1%	2%	0%	0%	F	40	F	240	F	2001
-				To: From:		17-740)]						
635	2.90	50	R						_		NA		NA		10/17/2001
635)	2.50	10	R	From:		17-742	2				NA		NA		10/17/2001
				To: From:		17-92:	5		—						
635)	1.45	190	R						_		NA		NA		10/17/2001
				To: From:		Wythe Coun									
636	0.69	20	R		wyui	e County Lir	ie, Dead El	iiu			NA		NA		10/17/2001
				To: From:		0.69 MN De	ad End]——						
636	0.51	20	R						_		NA		NA		10/17/2001
	0.90	180	R	From:		1.20 MN De	ad End				NA		NA		10/17/2001
636			.`	To:		17-63:	5		—						10/11/2001
636)	0.40	470	R	From:					<u>-</u> !		NA		NA		10/17/2001
				To: From:		Wythe Coun									
637	0.33	10	R	rioni.		SR 10	0				NA		NA		09/06/2001
				To: From:		17-750)]						
637	0.30	140	R								NA		NA		09/06/2001
627	0.45	40	R	To: From:		0.30 MN 1	7-750				NA		NA		09/06/2001
637)	0.40	40	ri	To:		Wythe Coun	ty Line				INA		INA		33/30/2001
				From:		17-672	2]						
638	1.40	40	R	To:		17-763	3		1		NA		NA		11/05/2001
						1 /-/0.	,								

					Cairo	oli Mainten					Dor!				
Route	Length	AADT	QA	4Tire	Bus	2Axle		uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Carroll County				From:											
638)	2.32	160	R	Pioni.		17-763	3				NA		NA		1998
638)	2.40	310	F	To: From: 96%	1%	US 22 1%	1%	1%	0%	F	40	F	320	F	2001
				To: From:		17-625									
638)	3.30	230	F	96%	1%	1%	1%	1%	0%	F	30	F	230	F	2001
638)	3.92	200	F	95%	1%	17-628 2 %	1%	1%	0%	F	20	F	200	F	2001
638)	1.70	280	F	From: 95%	1%	17-652 1%	1%	1%	0%	F	20	F	280	F	2001
638)	3.90	240	F	From: 95%	1%	US 58 1%	1%	1%	0%	С	30	F	240	F	2001
638	0.80	190	F	From: 95%	1%	17-63 2%	1%	1%	0%	F	20	F	190	F	2001
				To:		17-600; 70									
639	1.30	20	R	From:		17-647			_		NA		NA		10/01/200
639	1.60	50	R	From:		17-640; 17	7-643				NA		NA		09/26/200
639	0.45	70	R	From:		17-633	3				NA		NA		1998
				To: From:	В	LUE RIDGE	EPKWY								
639	0.25	140	R	To		17-608	3		7		NA		NA		1998
				From:		17-608; 17	'-677								
640	0.80	140	R						_		NA		NA		1998
640	0.28	300	F	From: 95%	0%	17-691 3%	0%	2%	0%	С	30	F	300	F	2001
				To: From:		17-670 W	EST								
640	1.92	240	F	95% To:	0%	3%	0%	2%	0%	F	30	F	250	F	2001
_				From:		17-648 17-691									
640	0.80	300	F	95%	0%	3%	0%	2%	0%	F	30	F	300	F	2001
640)	1.10	200	R	From:		17-647 E	AST		_		NA		NA		1998
040)				To		17-639; 17-6	643 W		—						
640	0.40	120	R	From:							NA		NA		09/26/200
640	1.80	50	R	From:		17-643 E	AST				NA		NA		09/26/200
040)				To: From:		17-633	3		—						
640)	0.70	50	R						 		NA		NA		09/26/200
				To: From:		17-631			1						
641)	0.70	60	R			17-000	<u>, </u>				NA		NA		09/26/200
641)	1.44	80	R	From:		17-643	3				NA		NA		1998
				To:		17-648	3								
	1 10	ΕΛ		From:		17-648	3				NIA		NIA		10/04/200
642	1.10	50	R	To:		17-64	<u> </u>		1		NA		NA		10/01/200
				From:		17-64									
643)	1.05	120	R	To		15 (22 :=	. 640		_		NA		NA		1998
				To:		17-639; 17	'-640								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Carroll County				From:	17-639; 17-640					
643)	2.90	110	R		17 057, 17 010			NA	NA	09/26/200
	0.40			To: From:	17-647					4000
643)	0.40	80	R	To:	17-648	7		NA	NA	1998
				From:	17-640					
644)	0.70	60	R			<u></u>		NA	NA	09/26/200
				To:	17-645					
645	3.88	430	R	From:	US 58			NA	NA	1998
645)				To	17-638					
(645)	0.20	120	R	From:	17 030	<u> </u>		NA	NA	1998
				To: From:	17-616]				
(645) (645)	0.20	110	R					NA	NA	11/05/200
	4.40	440		From:	0.20 MS 17-616			NIA	NIA.	44/05/000
645)	1.40	110	R	To:	17-610; 17-615	-		NA	NA	11/05/2001
				From:	US 58 WEST					
646)	0.60	20	R			_		NA	NA	10/01/200
				To:	US 58 EAST					
647	0.60	10	R	From:	17-641			NA	NA	10/01/200
(647) (647)	0.00	10	IX.	To:	17-640 WEST			INA	IVA	10/01/200
	0.60	220	Б	From:	17-640 EAST			NIA	NΙΔ	1009
(647)	0.60	220	R	To:	17-643 WEST	7		NA	NA	1998
			_	From:	17-643 EAST					
647)	0.80	20	R	To:	Dead End	¬		NA	NA	10/01/2001
				From:	17-608					
648)	1.30	180	R					NA	NA	10/01/200
				To: From:	17-640					
648)	0.50	80	R					NA	NA	10/01/2001
	2.22			From:	17-818			NIA.	NIA.	40/04/000
648)	0.80	20	R	_		_		NA	NA	10/01/2001
(648)	2.33	150	R	From:	17-643			NA	NA	1998
(646)	2.00	100		To:	US 58					1000
				From:	17-654					
649	0.40	6	R					NA	NA	10/01/2001
\bigcirc	4.00			From:	0.40 ME 17-654			NIA.	NIA.	40/04/0004
649	1.00	30	R	To:	17-648	-		NA	NA	10/01/2001
				From:	17-648					
650	1.80	50	R			-		NA	NA	09/26/2001
				To:	17-654					
<u></u>	1.20	60	R	From:	US 58			NA	NA	10/03/2001
651)	1.20			то	1 20 MNI 110 50			IN/A		10/03/200
651	0.30	45	R	From:	1.20 MN US 58			NA	NA	10/03/2001
				To:	17-652					
$\overline{}$			_	From:	17-654					
(652)	0.50	40	R	To:	17 (51	-		NA	NA	10/03/2001
(652)	0.50	40	R					NA	NA	10/

					Carroll	Mainten	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail		Hour				
Carroll County				From:		17-651	l		1						
(652)	0.80	20	R						_		NA		NA		10/03/2001
$\bigcup_{i=1}^{n}$				To:		17-638									
\bigcirc			_	From:		US 58	}								10/00/000
(653)	1.51	49	R	To:		17.65	4		_		NA		NA		10/03/2001
				From:		17-654									
(FA)	4.41	340	R	FIOII.		17-677	/				NA		NA		1998
654)	7.71	340	1	т					_		14/3		INA		1330
(CEA)	0.56	100	R	From:		17-813	3		_		NA		NA		10/03/2001
654)	0.00	100	1	т		4= 6=6			_		1471		147 (10/00/2001
(SE)	0.10	60	R	From:		17-659)				NA		NA		10/03/2001
654)	0.10	00	IX.						_		14/3		INA		10/03/2001
650	1.10	50	R	From:	0.	.10 MN 1	7-659				NA		NA		10/03/2001
654)	1.10	30	K	_					_		INA		INA		10/03/2001
	0.10	50	R	From:		17-653	3		_		NA		NA		10/03/2001
654)	0.10	50	K						_		INA		INA		10/03/2001
	2.50	40		From:		17-652	2		_		NIA		NIA		10/03/2001
654	2.50	40	R	To:		17-664	1		7		NA		NA		10/03/2001
				From:					+						
(FE)	0.75	20	R			Dead E	na		_		NA		NA		10/03/2001
655	55		••	To:		17-656	5								
				From:		17-638									
656	1.00	60	R	<u> </u>		17 050	,		_		NA		NA		10/03/2001
				To	1	.00 MS 17	7-638								
656	0.90	60	R	From:	1.	.00 1415 1	7-030		_		NA		NA		10/03/2001
000				To:		17-628	3								
				From:		US 58	}								
657	0.03	30	R						_		NA		NA		10/09/2001
				To: From:	0	.04 MS U	IS 58								
657)	0.40	30	R	From:							NA		NA		10/09/2001
				To		17-779)								
(657)	0.30	20	R	From:		1, ,,,					NA		NA		10/09/2001
				To:		Dead E	nd		1						
				From:		Dead E	nd								
(658)	0.27	40	R								NA		NA		10/15/2001
				To: From:	0.2	7 MN De	ad End								
658)	0.48	80	R						_		NA		NA		1998
\bigcirc				To:		SR 94									
\sim				From:		17-654	1								
659	1.20	50	R						_		NA		NA		10/13/2001
				To:		Dead E									
\bigcirc	0.50	40	_	From:		Dead E	nd				NIA		NIA		40/44/0004
660	0.50	10	R						_		NA		NA		10/11/2001
	4.00			To:		17-664	1		_		NIA.		NI A		10/11/1000
660	1.20	30	R	To:		17-628)		_		NA		NA		10/11/2001
				From:					1						
661	2.90	10	R	. 1011.		17-664 W	ESI		_		NA		NA		10/11/2001
661)	2.30	10	11	To:		17-664 EA	AST		7		13/-1		13/-3		10/11/2001
				From:		17-664			† 						
662	1.99	160	R			1 / -004	т		_		NA		NA		11/05/2001
				To:		17-624	1		1						
· · · · · · · · · · · · · · · · · · ·															

Route	Length	AADT	QA	4Tire	Bus		Tru	uck		QC	Design	QK	AAWDT	QW	Year
Carroll County								1Trail	2Trail		Hour				
662	2.63	60	R	From:		17-62	4				NA		NA		11/05/2001
(002)				To:		US 22	21								
				From:		US 5	8								
663	4.00	30	R						_		NA		NA		10/11/2001
				To:		17-66									
	1.00	200	_	From:	00/	US 5	8 1%	10/		_	20	F	200	F	2004
664)	1.80	200	F	96%	0%	3%		1%	0%	С	20	Г	200	Г	2001
664	3.78	160	R	From:		17-66	3				NA		NA		1998
664)	0.70	100	• • • • • • • • • • • • • • • • • • • •	To:		17.66	0		_						1000
664)	1.00	45	R	From:		17-66	0				NA		NA		10/11/2001
664)				To:		17-65	4								
\bigcirc	0.00			From:		54-65	4								40/00/000
664	0.60	50	R	To:		17-63	0		_		NA		NA		10/03/2001
				From:					1						
665	0.40	48	R			Dead I	ana		_		NA		NA		08/08/2001
665				To		0.40 MN D	and End								
665)	1.00	80	R	From:		0.40 MIN D	au Enu				NA		NA		08/08/2001
000				To:		17-72	2								
				From:		Dead E	End								
666	0.80	70	R								NA		NA		09/19/2001
				To: From:		17-67	5								
666	1.40	60	R	_					_		NA		NA		09/19/2001
				To: From:		US 58 E US 58 W									
666	1.54	30	R			05 50 11	LUI				NA		NA		10/11/2001
				To		17-10-	14								
666	0.96	70	R	From:		17 10					NA		NA		10/11/2001
				To:		US 22	21								
				From:		Dead E	and								
667)	0.17	6	R	To:					_		NA		NA		09/19/2001
				10.		17-67	9								
Town of Hillsville				From:		US 5	2								
(668)	0.83	960	R								NA		NA		10/09/2001
				To: From:		US 5	8		—						
668	0.35	450	R	rioii.					<u> </u>		NA		NA		10/09/2001
				To: From:		17-97	2]——						
668	0.06	450	R								NA		NA		10/09/2001
				To:		NCL Hill	sville								
Carroll County				From:		NCL Hill	avilla								
(668)	3.09	60	R			NCL HIII	sville				NA		NA		10/11/2001
000)				To:		US 22	0.1								
668	0.49	220	R	From:		05 22	.1				NA		NA		11/15/2001
				To:		17-81	2.		¬						
668	0.07	50	R	From:		17 01					NA		NA		11/05/2001
\bigcup				To		0.07 MN 1	7-812								
668	0.73	50	R	From:							NA		NA		11/05/2001
				To:		17-88	6								
\sim				From:		Dead E	and								
(669)	0.25	20	R	Tar		***	0		_		NA		NA		1994
				To:		US 5	8								

					Carro	oll Mainter	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru		OT :	QC	Design	QK	AAWDT	QW	Year
Carroll County	ŭ					2Axle	3+Axle	1Trail	2Trail		Hour				
	1.20	250	R	From:		US 5	8				NA		NA		1998
(669)	1.20	250	K	To:		17.66	0		7		INA		INA		1990
(669)	0.60	500	R	From:		17-66	08				NA		NA		1998
				To:		US 221; S	SR 100								
				From:		70-67	77								1000
670	0.73	60	R	_					_		NA		NA		1998
670	0.10	9	R	From:		17-73	34				NA		NA		09/17/200
670	0.10	•	• • • • • • • • • • • • • • • • • • • •	To:	Pat	trick County	Line; Gap								00/11/200
\bigcirc	0.05	440		From:		Patrick Cou	nty Line				NIA		NIA		00/00/000
670	0.65	110	R						_		NA		NA		09/26/200
670	4.57	610	F	From: 91%	2%	17-64 4%	0%	3%	0%	С	70	F	620	F	2001
670)	4.07	010	•	To: To:	270			070	7	0	70	•	020	•	2001
670	4.68	870	F	From: 94%	1%	17-674 SC 3%	0%	1%	0%	С	90	F	880	F	2001
010				To:		ECL Hill	sville								
Town of Hillsville															
	0.11	870	N	94%	1%	ECL Hill 3%	sville 0%	1%	」 ○%	N	90	N	880	N	2001
670)	0.11	070	IN	To:	1 /0	US 5		1 /0	7	IN	30	IN	000	14	2001
Carroll County															
				From:		17-63	38								
(671)	3.10	50	R	To:		17-62	14		_		NA		NA		11/05/200
				From:											
672	0.30	10	R			Dead I	ena				NA		NA		11/05/200
672)				To		0.30 MN D	ead End								
672	0.20	20	R	From:		0.30 WIN D	cad End		!		NA		NA		11/05/200
				To		US 22	21								
672	1.60	60	R	From:							NA		NA		11/05/200
				To:		17-63	38								
\bigcirc	4.40	400	_	From:		US 5	8				NIA		NIA		4000
673)	1.40	130	R						_		NA		NA		1998
<u></u>	0.10	30	R	From:		17-89	9				NA		NA		10/11/200
673	0.10	30	K	T		0.403.074			_		INA		INA		10/11/200
(672)	1.80	20	R	From:		0.10 MN 1	17-899				NA		NA		10/11/200
673	1.00	20	• • • • • • • • • • • • • • • • • • • •	To:		US 22	21								10/11/200
				From:		17-68	35								
674)	2.80	180	R						_		NA		NA		09/19/200
				To: From:		17-67	70								
674)	2.70	160	R			***			_		NA		NA		09/24/2001
				To: From:		US 5									
675)	1.60	60	R	FIOII.		17-70)2				NA		NA		1998
073)				To:		US 52 NO	ORTH								
\bigcirc	4.40	070	-	From:		US 52 SC	OUTH				NIA		NIA		4000
675)	1.10	270	R						_		NA		NA		1998
	1.20	50	R	From:		17-67	70				NA		NA		09/19/200
675	1.20	90	ĸ	To:		17-66	56		1		INA		INA		03/13/200
				From:		17-92									
676	0.73	30	R			.,)2					NA		NA		09/19/200
				To:		17-67	75								

Route	Length	AADT	QA	4Tire	Bus		Trι 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Carroll County				From:		17-608; 17			1						
677	1.00	280	R						<u>-</u>		NA		NA		1998
				To:		17-670 SC 17-670 NC									
677	1.65	210	F	96%	0%	2%	0%	2%	0%	С	30	F	210	F	2001
677	1.00		•	To:	070	17-680 SC			٦	Ū	00	•	2.0	•	2001
				From:		17-680 NO									
677	0.80	20	R	To:		Dead E	and a		_		NA		NA		09/24/200
				From:		17-679; 17			1						
678	0.60	140	R			17-079, 1	7-091				NA		NA		1998
<u></u>				To:	70-6	77; Patrick (County Line	e							
				From:	No	rth Carolina	State Line								
679	2.86	890	F	96%	0%	2%	0%	1%	0%	F	80	F	910	F	2001
				To: From:		17-68	6								
679	0.68	1500	F	96%	0%	2%	0%	1%	0%	С	130	F	1500	F	2001
				To: From:		17-80	7								
679)	1.29	1200	F	96%	0%	2%	0%	1%	0%	F	100	F	1200	F	2001
679 679				To: From:	Patri	ck County L	ine; 17-67	7	<u> </u>						
679)	1.55	700	F	96%	0%	2%	0%	1%	0%	F	70	F	710	F	2001
				To: From:		17-691 E			-						
679	0.70	230	R			17-691 W	ESI		_1		NA		NA		1998
019				To:		17-82	2								
670	0.69	150	R	From:		17-82	3				NA		NA		09/19/200
679				To:		0.60 MC 1	7.022		_						
670	1.65	40	R	To: From:		0.69 MS 1	1-823				NA		NA		09/19/200
679				To:		17-608 SC	UTH								
\bigcirc				From:		17-608 NO	ORTH								4000
679	0.38	210	R								NA		NA		1998
				From:		17-68	1								
679	0.02	50	R								NA		NA		1998
				From:		0.02 MN 1	7-681								
679	0.22	50	R								NA		NA		1998
				From:		17-68	1]						
679	1.32	60	R	т					_		NA		NA		1998
				To:		17-67									
	1 20	400	_	From:	1%	17-67	0 1%	10/	」 ○%	_	20	F	180	F	2001
680	1.38	180	F	96%	1 70	2%		1%	U 70	F	20	Г	100	Г	2001
	0.00	450		From:	40/	17-677 SC		40/			40		400		2004
680	0.96	450	F	96% To:	1%	2% US 58	1%	1%	0%	С	40	F	460	F	2001
				From:					1						
691	0.70	160	R			17-68	2				NA		NA		09/19/200
681) 681)	00		••	To:		17.67	0		_						00/10/20
691)	1.10	50	R	From:		17-67	9				NA		NA		09/24/200
001)	0	00		To:		17-67	7		7				10.		00/2 1/200
				From:		US 52	2								
682)	3.46	500	R			5552					NA		NA		1998
682				To:		17-68	1								
682	1.11	20	R	From:		1 /-00	_		_		NA		NA	_	09/19/200
				To:		17-60	8								
				From:		ECL GAI	LAX								
683)	0.93	1200	F	97%	0%	2%	0%	1%	0%	С	130	F	1200	F	2001
\bigcirc				To:	_	17-90	4		7						

					Carroll	Mainter	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	OK	AAWDT	OW	Year
	Longui		٩A	71110	203	2Axle	3+Axle	1Trail	2Trail	Q.O	Hour	ωi	, , , , , , , , , , , , , , , , , , , ,	∞, V V	roui
Carroll County				From:		17-90	4								
683	2.10	400	F	97%	0%	2%	0%	0%	0%	F	40	F	410	F	2001
				To: From:		17-72	4]—						
683	0.50	110	R								NA		NA		08/06/2001
				From:	(0.50 ME 1	7-724]						
683	1.11	110	R						_		NA		NA		08/06/2001
	0.80	110	R	From:	-	1.61 ME 1	7-724		_		NA		NA		08/06/2001
683	0.00	110	K	т					_		INA		INA		00/00/2001
683	1.60	390	R	From:		17-71	3				NA		NA		08/08/2001
683				To		17-93	0								
683	1.00	40	R	From:		17-93	9				NA		NA		08/20/2001
				To		17-70	0		٦						
683	1.90	30	R	From:		17 70	0				NA		NA		08/20/2001
				To: From:		17-701 SC									
693	0.69	50	R	From:		17-701 NO	ORTH				NA		NA		11/07/2001
683)	0.00	30		To:		0.60 ME 1	7.701		_		147.		147.		11/01/2001
(683)	2.33	30	R	From:	(0.69 ME 1	/-/01				NA		NA		11/07/2001
003				To:	1	7-698; 17-	-775 W		1						
	0.15	40	_	From:		17-775 E	AST				NΙΔ		NIA		11/07/2001
683	0.15	40	R	To:	0.15	5 ME 17-7	75 EAST		–		NA		NA		11/07/2001
				From:		5 MS 17-7									
683	1.20	40	R								NA		NA		11/07/2001
				From:		17-778 W	/EST]—						
683	0.28	140	R								NA		NA		1998
	0.11			To: From:		17-778 E	AST				NIA		NIA		4000
(683)	0.11	80	R						_		NA		NA		1998
683 683	0.84	80	R	From:	(0.11 ME 1	7-778		_		NA		NA		1998
(683)	0.04	00	IX.	To:		US 52 SO	UTH		1		INA		INA		1990
				From:		US 52 NC									
(683)	1.27	210	R								NA		NA		1998
	2.02			From:		17-685 SC	OUTH		_		NIA		NIA		00/40/2004
(683)	2.82	60	R	To:		17-682 W	/FST		7		NA		NA		09/19/2001
				From:		17-682 E									
683	1.35	220	R	To:					_		NA		NA		09/24/2001
				From:		17-67									
694	0.40	30	R	Piolii.		17-68	3				NA		NA		09/19/2001
684)	51.15		•••	To:		17.07	0		_						
684)	1.10	20	R	From:		17-87	7				NA		NA		09/19/2001
				To:		17-67	4								
				From:		17-60	8								
685	0.15	130	R								NA		NA		1998
				From:	BL	UE RIDGI	E PKWY]						
685)	0.15	110	R						_		NA		NA		1998
		4=^		To: From:		17-68	3				h		h		4000
685	1.10	170	R						_		NA		NA		1998
	0.80	200		To: From:		17-67	4				NA		NA		1998
685)	0.60	300	R	To:		US 52 NC	ORTH		7		INA		INA		1990
-						J. J. 110									

QW Year	QW	AAWDT	QK	Design Hour	QC		ıck 1Trail			Bus	4Tire	QA	AADT	Length	Route
								UTH	US 52 SOU		From:				Carroll County
1998		NA		NA		-						R	500	0.40	685
11/07/200		NA		NA		<u> </u>		7	17-697		From:	R	20	1.09	685)
						 		7-697	1.09 MN 17		From:				
11/07/200		NA		NA		1		7 607	1.39 MN 17		To:	R	20	0.29	685)
11/07/200		NA		NA		J		7-097	1.39 WIN 17		From:	R	30	0.61	685
11/07/200		NA		NA		}		1	17-704		From:	R	50	1.70	
						<u> </u>		7-704	1.70 MW 1		To: From:				685
1998		NA		NA		1)	17-702		To:	R	70	1.03	685
									US 52		From:	1			
F 2001	F	2400	F	230	С	0%	1%	0%	3%	0%	96%	F	2400	0.60	686
F 2001	F	1700	F	150	F	0%	1%	0%	17-687 3 %	0%	From: 96%	F	1700	1.52	686)
								3	17-883		To: From:	1			
F 2001	F	1500	F	140	F	0%]	1%	0%	3% 17-679	0%	96% To:	F	1500	0.71	686
									17-686		From:				
1998		NA		NA])	17-679		To:	R	520	2.06	687)
]			US 52		From:				
1998		NA		NA		1		IG 52	0.64 MG II		To:	R	230	0.64	688
1998		NA		NA				8 32	0.64 MS U		From:	R	230	0.05	688
4000		NIA		NIA		 		S 52	0.69 MS U		To: From:		000	0.00	
1998		NA		NA		1		,	17-965		To	R	230	0.06	688
1998		NA		NA		1		·	17,00		From:	R	110	0.05	688)
1998		NA		NA		}		7-965	0.05 MS 17		From:	R	110	1.05	(688)
						<u> </u>		7-965	1.10 MS 17		To:				
1998		NA		NA		-						R	110	1.31	688
1998		NA		NA		J		3	17-913		From:	R	160	0.30	688
						 		2	17-912		To: From:	1			
1998		NA		NA		1			17 (01		т	R	250	0.98	(688)
1998		NA		NA					17-691		From:	R	80	1.30	(688)
00/40/000		NΙΛ		NΙΛ		 			US 52		To: From:	Б	20	4 40	688 688 688
09/10/200		NA		NA					17-691		To:	R	30	1.13	
1998		NA		NA		1					From:	R	300	0.85	(688)
						<u> </u>					From:	1			
11/07/200		NA		NA		1					To:	R	230	0.38	(689)
						l 					From:	1			
F 2001	F	840	F	90	С	0%	2%	1%	4%	0%	92%	F	830	3.20	(690)
<u>=</u>	<u> </u>	NA	F	NA	C	1] 1 0%]	2%	ond 55 1%	17-800 Dead Er 17-706	0%	To: From: From:	R	230	0.38	688 689 690

					Carro	oll Mainter	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Carroll County						ZAXIE	3+Axle	TITAII	ZTrall		Hour				
	2.24	540	F	97%	0%	17-62 2%	0%	1%	0%	F	70	F	550	F	2001
(691)	2.24	340	•	31 /0	0 70	17-692 W		1 /0		'	70		330	'	2001
691)	0.60	380	F	97%	0%	2%	0%	1%	0%	F	40	F	380	F	2001
				To: From:		17-816 E	AST]						
691)	0.43	880	F	97%	0%	2%	0%	0%	0%	F	80	F	890	F	2001
	0.81	1400	F	From: 97%	0%	17-692 E 2%	AST 0%	0%	0%	С	150	F	1400	F	2001
691	0.01	1400	Г	70:	0 76	US 52 SC		070	7 0%	C	150	Г	1400	Г	2001
	6.26	500		From:		US 52 NO	ORTH				NA		NA		1998
691	0.20	500	R	Tar		15 (50 V	TD OTT		_		NA		INA		1990
691)	0.55	430	R	From:		17-679 W	/EST				NA		NA		1998
001)				To	1	7-678; 17-6	79 EAST		¬						
691)	3.00	400	F	95%	0%	2%	0%	3%	0%	С	40	F	400	F	2001
				To: From:		17-608 SC 17-608 NO									
(691)	0.40	250	F	96%	0%	2%	0%	2%	0%	F	30	F	250	F	2001
				To:		17-64									
602)	4.81	500	R	From:		17-691 E	AST				NA		NA		1998
692	1.01			To:		17-691 W	/FST		¬						1000
692	1.10	170	R	From:		17-071 1	LOI				NA		NA		1998
				To: From:		17-80	0]						
692)	0.44	50	R								NA		NA		08/22/2001
692 692	1.06	45	R	To: From:		0.44 MS 1	7-800				NA		NA		08/22/2001
(692)	1.00	45	ĸ	To:		17-69	0		٦		INA		INA		00/22/2001
				From:		SR 10	00								
693	3.20	330	R	To:		D 1 1:0			_		NA		NA		11/13/2001
				From:		Pulaski Cou 17-75									
(694)	0.70	6	R	<u> </u>		17-73	3				NA		NA		11/13/2001
				To:		Dead I	End								
	0.60	270	R	From:	No	orth Carolina	State Line				NA		NA		1998
695)	0.00	270	K	To:		17.04	2		_		INA		INA		1990
(695)	0.40	270	R	From:		17-84	.5				NA		NA		1998
				To:		17-69	6								
	1 20	60		From:	No	orth Carolina	State Line				NA		NΙΔ		08/01/2001
696)	1.30	60	R	т					_		NA		NA		06/01/2001
696)	1.65	600	R	From:		17-69	95				NA		NA		1998
030)				To:		17-62	0								
				From:		SR 14	18								
697)	0.60	100	R						_		NA		NA		1998
607	1.00	40	R	From:		0.60 MN S	SR 148				NA		NA		11/07/2001
697	1.00	-10		To:		17-70	14								
(697)	0.75	140	R	From:		1/-/0	-				NA		NA		1998
				To:		17-68	5								
	0.00		_	From:		17-683; 1	7-775				.				00/00/000
698)	0.20	20	R	To:		17-70	1		_		NA		NA		08/20/2001
						1/-/0	•								

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Carroll County				From:		17-70	1								
698	0.55	10	R								NA		NA		08/20/2001
698)	1.70	150	R	To: From:		17-69	9				NA		NA		1998
				To:		17-77	'5								
699)	0.80	60	R	From:		17-77	5				NA		NA		08/20/2001
				To: From:		17-89	3								
699	1.00	70	R	To		1.00 3.07.1	7.003		_		NA		NA		11/27/2001
699	0.21	70	R	From:		1.00 MN 1	17-893				NA		NA		11/27/2001
				To: From:		17-69									
700	0.70	30	R			17-62	.0				NA		NA		08/01/2001
	0.69	60	R	To: From:		17-86	0				NA		NA		08/01/2001
700	0.09	60	- К	To	RI	LUE RIDGI	F PKWY				INA		INA		06/01/2001
700	0.01	80	R	From:		LOL RIDGI	LTRWI		1		NA		NA		1998
	0.60	240	R	To: From:		17-60	8				NA		NA		1998
700		2-70		To: From:		17-77	5		—						
700	1.90	50	R	To:		17-683 E			_		NA		NA		08/20/2001
	0.90	20		From:		17-683 W					NA		NIA		09/20/2001
700	0.90	30	R	To:		17-71	1				INA		NA		08/20/2001
<u></u>	0.40	20	R	From:		17-69	8				NA		NA		08/20/2001
701)	0.40	20		To:		17-775 SC					INA		INA		00/20/2001
701)	3.60	240	F	97%	0%	17-775 NO 2%	0%	1%	0%	F	30	F	240	F	2001
				From:	201	17-91		10/							
701)	1.20	360	F	97%	0%	2% 17-709 W	0% /EST	1%	0%	F	45	F	360	F	2001
701)	1.60	520	F	97%	0%	2%	0%	1%	0%	F	49	F	530	F	2001
	1.29	500	F	From: 97%	0%	17-706 W	VEST 0%	1%	0%	С	48	F	510	F	2001
(701)	1.29	300	-	To:	0 70	US 5		1 70			40	·	310	'	2001
(700)	4.23	370	F	97%	0%	17-77 2%	1%	1%	0%	F	40	F	380	F	2001
(702)	4.20	370	'	To:	070	17-96		1 70	7	'		'	300	'	2001
702	2.00	410	F	97% To:	0%	1% US 52	1%	1%	0%	С	40	F	420	F	2001
				From:		17-70									
703	1.37	60	R								NA		NA		11/07/2001
(703)	0.10	80	R	From:		17-80	8				NA		NA		11/07/2001
				To: From:		17-96	0]						
703)	1.00	30	R	To:		17-95	9		7		NA		NA		11/07/2001
Town of Hillsville				From:											
(703)	1.00	70	R	1 TOHI.		17-95			_		NA		NA		1998
				To:		US 5	8		1						

					Carro	II Mainten					Design				
Route	Length	AADT	QA	4Tire	Bus			1Trail		QC	Hour	QK	AAWDT	QW	Year
Carroll County				From:		17-697	,		ı						
(704)	0.60	80	R			17-077					NA		NA		1998
				To:		17-685	í								
\bigcirc				From:		17-743									
705)	2.74	850	F	96% To:	0%	2% US 52	0%	1%	0%	С	80	F	860	F	2001
				From:		17-708			1						
706)	0.80	40	R			17-706	1				NA		NA		11/07/200
(100)				To:		17-701 W									
<u></u>	2.00	100	R	From:		17-701 EA	AST				NA		NA		11/07/200
706	2.00	100	K	т		1= 0=			_		INA		INA		11/01/200
(706)	0.51	840	R	From:		17-976)				NA		NA		11/07/200
706	0.01	040		To:		US 58; 17-	-743		1		14/1		147 (11/01/200
				From:		17-635									
707	3.80	480	R								NA		NA		10/17/200
				To: From:		17-620 NO									
707	2.19	180	R	Pioni.		17-620 SO	UIH				NA		NA		10/22/200
707	2.10	100	.,	To		17.050	,		_						10/22/200
707)	0.25	830	R	From:		17-958	•				NA		NA		10/22/200
(101)				To		SR 392)								
707)	0.15	1000	R	From:		SK 392			!		NA		NA		10/22/200
				To:		17-759)								
707)	0.04	1200	R	From:		17-737					NA		NA		10/22/200
				To		US 58			1						
(707)	0.46	410	R	From:		0000					NA		NA		11/07/200
				To:		Dead Er	nd								
				From:		Dead Er	nd								
708	0.15	280	R								NA		NA		10/22/200
_				From:		US 58									4440=4004
708)	2.70	450	R	To:		17-701			_		NA		NA		11/07/200
				From:		17-620			1						
709)	2.74	160	R	<u> </u>		17-020	'				NA		NA		1998
(100)				To		17-701			1						
709	2.70	60	R	From:		17-701					NA		NA		11/07/200
				To:		17-702	i T								
				From:		17-620)								
710	0.83	7	R	To:		1= =00			_		NA		NA		08/08/200
				From:		17-709									
(744)	1.70	30	R	FIOII.		17-620)				NA		NA		08/08/200
711)	1.70	00		To:		17.01/			_						00,00,200
(711)	3.20	30	R	From:		17-916)				NA		NA		08/20/200
711				To		17-700	1								
711)	0.80	40	R	From:		17-700			!		NA		NA		08/20/200
				To:		0.80 ME 17	7-700								
(711)	1.00	100	R	From:		3.03 MIL 1	,				NA		NA		1998
				To: From:		17-701									
711)	2.25	210	R	From:		1, ,01					NA		NA		1998
				To:		17-702									
				From:		17-683									
712	0.40	1100	F	99%	0%	1%	0%	1%	0%	С	110	F	1100	F	2001
				To:		17-723									

Route	Length	AADT	QA	4Tire	Bus	II Mainten	Tr		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Carroll County				r				HHAII	ZIIali		Houi				
(712)	2.04	110	R	From:		17-72	3		_		NA		NA		08/06/200
				To:		17-713 SO 17-713 NC]						
712	0.10	100	R			17-/13 NC	жтн		_		NA		NA		1998
				To: From:		0.10 MN 1	7-713]						
712	1.10	80	R	To:		17-620)				NA		NA		08/08/200
				From:		17-608			i						
713)	1.90	350	R			-, -, -, -, -, -, -, -, -, -, -, -, -, -	*		_		NA		NA		1998
				From:	201	SR 97		201]						
713	1.20	620	F	95%	0%	3%	0%	2%	0%	С	60	F	630	F	2001
713	2.31	540	F	From: 95%	0%	17-683 3%	0%	2%	0%	F	50	F	550	F	2001
713)				To:		17-712 NC			¬					-	
713)	2.64	550	F	95%	0%	3%	0%	2%	0%	F	60	F	560	F	2001
				To:		17-722									
(714)	2.74	170	R	From:		US 58	3				NA		NA		10/24/200°
				To:		WCL Hills	sville								
Town of Hillsville				From:		WCL Hills	willo		Ĭ						
(714)	0.06	550	R			WCLIIII	SVIIIC		_		NA		NA		10/24/200
				To:		17-102	0								
Carroll County				From:		17-710	5		1						
(715)	0.39	30	R	<u> </u>			·				NA		NA		08/01/200
				To: From:		17-97:	5								
715	0.35	60	R								NA		NA		08/01/2001
715)	1.28	300	R	From:	BI	LUE RIDGE	E PKWY				NA		NA		1998
(13)				To:		17-939)								
\bigcirc	4.00		_	From:		Dead E	nd				NIA		NIA		00/04/0004
716	1.82	30	R	. —							NA		NA		08/01/2001
(716)	0.88	30	R	From:	BI	LUE RIDGE	EPKWY				NA		NA		08/01/2001
(10)				To:		17-608	3								
	0.30	40	Ъ	From:		17-612	2				NA		NIA		08/06/2001
717	0.30	10	R	To:		Dead E	nd		7		INA		NA		06/06/200
				From:		Dead E	nd								
718	0.50	50	R								NA		NA		08/06/2001
	0.80	80	R	From:		17-799)				NA		NA		08/06/2001
718	0.80	80	K	To:		17-81:	5				INA		INA		00/00/200
				From:		17-71	3								
719	0.50	80	R								NA		NA		08/01/2001
	0.70	60	R	From:		17-918	3				NA		NA		08/01/2001
719	0.10			To:		17-939	9		1		1471				35.51,200
_				From:	G	rayson Cou	nty Line								
720	1.60	60	R	To:		17-81:	5		¬		NA		NA		08/06/2001
				From:		17-60			1						
721)	2.25	3200	F	97%	0%	2%	0%	1%	0%	F	350	F	3300	F	2001
				To:		17-607 NC	RTH								

					Carro	oll Mainte									
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Carroll County	Ŭ					2Axle	3+Axle	1 Trail	2Trail		Hour				
				From:		17-607 SC									
721)	0.40	3200	F	97%	0%	2%	0%	1%	0%	F	310	F	3200	F	2001
_	4.20	4000		From:	00/	17-837 NO		40/			400		4200		2004
721	1.38	4200	F	97% To:	0%	2% NCL GA	0%	1%	0%	С	420	F	4300	F	2001
				From:		17-887 V									
722	0.30	50	R			17-007 ¥	LUI		_		NA		NA		10/22/200
				To:		0.30 MN	7-933		—						
722	0.10	50	R	rioni.							NA		NA		10/22/2001
				To: From:		0.40 MN	7-933]						
722	0.40	50	R								NA		NA		10/22/2001
				From:		17-93	3								
722	0.20	340	R								NA		NA		10/22/2001
				From:		17-80	15]						
722	0.80	50	R								NA		NA		10/22/2001
	0.00			From:		0.80 ME 1	7-805				NIA		NIA		40/00/0004
722	0.80	50	R						_		NA		NA		10/22/2001
	0.51	50	R	From:		1.60 ME 1	7-805				NA		NA		10/22/2001
722	0.51	50	K						_		INA		INA		10/22/2001
(700)	0.49	680	R	From:		17-10	59				NA		NA		10/22/2001
722	0.43	000		To:		17-887	MID		7		IVA		IVA		10/22/2001
\bigcirc				From:		17-887 E									10/00/000
722	0.08	510	R								NA		NA		10/22/2001
	2.22	4000		From:	00/	US 5		40/			400		1000		0004
722	0.62	1300	F	95%	0%	3%	0%	1%	0%	С	120	F	1300	F	2001
	1.53	700	F	From: 95%	0%	17-71 3 %	3 0%	1%	0%	F	70	F	710	F	2001
722	1.55	700	-	3370	0 70			1 /0	7	'	70	ı	710	'	2001
(722)	0.90	1900	F	From: 98%	0%	17-72 2 %	0%	0%	0%	С	170	F	2000	F	2001
722	0.00		•	To	0,0	17-79		• 70	¬			•		•	
722	0.46	2100	F	98%	0%	2%	0%	0%	0%	F	210	F	2100	F	2001
(122)				To:		ECL GA									
				From:		17-71									
(723)	1.20	1200	F	98%	0%	1%	0%	1%	0%	С	130	F	1300	F	2001
				To: From:		17-72									
(724)	1.18	860	F	98%	0%	SR 9 1%	0%	1%	0%	С	100	F	880	F	2001
724				To:		17-68		.,,	<u> </u>			•		-	
				From:		SR 9	7								
725	0.10	60	R								NA		NA		08/06/2001
				To: From:		17-97	1]—						
725	0.05	10	R						_		NA		NA		08/06/2001
				To: From:	De	Dead E ad End; Gap									
725	0.90	50	R								NA		NA		08/06/2001
				To:		17-68	3								
	0.05	45		From:		NCL GA	LAX				NIA		NIA		40/45/2004
726	0.85	45	R						_		NA		NA		10/15/2001
	0.98	100	R	To: From:		17-84	.9		_		NA		NA		10/15/2001
726	0.90	100	ĸ	To:		NCL GA	LAX		7		INA		INA		10/13/2001
				From:		Dead I									
727)	0.20	50	R			Dead I					NA		NA		08/06/2001
				To:		SR 9	7								

					Carroll Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail	OC	Design Hour	QK AAWDT (QW Year
Carroll County					ZAXIC STAXIC ITIAII	ZITAII	rioui		
				From:	SR 97				
(727)	2.53	230	R	To:	17.015		NA	NA	1998
				From:	17-815				
(720)	0.92	360	R	rion.	Grayson County Line		NA	NA	1998
728	0.02	000		To:	17-792			10.	1000
				From:	17-851				
(729)	1.00	100	R	<u> </u>			NA	NA	10/15/200
				To:	Dead End				
\bigcirc				From:	US 58				
730	0.35	1400	R	To:	17.007	_	NA	NA	10/22/200
					17-887				
	1.35	700	R	From:	17-722		NA	NA	1998
(731)	1.00	700	IX	To:	17-887	7	INA	IVA	1000
Gravson County				u.	27 337	•			
Gravson County				From:	38-606				
(732)	0.40	20	R			_	NA	NA	10/15/200
				To:	Grayson County Line				
Carroll County				From:	0 0 1				
722)	0.40	20	R	T TOME	Grayson County Line		NA	NA	10/15/200
(732)	00			To:	0.40 ME OF C	_			
(732)	0.80	48	R	From:	0.40 ME OF CL		NA	NA	10/15/200
732	0.00		•••	To:	17-607				. 0 0. 200
				From:	17-707				
733	1.30	60	R	<u> </u>			NA	NA	10/17/200
				To:	17-735				
(733)	2.19	60	R	From:			NA	NA	10/17/200
				To:	2.19 MW 17-735				
(733) (733)	0.75	45	R	From:			NA	NA	10/17/200
				To	2.94 ME 17-735	—			
733	0.04	60	R	From:			NA	NA	10/17/200
				To:	17-635				
				From:	17-691				
(734)	0.90	40	R	. —		_	NA	NA	09/17/200
				To:	17-670				
	1.60	130	В	From:	17-635		NA	NA	10/17/200
735)	1.00	130	R	, —		_	INA	INA	10/11/200
	0.20	40	Б	From:	1.60 ME 17-635		NA	NA	10/17/200
735)	0.20	40	R				INA	INA	10/11/200
<u> </u>	0.30	6	R	From:	Dead End; Gap Terminus		NA	NA	10/17/200
735)	0.30	0	K	To:	17-733 WEST		INA	NA.	10/17/200
_				From:	17-733 EAST				
735)	2.47	250	R			_	NA	NA	10/17/200
				To:	17-620; 17-742				
\bigcirc	4.00		_	From:	Dead End				4014=100=
736	1.60	50	R	_		<u></u>	NA	NA	10/15/200
	2 = -			From:	1.60 ME Dead End		***		, A., = · ·
736	0.50	90	R				NA	NA	10/15/200
				To: From:	17-793				
736	1.20	500	R	т		_	NA	NA	10/17/200
				To:	17-635				

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Carroll County				From:		SR 94			1						
737)	0.99	160	R	_					_		NA		NA		10/15/200
				To: From:		0.99 MN S 0.99 MN 1	SR 94 7-988								
737)	0.71	160	R	To:		15.1.6	m ·		_		NA		NA		10/15/200
				From:		ad End; Gap 7-602 Gap T									
(737) (737)	1.60	30	R								NA		NA		10/15/200
797	1.05	20	R	To: From:		1.60 MS 1	7-602				NA		NA		10/15/200
(131)	1.00	20	IX.	To:		Dead E	nd				14/4		IVA		10/13/200
				From:		17-602	2								
738)	2.05	130	R	To:		SR 94	1		7		NA		NA		1998
				From:		17-63:									
739	0.80	10	R								NA		NA		10/17/200
				To: From:		0.80 ME 1	7-635								
739	1.30	40	R	To:		17-74	1		1		NA		NA		10/17/200
				From:		17-63:									
740	2.45	270	F	93%	0%	5%	0%	1%	0%	С	30	F	270	F	2001
	0.00			From:	00/	17-74		00/					500		0004
(740)	0.90	510	F	93%	0%	5%	0%	2%	0%	F	50	F	520	F	2001
(740) (740)	0.80	900	F	From: 93%	0%	17-742 N; 1 5%	0%	2%	0%	F	80	F	910	F	2001
(1-0)				To: From:		17-743 SO	UTH								
740	0.55	470	F	93%	0%	17-743 NC 5%	0%	2%	0%	F	48	F	480	F	2001
				To: From:		17-745 SO									
740	1.38	480	F	93%	0%	17-745 NC 5%	0%	2%	0%	F	50	F	480	F	2001
				To: From:		17-620 SO			1						
740	0.60	300	R			17-620 NC	ЖІП				NA		NA		10/24/200
				To:		US 52									
(741)	0.90	60	R	From:		Dead E	nd				NA		NA		10/17/200
(/41)	0.00			To:		17-740	n				1471		10.0		10/11/200
(741)	0.70	140	R	From:		17-7-4	0				NA		NA		10/17/200
				To: From:		17-739	9]						
(741)	1.10	40	R	To:		17-742	2		7		NA		NA		10/17/200
				From:		17-620; 17									
(742)	2.40	90	R						_		NA		NA		10/24/200
				To: From:		17-740 17-740; 17									
742	1.92	200	R								NA		NA		11/13/2001
	0.07			To: From:		17-790	6]—		NIA		NIA		40/47/000
742	0.07	60	R	To		0.073.011	7 707		T_		NA		NA		10/17/2001
(742)	0.63	60	R	From:		0.07 MN 1	/ - /90				NA		NA		10/17/200
				To: From:		17-74	1		<u></u>						
(742)	1.00	40	R						_		NA		NA		10/17/200
				To: From:		17-63:									
743)	0.90	1600	F	94%	0%	US 58 2%	2%	2%	0%	F	150	F	1600	F	2001
				To:		17-95			7						

					Carro	oll Mainter					Danieus				
Route	Length	AADT	QA	4Tire	Bus		TrıTrı ع+4xle	лск 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Carroll County								TTTGII			rioui				
	1.20	2200	F	94%	0%	17-95 2 %	8 2%	2%	0%	С	220	F	2300	F	2001
743)	1.20	2200	•	To:	0 70	17-96		270	7		220		2000		2001
743)	0.30	2200	F	94%	0%	2%	2%	2%	0%	F	210	F	2200	F	2001
				To:		17-70	5								
743	0.97	1200	F	94%	0%	2%	2%	2%	0%	F	120	F	1200	F	2001
				To: From:		17-93]—						
743)	1.13	1000	F	94% To:	0%	2%	2%	2%	0%	F	100	F	1000	F	2001
				From:		17-620 E 17-620 W									
743)	1.60	1100	F	94%	0%	2%	2%	2%	0%	F	90	F	1100	F	2001
				To: From:		17-740 SC 17-740 NC									
743)	3.75	410	R								NA		NA		11/13/20
				To:		US 52 NO	RTH								
\bigcirc	0.01	400		From:		17-70	5				NIA		NIA		10/24/20
744)	0.91	100	R	To:		Dead E	nd		7		NA		NA		10/24/200
				From:		17-743 SC									
745)	0.77	40	R						_		NA		NA		11/13/200
				To: From:		17-740 W									
745)	0.20	60	R			17-740 E	ASI				NA		NA		10/24/200
140				To:	0	20 MN 17-7	40 EAST								
745	1.58	60	R	From:	0.	20 1411 17 7	10 12 13 1				NA		NA		10/24/200
				To: From:		17-74	6								
745)	0.64	50	R	rioni.							NA		NA		10/24/200
				To: From:		0.64 MW 1	7-746]—						
745)	1.46	50	R	To:		15 542 24	ND TELL		_		NA		NA		10/24/200
				From:		17-743 NO									
746)	1.10	80	R			17-74	3				NA		NA		10/24/200
				To:		1.10 ME 1	7-745								
746	0.47	80	R	From:		1.10 1.12 1	, , , ,				NA		NA		10/24/200
				To:		17-62	0								
\bigcirc	4.04	400		From:		17-62	0				NIA		NIA		10/04/00/
747)	1.01	100	R						_		NA		NA		10/24/200
747	1.09	40	R	From:		1.01 MN 1	7-620				NA		NA		10/24/200
747)	1.00			To:		US 52	2								10/2 1/200
				From:		Dead E	nd								
748)	0.10	NA							_		NA		NA		
				To:		17-78									
740	0.54	530	F	96%	0%	US 52 3%	0%	1%	0%	С	50	F	540	F	2001
749	0.04	330	•	To:	0 70			170	7	0	00	•	040	•	2001
749)	0.82	480	F	From: 96%	0%	17-897 NO 3%	0%	1%	0%	F	46	F	480	F	2001
				To:		17-77			1						
749	2.76	400	F	96%	0%	3%	0%	1%	0%	F	40	F	400	F	2001
				To:		SR 10	0		1						
	0.40	450	_	From:		17-63	7				N. A		N. A		00/00/00
750	0.10	150	R	To:		SR 100 NO	ORTH		7		NA		NA		09/06/200
				From:		SR 100 NC									
750	0.10	50	R	Tai		0.10.7	D 100		_		NA		NA		11/13/200
				To:		0.10 ME S	K 100								

Route	Length	AADT	QA	4Tire	Bus	2Axle		uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Carroll County				From:		0.10 ME S	R 100		J						
750	0.21	50	R						_		NA		NA		11/13/200
750	0.50	50	R	From:		0.31 ME S	R 100				NA		NA		11/13/200
				To: From:		17-693	3								
750	2.10	40	R						_		NA		NA		11/13/200
750	1.80	60	R	From:		17-752	2		_		NA		NA		1998
				To: From:		17-829)]——						
750	1.00	110	R	To:		17-753	3		7		NA		NA		1998
				From:		17-693									
751	2.20	100	R						_		NA		NA		1998
751)	0.70	7	R	From:		17-766	5		_		NA		NA		11/13/200
(0)				To:		Dead E	nd								
752	3.36	410	R	From:		17-783	3				NA		NA		1998
(732)				To:		17-75	l		1						
(70)	1.10	700	F	From: 88%	1%	17-783 2%	7%	2%	0%	F	60	F	710	F	2001
753	1.10	700		To:	1 70	17-902		2 /0	7	'	00	'	710	'	2001
753	1.40	660	F	88%	1%	2%	7%	2%	0%	F	60	F	670	F	2001
	2.33	570	F	From: 88%	1%	17-750 2%	7%	2%	0%	F	49	F	580	F	2001
753	2.55	370		To:	1 /0	17-763		2 /0	7	1	40	ı	300	ľ	2001
753	3.37	370	F	88%	1%	2%	7%	2%	0%	F	40	F	370	F	2001
	0.50	740		From:	40/	17-76		20/]		70		750	F	2004
753	0.50	740	F	88%	1%	2% 17-75	7%	2%	0%	F	70	F	750	Г	2001
753)	1.00	700	F	88%	1%	2%	7%	2%	0%	С	70	F	710	F	2001
				To: From:		US 22									
754)	2.40	20	R			17-62:	<u> </u>		_		NA		NA		11/05/200
				To:		US 22									
(755)	1.00	40	R	From:		17-61	l				NA		NA		11/05/200
				To: From:		17-757 SO									
(755)	1.20	40	R			17-757 NC	KIH				NA		NA		11/05/200
				To:		17-750									
756	1.70	20	R	From:		17-75	7				NA		NA		11/05/200
				To: From:		17-75:	5		1						
756	0.20	70	R	To		17-622	,		_		NA		NA		1998
				From:		17-62									
757	1.90	290	R			17 73.	-		_		NA		NA		1998
	4.00	4.5		To: From:		17-75	5]——		N. A		N 1.4		44/05/00
(757)	1.80	46	R	To:		17-619)		7		NA		NA		11/05/200
				From:	(Grayson Cou			Ī						
(758)	1.45	1200	F	97%	0%	2%	0%	1%	0%	С	120	F	1300	F	2001
				To:		SR 94									

					Carroll	Maintenanc								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A				Design Hour	QK	AAWDT	QW	Year
Carroll County				From:		17-911		1						
(759)	0.84	460	R	<u> </u>		1/-911				NA		NA		10/22/200
.00				To:		US 58								
				From:		17-764								
760	1.20	20	R	To:						NA		NA		11/05/200
				From:		17-757								
761	1.00	30	R	rioin.		17-611				NA		NA		11/13/200
761)				To		17-766								
761)	1.40	60	R	From:		17-700				NA		NA		11/13/200
				To:		17-764								
				From:		17-638								
762	1.42	20	R	To:		15.550				NA		NA		11/05/200
				From:		17-753								
762)	1.80	80	R	From:		17-638				NA		NA		11/05/200
763)	1.00		• • • • • • • • • • • • • • • • • • • •	To:		17.046								11/00/200
763	0.40	60	R	From:		17-846				NA		NA		11/05/200
763				To:		17-753								
				From:		US 221								
764)	3.70	290	R							NA		NA		1998
<u> </u>				To: From:		17-761								
(764)	2.83	110	R							NA		NA		11/03/2001
				To: From:		17-765								
764) 764)	2.60	50	R	To:	Di	alaski County Li	20	_		NA		NA		11/13/2001
				From:	rı		ie							
765)	2.40	40	R			17-761				NA		NA		11/13/200
(100)				To	,	2.40 MN 17-761								
765)	1.99	30	R	From:		2.40 IVIIV 17-701				NA		NA		11/13/200
				To:		17-764								
				From:		17-761								
766	0.70	20	R							NA		NA		11/13/200
				From:	Dead	d End; Gap Tern	inus							
(766)	1.30	40	R	To:		17-751				NA		NA		11/13/200
				From:		SR 100								
767)	2.70	70	R			SK 100				NA		NA		11/13/200
(10)				To:	-	2.70 MN SR 100								
767)	0.50	50	R	From:		2.70 1411 010 100				NA		NA		1998
				To:		17-753								
				From:		17-749								
768	2.80	190	R	To:		17 771				NA		NA		09/06/2001
				From:		17-771								
(769)	4.34	50	R	110011		US 52				NA		NA		09/06/2001
769	<u> </u>			To:		17-749								
		<u> </u>		From:		17-769								
770	1.10	130	R							NA		NA		09/06/2001
				To:		US 52		<u> </u>						
(774)	1.29	80	R	From:		17-769				NA		NA		09/06/200
771)	1.20	00	Λ.	To:		1 20 1 57 1 7 7 7				INC		IVA		00/00/200
	0.35	80	R	From:		1.29 ME 17-769				NA		NA		09/06/200
771				To:		17-1102		\neg_{L}						
			_						_		_			

						Manne									
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Carroll County				From:		17-110	2								
771)	0.56	380	R						_		NA		NA		09/06/200
				To:		SR 10									
(772)	0.42	30	R	From:		Dead E	nd				NA		NA		11/13/200
772	0.12			To:		17-749	`								111101200
772	0.38	30	R	From:		17-743	,				NA		NA		11/13/200
				To: From:	Dead	d End; Gap	Terminus		—						
772)	0.01	30	R	From:		,			_		NA		NA		11/13/200
				To:	W	ythe Coun	ty Line								
\bigcirc	0.00	50	_	From:		17-742	2				NIA		NIA		44/42/20
773	0.90	50	R	To:		17-743	1				NA		NA		11/13/20
				From:	North	h Carolina									
774)	1.45	230	R	<u></u>	Norti	ii Caioiiia	State Line	·			NA		NA		1998
				To:		17-620)								
				From:		SR 97									
775)	2.60	450	F	74% To:	1%	3%	1%	17%	4%	F	40	F	460	F	2001
				From:		17-701 SO 17-701 NO									
775)	2.19	420	F	74%	1%	3%	1%	17%	4%	F	40	F	420	F	2001
				To: From:		17-683 W	EST]——						
775	1.17	630	F	74%	1%	3%	1%	17%	4%	F	60	F	640	F	2001
<u> </u>				To: From:		17-702	2]——						
775)	0.65	680	F	74%	1%	3%	1%	17%	4%	F	60	F	690	F	2001
	0.11	4000	F	To: From: 74%	1%	17-778 3%	1%	17%	4%	С	310	F	4000	F	2001
775)	0.11	4000	г	To:	1 /0	I-77 RAI		17 /0	7 4 70	C	310		4000		2001
				From:		Dead E									
776	0.60	30	R								NA		NA		09/19/200
\bigcirc				To:		US 58									
\bigcirc	0.00	00		From:		17-778	3				NIA		NIA		4000
777	0.23	90	R	To:		Dead E	nd		7		NA		NA		1998
				From:		17-702			1						
778)	0.99	1900	R	Į		17 701					NA		NA		1998
				To: From:		17-775	5								
778)	0.48	200	R	11011.							NA		NA		1998
				To: From:		17-683 W 17-683 E									
778)	1.02	90	R	<u> </u>		17-083 EA	451				NA		NA		1998
				To	BL	UE RIDGE	EPKWY								
778)	0.17	50	R	From:		0210201	, , , , , ,				NA		NA		1998
				To:		17-608	3								
				From:		US 58	}								
779)	0.30	20	R	To:		17.65	7		_		NA		NA		10/09/200
						17-657	/								
Cown of Hillsville				From:		US 52	!								
780)	2.30	800	R						_		NA		NA		11/07/200
				To:		US 58	-								
Carroll County				From:		17-713	1								
(781)	1.60	50	R			17-/13	,		_		NA		NA		11/07/200
				To:		17-620)								
·	·										·	_	·	_	· · · · · · · · · · · · · · · · · · ·

Route	Length	AADT	QA	4Tire	Rus	Truck B+Axle 1T		OC:	Design Hour	QK	AAWDT	QW	Year
Carroll County				From:	US 52								
782	0.20	100	R		05 32				NA		NA		11/13/200
_				To: From:	17-867								
782	0.80	30	R						NA		NA		11/13/200
	0.60	10	R	From:	17-785				NA		NA		11/13/200
782	0.00	10	K	To:	Dead End	i			INA		INA		11/13/200
				From:	SR 100 SOU								
783	0.85	1200	F	96%	0% 3%	1% 1	% 0%	С	130	F	1200	F	2001
	0.67	560	R	From:	17-753				NA		NA		1998
783	0.07	560	ĸ	To:	SR 100 NOF	RTH			INA		INA		1990
				From:	SR 100								
784)	0.10	50	R						NA		NA		11/13/200
				To: From:	17-828								
784)	0.20	20	R						NA		NA		11/13/200
				To: From:	Dead End	l							
705	2.12	510	R	From:	US 52				NA		NA		11/13/200
785	2.12	0.0	.,	To:	17-782				107		1471		11/10/200
				From:	17-778								
786	0.47	60	R						NA		NA		1998
				To:	17-702								
	0.24	160	R	From:	US 58				NA		NA		10/22/200
787	0.24	100	IX	To:	17-872				IVA		INA		10/22/200
				From:	North Carolina S	tate Line							
788	1.28	80	R						NA		NA		1998
				To:	17-620								
	0.70	40	_	From:	17-700				NA		NA		08/20/200
789	0.70	10	R	To:	17-711				INA		INA		00/20/200
				From:	Dead End	1							
790	0.40	30	R			*			NA		NA		08/06/200
\bigcirc				To:	17-720								
\bigcirc	0.00			From:	Dead End	i							1000
791)	0.90	180	R	To:	17-722				NA		NA		1998
				From:	SR 97								
792)	1.75	930	F	97%	0% 2%	0% 1	% 0%	С	90	F	940	F	2001
				To:	ECL GALA	ΑX							
\bigcirc				From:	17-607								
793	4.37	140	R						NA		NA		10/15/200
$\overline{}$	4.40			From:	17-736				NIA		NIA		40/45/200
793	1.10	80	R	To:	Dead End	1	1		NA		NA		10/15/200
				From:	17-620		1						
(794)	0.57	50	R		1, 020				NA		NA		08/22/200
				To: From:	0.57 MN 17-	-620							
794)	0.43	40	R						NA		NA		08/22/200
				To:	17-620								
795)	0.50	140	R	From:	17-696				NA	· <u> </u>	NA	_	1998
/¬^-\									INA		INA		1990

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Carroll County				From:	17-840					
795)	1.00	70	R		-, , , , ,			NA	NA	08/01/200
				To:	Dead End					
\bigcirc				From:	17-742					404474000
796	1.58	90	R	To:	17-743	_		NA	NA	10/17/200
				From:						
797)	0.23	600	R		17-604	_		NA	NA	1998
(91)				To:	SR 94					
				From:	Dead End					
798	1.20	60	R			_		NA	NA	11/07/200
				To:	17-702					
	0.00	40	_	From:	Grayson County Line			NIA	N10	00/00/000
799	0.90	40	R	To:	17-718	_		NA	NA	08/06/200
				From:						
800	1.55	750	R		17-692	_		NA	NA	1998
000)				To:	17-52	1				
				From:	Dead End					
801)	0.45	40	R					NA	NA	10/15/200
				To:	SR 94					
\bigcirc	4.40	40	_	From:	17-620 SOUTH					00/00/000
02)	1.40	40	R	To:	17-620 NORTH	_		NA	NA	08/08/200
				From:						
303)	1.00	200	R	· · · · · ·	Dead End	_		NA	NA	11/24/200
				To:	17-743; 17-963	1				
				From:	Dead End					
804)	1.15	30	R					NA	NA	11/07/200
				To: From:	1.15 ME Dead End	_				
804)	0.21	40	R			_		NA	NA	11/07/200
				To:	US 52					
	0.04	400	_	From:	17-722			NIA	NIA	40/00/000
805)	0.04	120	R					NA	NA	10/22/200
$\overline{}$	0.40	400		From:	17-1060	_		NIA	NIA	40/00/000
805)	0.46	100	R			_		NA	NA	10/22/200
	0.04	400		From:	0.46 MN 17-1060			NA	NA	1994
805)	0.04	100	R	To:	Dead End	7		NA	NA	1994
				From:	Dead End	1				
806	0.50	30	R	<u>L</u>	Dead End			NA	NA	10/17/200
				To:	17-707					
_				From:	Dead End					
(807)	0.70	130	R			_		NA	NA	1998
				To:	17-679					
	0.70	00	_	From:	17-703			NIA	NIA	44/07/200
808)	0.78	60	R			_		NA	NA	11/07/200
	0.15	60	Р	From:	17-959			NA	NΙΛ	11/07/200
808	0.15	60	R	_		_		INA	NA	11/07/200
	0.05	00	Р	To: From:	0.15 MS 17-959			NA	NIA	14/07/200
808	0.05	80	R			_		NA	NA	11/07/200
	0.10	00	Р	To: From:	0.20 MS 17-800			NA	NA	11/07/200
808	0.10	80	R	To:	17-1035	7		INA	INA	1 1/0//200
					1/-1033					

					Carro	ll Mainter	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Carroll County															
	0.60	1700	R	From:		17-103	35				NA		NA		11/07/2001
808)	0.60	1700	K	To:		US 5	8		7		INA		INA		1 1/0//2001
				From:	G	rayson Cou									
809)	0.15	300	R			rayson coo	inty Emic		_		NA		NA		10/15/2001
				To:		17-60	17								
				From:		17-74	.0								
810	0.90	10	R	To:					-		NA		NA		10/17/2001
				From:		Dead E			_						
811)	0.60	10	R	11000		17-64	.0		_		NA		NA		09/26/2001
(611)	0.00		•••	To:		17-65	0								00/20/200
				From:		17-66									
812	1.10	180	R						_		NA		NA		1998
				To:		Dead E	End								
\bigcirc				From:		US 5	8								
813)	0.50	10	R								NA		NA		10/03/2001
				To: From:		0.50 MN I	US 58								
813	0.04	20	R								NA		NA		10/03/2001
				From:		17-65	4								
813)	0.60	6	R	To:					_		NA		NA		10/03/2001
						Dead E									
	1.10	10	R	From:		17-63	8				NA		NA		10/03/2001
814)	1.10	10	K	т					_		INA		INA		10/03/2001
(914)	1.55	20	R	From:		17-61	7				NA		NA		10/03/2001
814)	1.00	20		To:		17-63	2						10.		10/00/2001
				From:		17-608 SC									
815)	0.87	200	R								NA		NA		1998
				To: From:		17-72	0		7						
815)	1.00	50	R	Piolii.							NA		NA		08/06/2001
				To: From:		17-608 N									
(045)	1.06	200	F	94%	0%	17-608 NO 2%	2%	3%	0%	F	30	F	200	F	2001
815)	1.00	200	•	т	0,0				¬ ~~	•	00	·	200	·	2001
(815)	0.70	400	F	94%	0%	17-72 2%	.7 1%	3%	0%	С	40	F	400	F	2001
(815)	0.70	400	•	To:	0 70	SR 9		070	7 ~~	Ü	40	•	400	•	2001
				From:		17-69									
816	0.52	80	R								NA		NA		1998
				To: From:		17-69	2		7						
816)	0.80	560	R	Piolii.							NA		NA		1998
				To:		17-69	1								
				From:		17-78	5								
(817)	0.01	60	R								NA		NA		11/13/2001
<u> </u>				To: From:		0.01 ME 1	7-785]						
(817)	0.86	60	R								NA		NA		11/13/2001
817 817 817				From:		0.87 ME 1	7-785]		.				441401000
(817)	0.15	60	R	To:		Daade	and .		_		NA		NA		11/13/2001
				From:		Dead E			1						
(010)	0.70	30	R	rioni:		17-64	-8				NA		NA		10/01/2001
818)	0.70	30	11	To:		10.10	<i>m</i> :		_		INA		14/7		10/01/2001
818)	0.42	20	R	From:	Dea	nd End; Gap	Terminus				NA		NA		09/26/2001
(818)	0.42	20	N.	To:		17-65	4				14/7		14/7		JJ12012001
						17-03	•								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Carroll County				From:	US 52	<u> </u>				
819	0.60	120	R		03 32	_		NA	NA	09/06/2001
				To:	17-770					
\bigcirc	4.05	20	_	From:	US 58			NIA	NIA	40/44/2004
820	1.65	30	R	To:	17-668	7		NA	NA	10/11/2001
				From:	Dead End					
821)	1.20	330	R		Dead End	_		NA	NA	10/24/2001
				To:	17-705					
				From:	US 58					
822	0.60	40	R	To:	D 15 1	_		NA	NA	10/22/2001
				From:	Dead End					
(823)	0.89	47	R		17-691	_		NA	NA	09/17/2001
823				To:	0.89 MN 17-691					
823	1.21	47	R	From:	0.09 WIN 17-091	_		NA	NA	09/17/2001
				To:	17-679					
				From:	Dead End					
824	0.15	4	R	To:	4.5.50	_		NA	NA	08/08/2001
				From:	17-701					
625	1.40	80	R	Piolii.	Dead End			NA	NA	10/17/2001
825	1.40	00	1	To:	17-740	7		IVA	IVA	10/17/2001
				From:	17-683; 17-1099					
826	1.01	40	R		-			NA	NA	11/07/2001
				To:	17-702					
\bigcirc	0.45			From:	ECL GALAX					40/00/004
827)	0.15	20	R	To:	Dead End	_		NA	NA	10/22/2001
				From:	17-784	1				
828	0.30	20	R		17-704	_		NA	NA	11/13/2001
				To:	SR 100	—				
828	0.20	40	R	From:	DK 100			NA	NA	09/06/2001
\bigcirc				To: From:	17-978	—				
(828)	0.10	40	R	PIOIII.		_		NA	NA	09/06/2001
				To:	17-749; 17-861					
\bigcirc	4.50		_	From:	17-752					444010004
829	1.50	60	R	To:	17-750			NA	NA	11/13/2001
				From:	Dead End	+				
830	1.00	40	R		Deau Enu	_		NA	NA	11/07/2001
				To:	US 52					
				From:	North Carolina State Line					
831)	1.29	640	R	_		_		NA	NA	1998
				To:	17-690					
(923)	0.50	40	R	From:	North Carolina State Line	_		NA	NA	08/22/2001
832	0.50	70	11	To:	17-774	7		INC	INC	00/22/2001
				From:	SR 100					
833	0.11	9	R			_		NA	NA	11/05/2001
				To:	Dead End]				
\bigcirc		4.5	_	From:	US 52					4000
834)	0.90	110	R	To:	Dood End	7		NA	NA	1998
					Dead End					

Route	Length	AADT	QA	4Tire	Bus		QC	Design	QK AAWDT	QW	Year
Town of Hillsville					2Axle 3+Axle 1Trail	21 rail		Hour			
835)	0.50	200	R	From:	US 52			NA	NA		1998
(633)				To:	Dead End						
Carroll County				From:	Dood End						
836	0.30	40	R		Dead End			NA	NA		09/06/2001
				To:	SR 100						
			_	From:	17-697						
837)	0.40	300	R	To:	17-721 NORTH			NA	NA		10/15/2001
				From:	17-721 NORTH						
837)	0.30	40	R	To:				NA	NA		10/15/2001
				From:	Dead End						
838)	0.40	40	R	rioni.	17-620			NA	NA		10/24/2001
030)				To:	Dead End						
				From:	Dead End						
(839)	0.75	80	R					NA	NA		1998
				To: From:	17-691						
(840)	0.70	50	R	1 tolii.	17-795			NA	NA		08/01/2001
040)				To:	Dead End	1					
				From:	US 52						
841)	0.25	180	R			_		NA	NA		1998
				To: From:	17-913						
842)	0.70	30	R	Pioni.	17-774 NC STATE LINE	_		NA	NA		08/22/2001
042				To:	Dead End						
				From:	17-695						
843)	0.44	70	R					NA	NA		08/01/2001
				To: From:	0.44 MN 17-695						
843)	0.46	80	R	To:	17-696	_		NA	NA		08/01/2001
				From:	US 58						
844)	0.75	30	R	<u> </u>	03 36			NA	NA		10/09/2001
				To:	Dead End						
\bigcirc				From:	17-607						
845)	0.69	120	R					NA	NA		10/15/2001
	0.71	400	R	From:	0.69 ME 17-607	_		NA	NA		10/15/2001
845)	0.71	120	ĸ	To:	Dead End			INA	INA		10/15/2001
				From:	Dead End	1					
846)	0.50	20	R			_		NA	NA		11/05/2001
				To:	17-763						
	0.20	•	В	From:	17-740			NA	NA		11/13/2001
847)	0.20	9	R	To:	17-740; 17-742	7		INA	INA		11/13/2001
				From:	Dead End						
848)	0.80	40	R			_		NA	NA		09/06/2001
				To:	SR 100						
<u></u>	1 00	240	P	From:	17-726			NIA	NΛ		10/15/2001
849)	1.80	210	R	To:	17-635			NA	NA		10/15/2001
				From:	SR 94						
850	0.70	130	R			-		NA	NA		1998
				To:	Dead End						

Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
			From:	17-736	1				
0.30	220	R	<u> </u>	17-730	_		NA	NA	10/15/200
			To: From:	17-729					
0.20	40	R			_		NA	NA	10/15/200
0.40	40	ъ	From:	17-831			NIA	NA	00/22/200
0.12	40	ĸ	To:	Dead End	1		NA	NA	08/22/200
			From:						
0.75	30	R		-7, 4,,			NA	NA	09/26/200
			To:	0.75 MN 17-677					
0.70	50	R	rioni.				NA	NA	09/26/200
			To:	1.45 MN 17-677	—				
0.50	40	R	riom.				NA	NA	09/26/200
			To:	US 58					
0.70			From:	17-816					00/40/000
0.70	60	R	To:	Dood End	_		NA	NA	09/10/200
					l I				
0.30	10	R		Dead End			NA	NA	10/15/200
			To:	SR 94					
			From:						
1.00	70	R					NA	NA	08/20/200
			To:	17-608					
			From:	17-735					4044=1006
0.50	80	R	To:	D1E-1	_		NA	NA	10/17/200
					1				
0.47	140	R	riom.	Dead End			NΑ	NΑ	1998
0.11		• • •	To:	17-601 NORTH			10.	10.	1000
			From:	17-601 SOUTH					
0.10	230	R	To:	SP 04	_		NA	NA	1998
			1						
0.80	100	R	riom.	Dead End			NA	NA	1998
0.00		• • •	To:	17-690					
			From:	17-700					
1.00	40	R					NA	NA	08/01/200
			To:	Dead End					
			From:	Dead End					
1.00	60	R	To:	17.740, 17.020	_		NA	NA	09/06/200
					1				
0.30	50	R	rioni.	Dead End			NA	NA	10/15/200
0.00	00	• • • • • • • • • • • • • • • • • • • •	To:	SR 94 SOUTH			10.		10/10/200
			From:	SR 94 NORTH					,
0.10	40	R	To:	Dood C J	_		NA	NA	10/15/200
					<u> </u>				
0.80	120	P	rom.	17-926			NΔ	NΔ	09/16/200
0.00	120	11	To:	Dead End	٦		INC	INC	00/10/200
			From:						
0.50	20	R			_		NA	NA	09/06/200
			To:	17-768					
	0.30 0.20 0.12 0.75 0.70 0.50 0.70 0.30 1.00 0.47 0.10 0.80 1.00 0.30 0.30 0.10	0.30 220 0.20 40 0.12 40 0.75 30 0.70 50 0.50 40 0.70 60 0.30 10 1.00 70 0.50 80 0.47 140 0.10 230 0.80 100 1.00 40 1.00 60 0.30 50 0.10 40	0.30	0.30 220 R	17-736 17-736 17-736 17-736 17-736 17-729 17-729 17-729 17-729 17-729 17-729 17-729 17-831 17-831 17-831 17-831 17-831 17-831 17-831 17-831 17-831 17-831 17-831 17-831 17-831 17-677 17-831 17-677 17-831 17-677 17-831 17-331 1	17-736 17-736 17-736 17-736 17-736 17-736 17-736 17-736 17-736 17-736 17-736 17-736 17-736 17-736 17-731 1	17-736	17-736 NA	17-736

					Carroll Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Town of Hillsville				From:	US 52					
865)	0.20	80	R		0332	_		NA	NA	11/27/200
				To:	Dead End					
Carroll County				From:	US 52	1				
866)	0.42	70	R		US 32	_		NA	NA	1998
				To:	US 52					
$\widehat{}$				From:	17-782					
867	1.00	30	R	To:	D1E-1	_		NA	NA	11/13/200
				From:	Dead End SR 94					
868	0.20	80	R		SK 94	_		NA	NA	1998
				To	17-878	¬				
868	0.20	20	R	From:	17 070			NA	NA	10/15/200
				To:	Dead End					
\bigcirc	0.00			From:	17-620					22/22/22/
869	0.30	40	R	To:	Dead End	_		NA	NA	08/22/200
				From:	17-682					
870	1.70	50	R		17-002	_		NA	NA	11/07/200
				To	1.70 MN 17-682					
(870)	0.80	50	R	From:	30,0 3,20, 2,0			NA	NA	11/07/200
				To:	17-670					
\bigcirc	4.04	4400	-	From:	US 58			NIA	NIA	40/00/00/
872	1.61	1100	R	To:	US 58	7		NA	NA	10/22/200
				From:	Dead End					
873	0.15	60	R	<u> </u>	D tuu Emu			NA	NA	09/10/200
				To:	17-686					
\bigcirc	2.22	_		From:	Dead End					22/22/22/
874	0.22	6	R	To:	17-608	7		NA	NA	08/20/200
				From:	Dead End					
(875)	0.60	60	R	<u> </u>	Dette Ene			NA	NA	09/10/200
				To:	17-692					
\bigcirc	0.50			From:	Dead End					20142122
876	0.50	30	R	To:	17-913	_		NA	NA	09/10/200
				From:	Dead End	 				
877)	0.40	80	R	<u> </u>	Dead End	_		NA	NA	1998
				То:	17-831					
\bigcirc				From:	17-868					
878)	0.50	48	R	To:	D1 F1	_		NA	NA	10/15/200
				From:	Dead End 17-684					
879	0.25	20	R		17-004	_		NA	NA	09/19/200
				To	Dead End					
				From:	Dead End					
(880)	0.30	50	R	To:	17.74^	_		NA	NA	10/24/200
				From:	17-740					
881)	0.15	100	R	TOIL.	US 52	_		NA	NA	09/06/200
001)				To:	0.15 MN US 52					25.00.200
(881)	1.60	50	R	From:	0.13 IVIIN US 32			NA	NA	09/06/200
				To:	Dead End					

					Carro	II Mainten	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru	ıck 1Trail	2Trail	QC	Design	QK	AAWDT	QW	Year
Carroll County								ııralı	∠ıralı		Hour				
(882)	0.70	60	R	From:		Dead E	nd				NA		NA		08/22/2001
002	0.70			To:		17-69	1								00/22/2001
	4.40		_	From:		Dead E	nd								00/40/0004
(883)	1.10	110	R	To:		17-686	6		7		NA		NA		09/10/2001
				From:		US 52			1						
884)	0.60	140	R	_					_ _		NA		NA		1998
				To: From:		Dead E									
(885)	0.16	100	R			Dead E	na				NA		NA		1998
				To:		17-73	1								
Town of Hillsville				From:		SR 52	,								
886	0.20	1400	F	97%	0%	2%	0%	0%	0%	С	150	F	1500	F	2001
				To: From:		17-101									
886	0.36	1400	F	97% To:	0%	2%	0%	0%	0%	F	130	F	1400	F	2001
Carroll County				10.		ECL HILLS	VILLE								
				From:		ECL HILLS									
886	1.30	1300	F	97%	0%	2%	0%	0%	0%	F	120	F	1400	F	2001
	1.55	110	R	From:		SR 10	0				NA		NA		1998
886	1.00	110		To:		17-668	Q				14/4		IVA		1000
886	1.10	48	R	From:		17-000	<u> </u>				NA		NA		11/05/2001
				To:		Dead E	nd								
	0.23	3200	F	98%	0%	ECL GAI	CAX 0%	0%	0%	С	280	F	3300	F	2001
887	0.23	3200	Г	90 /0	0 /0			0 70	7	C	200		3300	'	2001
887)	0.24	2800	F	From: 96%	0%	17-63: 2%	0%	1%	0%	С	280	F	2800	F	2001
				To: From:		17-730			7						
(887)	1.91	1300	F	96%	0%	2%	0%	1%	0%	F	130	F	1300	F	2001
				From:	201	17-722 E		10/]						2004
887	0.61	1100	F	96% To:	0%	2% US 58	0%	1%	0%	F	110	F	1100	F	2001
				From:		US 58									
(888)	0.15	230	R								NA		NA		1998
				To: From:		17-89	4]——						
888	0.08	120	R	To:		17-722)				NA		NA		1998
				From:		Dead E									
889	0.40	10	R			Detta D					NA		NA		11/05/2001
				To:		17-64:									
600	0.60	70	R	From:		Dead E	nd				NA		NA		1998
890	0.00	70	K	To:		17-692	2				INA		INA		1990
_				From:		17-692	2								
(891)	0.40	30	R	To:		D 15			_		NA		NA		08/22/2001
				From:		Dead E			1						
892	0.25	30	R	· <u> </u>		US 32	2				NA		NA		09/10/2001
				To:		US 52	2								
	0.70	00		From:		17-608	8				NIA		NIA		09/00/0001
893)	0.70	30	R	To:		17-699	9		7		NA		NA		08/20/2001
						17-09									

					Carroll Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Carroll County				From:	17-888					
(894)	0.12	50	R			_		NA	NA	1998
				To:	Dead End					
\bigcirc	0.40	400		From:	US 58			NIA	NIA	44/07/200
895)	0.40	100	R	To:	17-701	7		NA	NA	11/07/200
				From:	Dead End					
896)	0.70	70	R		Dead End	_		NA	NA	1998
				To:	17-696					
\sim				From:	17-749					
897	0.35	10	R	To:	17.740	_		NA	NA	11/13/200
				From:	17-749					
600	0.40	40	R	From:	17-962			NA	NA	10/24/200
898)	0.40	40	1	To:	Dead End	7		14/1	10.0	10/24/200
				From:	17-673					
899	0.80	6	R	<u>. </u>		_		NA	NA	10/11/200
				To:	Dead End					
\bigcirc				From:	Dead End					
900	1.20	20	R	To:	17.625	_		NA	NA	10/11/2001
				From:	17-625	1				
901)	1.66	190	R	11011.	Dead End	_		NA	NA	09/17/2001
901)	1.00			To:	17-679				10.	00/11/200
				From:	17-753					
902	0.60	20	R					NA	NA	11/13/2001
				To:	Dead End					
	0.50		_	From:	17-690			NIA	NIA	00/00/000
903	0.50	30	R	To:	Dead End	_		NA	NA	08/22/2001
				From:	Dead End					
904)	0.65	670	R		Dead Elid	_		NA	NA	1998
004)				To:	17-683					
				From:	17-692					
905)	0.65	48	R	_		_		NA	NA	09/10/2001
				To:	Dead End					
	0.33	30	R	From:	17-926			NA	NA	1998
906	0.33	30	K	To:	US 52	\neg		INA	INA	1990
				From:	US 58					
907)	1.00	20	R	<u> </u>	05 30			NA	NA	11/05/2001
				To:	Dead End					
				From:	Dead End					
908	0.25	20	R	To:	17.610	_		NA	NA	11/05/2001
					17-610					
909)	0.22	10	R	From:	Dead End	_		NA	NA	11/05/2001
303				To:	17-610					
				From:	Dead End					
910	0.44	20	R			<u> </u>		NA	NA	09/26/2001
				To:	BLUE RIDGE PKWY	1				
			_	From:	US 58					1010::
911)	0.01	290	R					NA	NA	10/24/2001
	2.22			From:	17-759			N/ A	***	40/04/000
911)	0.30	200	R	To:	Cul do Coo	\neg		NA	NA	10/24/2001
					Cul-de-Sac					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Carroll County				From:	17-688					
912	0.44	40	R			_		NA	NA	09/17/200
				To: From:	0.44 MN 17-688]				
912	1.06	20	R			_		NA	NA	09/17/200
	0.00	20		From:	1.50 MN 17-688			NIA	NIA	00/47/200
912	0.90	30	R	To:	17-691	7		NA	NA	09/17/200
				From:	US 52					
913)	0.20	110	R	-				NA	NA	1998
	4.00			From:	17-841]		NIA	NIA	00/40/000
913)	1.60	70	R			_		NA	NA	09/10/200
	0.30	80	R	From:	1.60 MN 17-841	_		NA	NA	1998
913)	0.30	80	ĸ			_		INA	INA	1990
	0.50	110	R	From:	17-876			NA	NA	09/10/200
913)	0.50	110	IX.	To:	17-688	7		IVA	IN/A	03/10/200
				From:	17-722					
914)	0.30	40	R			_		NA	NA	08/08/200
				To:	Dead End					
\bigcirc	0.05	20		From:	17-620			NIA	NIA	00/00/200
915	0.25	30	R	To:	Dead End	7		NA	NA	08/08/200
				From:	17-711					
916	1.20	50	R		17-711	_1		NA	NA	08/08/200
				To:	17-701					
				From:	17-872					
917)	0.20	50	R	To:	D 15 1	_		NA	NA	10/22/200
				From:	Dead End	1				
918)	0.30	45	R	110.11.	Dead End			NA	NA	08/01/200
910				To:	17-719					
				From:	17-691					
919)	0.20	30	R			_		NA	NA	08/22/200
				To:	Dead End					
600	0.52	20	R	From:	17-610			NA	NA	10/01/200
920	0.52	20	IX.	To:	Dead End	1		IVA	TN/A	10/01/200
				From:	17-670					
921)	0.50	10	R					NA	NA	09/24/200
				From:	0.50 MN 17-670]				
921)	0.50	3	R			_		NA	NA	09/24/200
				To:	17-674					
922	1.00	30	R	From:	Dead End			NA	NA	09/24/200
922)	1.00	30	K	To:	17-674	1		INA	ING	09/24/200
				From:	17-670	l				
923	0.80	60	R		· · · ·	_		NA	NA	09/24/200
				To:	17-680					
\bigcirc	A ==		_	From:	17-688]				
924)	0.05	100	R	To:	US 52	7		NA	NA	1998
				From:		+				
<u> </u>	0.40	80	R		17-635	_		NA	NA	09/24/200
925)				To:	Dead End					

					Carro	oll Mainten									
Route	Length	AADT	QA	4Tire	Bus					QC	Design	QK	AAWDT	QW	Year
Carroll County	Ŭ		-			2Axle	3+Axle	1Trail	2Trail	•	Hour			•	
				From:		US 52									
926)	0.72	230	F	94%	0%	4%	1%	0%	0%	С	20	F	230	F	2001
600	0.55	90	F	To: From: 94%	0%	17-863 5 %	1%	0%	0%	F	10	F	90	F	2001
926	0.55	90	Г	74 /0 To:	0 /6	17-670		0 /0	7 0 /%	·	10		90		2001
				From:		US 52									
927)	0.70	160	R						<u>-</u>		NA		NA		1998
				To:		Dead Er									
600	0.40	60	R	From:		17-815	i				NA		NA		08/06/2001
928	0.40	00		To:		Dead Er	nd		7		147 (14/1		00/00/2001
				From:		17-841									
929	0.25	70	R						<u> </u>		NA		NA		09/10/2001
				To: From:		0.25 MS 17	'-841]—						
929	0.11	70	R						_		NA		NA		09/10/2001
				To: From:		Dead Er									
630	0.40	20	R	From:		Dead Er	nd				NA		NA		10/15/2001
930	0.10			To:		SR 94									10/10/2001
				From:		Dead Er	nd								
931)	0.45	48	R						_		NA		NA		10/24/2001
				To:		17-705									
600	0.45	48	R	From:		17-620)				NA		NA		10/24/2001
932	0.43	40	IX.	To:		Dead Er	nd		7		INA		14/3		10/24/2001
				From:		17-887	,								
933	0.30	480	R								NA		NA		10/22/2001
				To:		17-722									
	0.30	130	В	From:		Dead Er	nd				NA		NA		10/15/2001
934)	0.20	130	R	To:		17-604	ı		7		NA		INA		10/15/2001
				From:		Dead Er									
935)	0.20	50	R								NA		NA		09/10/2001
				To:		17-816									
\bigcirc	0.50	50	_	From:		Dead Er	nd				NIA		NIA		10/04/0004
936	0.50	50	R	To:		17-743			7		NA		NA		10/24/2001
				From:		17-683									
937)	0.20	70	R								NA		NA		1998
				To:		Dead Er	nd								
\bigcirc	0.50	400	_	From:		17-800					NIA		NIA		1000
938	0.50	120	R	To:		Dead Er	nd		1		NA		NA		1998
				From:		SR 97 WI									
939	0.60	280	R	<u> </u>		SR 77 WI	201		_		NA		NA		1998
				To: From:		SR 97 EA	ST		—						
939	1.30	60	R	Tion.							NA		NA		08/08/2001
				To: From:		17-620 WI 17-620 EA			_						
939	1.00	20	R			17-020 Li	101		_		NA		NA		08/08/2001
				To:		17-683									
				From:		SR 97 WI	EST								
940	0.20	20	R	To:		CD 07 F 4	CT		_		NA		NA		08/06/2001
				From:		SR 97 EA									
941)	0.50	90	R			Dead Er	IU		_		NA		NA		10/17/2001
				To:		17-707									

						Mainten									
Route	Length	AADT	QΔ	4Tire	Bus					QC	Design	OK	AAWDT	ΟW	Year
	Longin	, , , ,	٠.,	11110	Buo	2Axle	3+Axle	1Trail	2Trail	QU	Hour	Q. (, , , , , , ,	Q.,	, oai
Carroll County				From:		17-707	1								
941)	0.25	40	R								NA		NA		10/17/2001
				To:		Dead Er	nd								
\bigcirc				From:		Dead Er	nd								
942	0.30	50	R	To:		17-692			_		NA		NA		09/10/2001
				From:					+						
042	1.15	80	R	110111		17-682	<u> </u>				NA		NA		09/24/2001
943)				To:		17-683	}								
				From:		17-620)								
944)	0.55	60	R						_		NA		NA		1998
				To:		Dead Er	nd								
	0.05		_	From:		Dead Er	nd				N1.0		N1A		00/04/0004
945	0.35	20	R	To:		17-608	,		_		NA		NA		09/24/2001
				From:		17-692									
947)	0.15	50	R	<u> </u>		17-092	<u> </u>				NA		NA		09/10/2001
947)				To:		17-692	2								
				From:		Dead Er	nd								
948	1.00	120	R						_		NA		NA		10/22/2001
				To:		17-620)								
\bigcirc	0.40		_	From:		SR 94									40/45/0004
949	0.10	20	R	To:		Dead Er	ad.		_		NA		NA		10/15/2001
				From:											
950	0.20	100	R			ECL GAL	AX		_		NA		NA		08/06/2001
930)	0.20		•••	To:		Dead Er	nd								
				From:		17-947									
951	0.10	50	R						_		NA		NA		09/10/2001
				To:		Dead Er	nd								
				From:		Dead Er	nd								
952	0.30	50	R	To:		17.707	,		_		NA		NA		10/17/2001
				From:		17-707			1						
953)	0.80	48	R	riom.		17-679)				NA		NA		09/17/2001
955)	0.00	.0	•••	To:		Dead Er	nd								
				From:		Dead Er									
954)	0.55	40	R						_		NA		NA		10/01/2001
				To:		17-643	}								
\bigcirc				From:		Dead Er	nd								
955	0.18	10	R	To:		17.000			_		NA		NA		11/07/2001
				From:		17-683									
650	0.37	70	R	FIOIII.		17-743	,				NA		NA		10/24/2001
956)	0.07	70	1	To:		17-743	}		7		14/1		14/1		10/24/2001
				From:		Dead Er									
957)	0.20	10	R	·					_		NA		NA		11/07/2001
				To:		17-714									
			_	From:		17-707	1	_							10/00/07
958	0.65	600	R	_					_		NA		NA		10/22/2001
				From:		17-743									10/00/225 :
958	0.60	10	R	To:		Dead Er	ad		7		NA		NA		10/22/2001
				From:					<u> </u>						
959	0.07	6	R	- rout		17-808)				NA		NA		11/07/2001
(909)	0.07		11	To:		WCL Hills	ville								
				•					-						

					Carroll Maintenance Area					
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Town of Hillsville				From:	WCL Hillsville					
(959)	0.53	6	R	<u> </u>	wel misvine	_		NA	NA	11/07/200
000				To:	17-703	<u> </u>				
Carroll County				From:	17.700					
(060)	0.30	100	R	Piolii.	17-702			NA	NA	11/07/200
960				To:	0.30 MS 17-702	¬				
960)	0.65	70	R	From:	0.50 MS 17-702			NA	NA	11/07/200
				To:	17-703	ᆚ				
\bigcirc				From:	Dead End					
961)	0.61	70	R	To:	17-635	\neg		NA	NA	10/17/200
				From:	17-705					
962	1.78	180	R	<u> </u>	17-703	_		NA	NA	10/24/200
002				To:	17-898	٦				
962)	1.00	60	R	From:	17 070			NA	NA	10/24/200
				To: From:	1.00 ME 17-898					
962)	1.28	150	R			<u>-</u>		NA	NA	10/24/200
				To:	WCL HILLSVILLE					
Town of Hillsville				From:	WCL HILLSVILLE	$\overline{}$				
962)	0.52	200	R	<u> </u>	WCL THELSVILLE			NA	NA	10/24/200
				To:	US 52	<u></u>				
Carroll County				_						
663	0.33	40	R	From:	17-743; 17-803			NA	NA	10/24/200
963)	0.00	40		To:	Dead End	7		IVA	IVA	10/24/200
				From:	Dead End	Ī				
(964)	0.10	20	R			_		NA	NA	11/07/200
				To:	17-685	<u>_</u>				
	0.25	50	_	From:	17-688			NIA	NA	00/40/200
965)	0.25	50	R	To:	Dead End	٦		NA	NA	09/10/200
				From:	17-674	$\overline{}$				
(966)	0.20	20	R			_		NA	NA	09/24/200
				To:	Dead End					
\bigcirc	0.05	40		From:	17-831			NIA	NIA	00/00/000
967	0.25	40	R	To:	Dead End	–		NA	NA	08/22/200
				From:	Dead End					
968)	0.28	50	R	<u> </u>	D tuu Enu	_		NA	NA	11/07/200
				To:	17-702					
\bigcirc				From:	17-705					40/04/000
970	0.15	70	R	To:	Cul-de-Sac	\neg		NA	NA	10/24/200
				From:	17-725					
971)	0.34	40	R	<u> </u>	17-120	_		NA	NA	1998
				To:	SR 97	<u> </u>				
Town of Hillsville				Erom	15.77					
972)	0.18	120	R	From:	17-668	_		NA	NA	10/09/200
912)				To:	Dead End	<u></u>				.5/55/200
Carroll County										
	0.00	46		From:	US 52			NIA		00/40/000
973	0.20	40	R	To:	Dead End	7		NA	NA	09/10/200
					Dead Liid					

Route	Length	AADT	QA	4Tire	TruckBus		QC	Design	QK AAWDT	QW Year
Carroll County					2Axle 3+Axle 1Trail	ZTraii		Hour		
974)	0.20	20	R	From:	17-831			NA	NA	08/22/20
974)	0.20			To:	Dead End					00/22/20
$\overline{}$				From:	17-715					
975)	0.30	30	R	To:	Dead End	7		NA	NA	08/01/20
				From:	Dead End	1				
976)	0.10	80	R	<u> </u>	Dead End			NA	NA	11/07/20
				To:	17-706					
\bigcirc	0.40		_	From:	17-985 SOUTH			NIA	NIA	4000
977)	0.19	60	R					NA	NA	1998
\Box	0.21	110	R	From:	17-985 NORTH	_		NA	NA	1998
977)	0.21	110	ĸ	To:	17-604	1		INA	NA	1990
				From:	17-828	l				
978)	0.20	20	R					NA	NA	09/06/20
				To:	17-9085					
\bigcirc	0.00		_	From:	US 52 SOUTH			NIA	NIA	4000
979	0.62	70	R	To:	US 52 NORTH	1		NA	NA	1998
				From:	Dead End					
980	0.43	110	R		Dead End			NA	NA	10/22/20
				To:	17-722					
				From:	Dead End					
981)	0.35	110	R	To:	110.52	_		NA	NA	1998
				From:	US 52					
002)	0.15	60	R	rioni.	Dead End			NA	NA	1998
982	51.15			To:	17-687	1				
				From:	17-714					
983)	0.20	320	R			_		NA	NA	10/24/20
				To:	Dead End					
	0.25	070	В	From:	US 221			NA	NA	1000
984)	0.23	970	R	To:	Dead End	1		INA	NA.	1998
				From:	17-934					
985)	0.10	60	R					NA	NA	1998
				To: From:	17-977 SOUTH					
985)	0.10	50	R			_		NA	NA	1998
				To:	17-977 NORTH					
	0.38	60	R	From:	17-666	J		NA	NA	09/19/20
986	0.30	90	ĸ	To:	Cul-de-Sac			INA	INA	09/19/20
				From:	Dead End					
987)	0.13	60	R			_		NA	NA	1998
				To:	SR 97					
$\overline{}$	0.1-	400	-	From:	17-737				***	100-
988	0.15	100	R	To:	Dead End	7		NA	NA	1998
				From:	Dead End	1				
989	0.06	20	R	<u> </u>	Dead Elia	_		NA	NA	10/24/20
		-		To:	17-911					
				From:	Dead End				·	
990)	0.51	60	R	. —		_		NA	NA	11/27/20
				To:	US 52	1				

					Carroll Mainte	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Rue	Tru			QC	Design	Oĸ	AAWDT	O\\\	Year
	Lengin	ארט ו	WM	71110	2Axle	3+Axle	1Trail	2Trail	QU	Hour	ωn	77 A A A A A A	QVV	ı cai
Carroll County				From:	17-7	58								
991)	0.26	20	R	<u> </u>	17-7	36				NA		NA		1998
				To:	Dead	End								
\bigcirc				From:	Dead	End								
992	0.40	70	R	To:	17.7	0.5		_		NA		NA		11/13/2001
				From:	17-7 Dead									
003	0.08	20	R		Dead	Ena		_		NA		NA		10/22/2001
993)				To:	SR	94		1						
				From:	Dead	End								
994)	0.13	40	R					_		NA		NA		10/15/2001
				To:	17-6									
	0.11	•	_	From:	17-8	72				NA		NIA		10/22/2001
995)	0.11	6	R	To:	US	58		7		NA		NA		10/22/2001
				From:	Dead									
996)	0.18	20	R	<u> </u>	Dead	Ling		_		NA		NA		11/27/2001
				To:	US:	52								
				From:	17-6	20								
(997)	0.12	20	R					_		NA		NA		08/01/2001
				To:	Dead									
	0.20	20	R	From:	SR 1	00		_		NA		NA		1998
998)	0.20	20	K	To:	Dead	End		7		INA		INA		1990
Town of Hillsville					Dout									
Town of Hillsville				From	17-10)17								
(1000)	0.15	80	R					_		NA		NA		1986
				To:	17-6									
	0.15	900	R	From:	17-10	002				NA		NA		1986
(1001)	0.15	900	ĸ					_		INA		INA		1900
\bigcirc	0.05	980	R	From:	17-10	008				NA		NA		1986
1001)	0.05	900	K	. —				_		INA		INA		1900
	0.06	830	R	From:	17-10	003		_		NA		NA		1986
(1001)	0.00	030	IX.	To:	17-10	009		7		IVA		NA		1500
				From:	US 52; 1									
(1002)	0.04	1700	R	<u> </u>						NA		NA		1994
				To: From:	17-10	001		—						
1002	0.49	1700	R							NA		NA		1994
				To:	US 2									
	0.07		_	From:	US	52								1000
1003	0.07	1100	R	To:	17-10	001		_		NA		NA		1986
				From:	Dead									
1004	0.15	1000	R		Deau	EIIU		_		NA		NA		1986
1004)				To:	US	52								
				From:	Dead	End								
(1005)	0.02	10	R					_		NA		NA		1988
				To:	17-10									
\bigcirc	0.21	200	_	From:	17-10	007				NIA.		NIA.		1006
(1006)	0.31	320	R	To:	17-6	68		7		NA		NA		1986
				From:	US:			†						
(1007)	0.29	160	R		US.	14		_		NA		NA		1996
				To:	17-10)24		1						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
own of Hillsville				From:	17-1024					
1007)	0.06	160	R		17 1021			NA	NA	1986
<u> </u>	0.54			To: From:	17-1025					4000
1007	0.51	160	R			_		NA	NA	1986
1007	0.15	40	R	From:	17-1006			NA	NA	1986
1007				To:	Dead End					
$\overline{}$				From:	US 52					
1008)	0.07	820	R	To:	17-1001	7		NA	NA	1986
				From:	US 52	1				
1009	0.07	1200	R					NA	NA	1986
				To: From:	17-1001					
1009	0.30	530	R					NA	NA	1986
	0.00			From:	17-1010			NIA	NIA.	4006
1009	0.20	230	R	т	<u>,</u>	_		NA	NA	1986
1009	0.12	20	R	From:	17-1026			NA	NA	1986
1009)				To:	Dead End					
				From:	Dead End					
1010	0.24	160	R					NA	NA	1986
	0.00	420		To: From:	17-1009			NIA	NIA	1006
1010	0.09	120	R	To:	Dead End	7		NA	NA	1986
				From:	17-886					
1011)	0.30	70	R			_		NA	NA	1986
				To:	Dead End					
	0.14	850	R	From:	17-1013			NA	NA	1994
1012	••••			To:	US 58					
				From:	17-1015					
1013)	0.18	790	R	To:	17-1012	7		NA	NA	1994
				From:	US 58					
1014)	0.33	1500	R	<u> </u>	0.5 36	_		NA	NA	1994
				To:	US 52					
\bigcirc	0.12	4000	R	From:	US 52			NA	NA	1986
1015	0.12	1000	ĸ	т		_		INA	IVA	1900
1015)	0.08	570	R	From:	17-1013			NA	NA	1986
				To:	17-668					
\bigcirc				From:	US 52					
1016	0.10	120	R			_		NA	NA	1986
	0.15	60	R	From:	17-1005			NA	NA	1986
1016	0.13	00	IX.	To	Dead End			INA	INA	1300
				From:	Dead End					
1017)	0.21	80	R					NA	NA	1986
	2.2=			To: From:	17-1000				A1A	400
1017	0.07	140	R	To:	US 52	7		NA	NA	1986
				From:	US 52	†				
1018	0.10	70	R	_		_		NA	NA	1986
				To:	Dead End					

					Carroll Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Town of Hillsville				From:	17-1020	$\overline{}$				
(1019)	0.20	70	R			_		NA	NA	1986
				To:	US 58	<u></u>				
	1.12	970	R	From:	US 58			NA	NA	1994
1020	1.12	970	K	To:	US 52; 17-1001	٦		INA	INA	1334
Carroll County					,					
	A = 4			From:	17-705					10/01/00
(1021)	0.51	100	R	To:	US 52	7		NA	NA	10/24/200
Fown of Hillsville					05 32	_				
				From:	US 52					
(1022)	0.04	45	R	To:	17, 1022	_		NA	NA	10/09/200
				From:	17-1023					
1023	0.16	40	R	110	17-1022	_		NA	NA	10/09/200
(1023)				To:	17-1018					
				From:	17-1007					
1024	0.25	70	R	To:		_		NA	NA	1994
				From:	17-1025					
1025	0.34	120	R	Piolii.	17-1007			NA	NA	1986
1025				To:	17-1024					
1025	0.41	130	R	From:	17-1024			NA	NA	1994
				To:	17-668					
$\overline{}$				From:	17-1009					
026	0.05	40	R	To:	17-1027	_		NA	NA	1986
				From:	Dead End	+				
(1027)	0.08	20	R		Dead End	_		NA	NA	1986
				To:	17-1026					
\bigcirc				From:	17-972	_				
1028	0.15	90	R			_		NA	NA	10/09/200
$\overline{}$	0.42	45	R	From:	17-1029 SOUTH			NA	NA	10/09/200
(1028)	0.42	45	ĸ			_		INA	INA	10/09/200
(1000)	0.31	160	R	From:	17-1029 NORTH	_		NA	NA	10/09/200
1028	0.0.			To:	US 221					
				From:	17-1028 SOUTH					
1029	0.12	47	R			_		NA	NA	10/09/200
				To:	17-1028 NORTH					
(1021)	0.10	190	R	From:	17-1032	_		NA	NA	1986
(1031)	00			To	17-1033					
(1031)	0.07	100	R	From:	17-1033			NA	NA	1986
				To:	17-1030	<u> </u>				
\bigcirc			_	From:	17-1031					
1032)	0.06	230	R	To:	US 52	7		NA	NA	1986
				From:	17-1034					
(1033)	0.18	110	R	<u> </u>	17-1034	_		NA	NA	1986
				To:	17-1031					
				From:	US 52]				
1034)	0.08	100	R	To:	17 1021	⊣		NA	NA	11/27/200
					17-1031	——				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Town of Hillsville				From:	17-1031	1		11001		
(1034)	0.23	70	R		17-1031	_		NA	NA	11/27/200
$\overline{\bigcirc}$	0.00	400		To: From:	17-1033]		NIA	NIA.	4000
(1034)	0.22	100	R	To:	17-780	1		NA	NA	1986
Carroll County										
(1035)	0.57	1300	R	From:	17-808			NA	NA	11/07/200
(1033)				To:	Cul-de-Sac	1				
\bigcirc	0.00	470	_	From:	17-670			NIA	NIA	00/40/200
1036)	0.08	170	R	To:	15 1025	_		NA	NA	09/19/200
1036	0.26	100	R	From:	17-1037			NA	NA	09/19/200
				To:	Cul-de-Sac					
\bigcirc	0.76	70	R	From:	17-1036			NA	NA	09/19/200
1037	0.76	70	ĸ	To:	Cul-de-Sac	7		INA	INA	09/19/200
				From:	17-1037 WEST	J				
1038	0.34	40	R	To:	17 1027 FACT	7		NA	NA	1998
				From:	17-1037 EAST Cul-de-Sac					
(1039)	0.32	180	R			_		NA	NA	11/07/200
				To:	17-780					
(1040)	0.11	50	R	From:	17-740			NA	NA	1986
(1040)				To:	Cul-de-Sac					
Fown of Hillsville				From:	D. IF I					
(1041)	0.07	20	R		Dead End	_		NA	NA	1994
				To: From:	17-1042					
(1041)	0.18	160	R	To:	***	_		NA	NA	1994
				From:	US 52 17-1041					
(1042)	0.12	100	R		1/-1041	_		NA	NA	1994
				To: From:	17-1043]				
1042	0.04	10	R	To:	D J F., J	7		NA	NA	1994
				From:	Dead End Dead End					
1043)	0.09	40	R			_		NA	NA	1994
				To:	17-1042					
Carroll County				From:	Dead End					
1044)	0.09	20	R	т	4-200	_		NA	NA	10/11/200
				To: From:	17-666	<u> </u>				
1045	0.33	30	R	rion.	17-669	_		NA	NA	10/09/200
				To	Dead End					
Town of Hillsville				From:	US 58	1				
(1046)	0.07	48	R		03 36	_		NA	NA	10/09/200
				To:	NCL Hillsville	1				
Carroll County				From:	NCL Hillsville	1				
(1046)	0.15	48	R					NA	NA	10/09/200
<u> </u>	• • • •			From:	17-1065]				1010
(1046)	0.08	10	R	To:	Dead End	7		NA	NA	10/09/200
					Dead Flid					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Carroll County				From:						
(1047)	0.10	20	R	rioni.	17-670			NA	NA	09/19/200
				To:	Dead End					
$\widehat{}$				From:	Dead End					
1048	0.30	70	R	To:	17.705	_		NA	NA	10/24/200
				From:	17-705	+				
1049	0.32	110	R	Troni.	Dead End			NA	NA	10/24/200
1043				To:	17-821					
				From:	Cul-de-Sac					
1050	0.85	180	R			_		NA	NA	10/22/200
				To:	US 58					
	0.38	20	R	From:	Dead End			NA	NA	11/27/200
(1051)	0.30	20	K	To:	17-691	1		INA	IVA	11/2//200
				From:	Cul-de-Sac					
1052	0.31	90	R	•		_		NA	NA	1998
				To:	17-791					
\bigcirc				From:	17-887					
1053	0.12	30	R	To:	Cul-de-Sac	_		NA	NA	10/22/200
				From:		1				
1054	0.43	120	R	<u></u>	US 58			NA	NA	10/22/200
				To:	End Loop					
	0.08	00	_	From:	Gap Terminus			NΙΔ	NIA	10/22/200
1054	0.08	80	R	To:	17-731	7		NA	NA	10/22/200
				From:	US 58					
1055)	0.20	120	R	<u> </u>	03 36			NA	NA	10/22/200
				To:	Dead End					
				From:	17-887					
1056	0.21	50	R			_		NA	NA	10/22/200
				To:	Dead End					
	0.10	30	R	From:	17-887			NA	NA	10/22/200
(1057)	0.10	00	• • • • • • • • • • • • • • • • • • • •	To:	Dead End				10.	10/22/200
				From:	Dead End					
1058	0.08	20	R					NA	NA	08/08/200
				To:	17-888					
	0.40		_	From:	Cul-de-Sac			NIA	NIA	40/00/000
1059	0.18	60	R	To:	17-722	1		NA	NA	10/22/200
				From:	Dead End	I				
1060	0.28	20	R	<u>L</u>	Dead End			NA	NA	10/22/200
				To:	17-805					
				From:	Cul-de-Sac					
1061	0.08	20	R			_		NA	NA	10/22/200
				To:	17-722					
(1062)	0.10	30	R	From:	17-1021	_		NA	NA	11/27/200
1062	0.10		11	To:	Dead End	7		. 4/ \	100	. 1,21,200
				From:	17-1064					
1063	0.09	20	R			_		NA	NA	1998
\bigcirc				To:	17-1059					
			_	From:	Cul-de-Sac					
1064)	0.08	20	R	To:	17 10/2	7		NA	NA	1998
				10.	17-1063	1				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Carroll County				From:	17-1046					
(1065)	0.12	10	R			<u> </u>		NA	NA	10/09/200
				To:	Dead End					
(1066)	0.06	30	R	From:	Dead End			NA	NA	08/20/200
(1000)			.`	To:	17-700					
				From:	ECL Galax					
1067	0.50	50	R	To:	Cul-de-Sac	_		NA	NA	1998
				From:	17-722	+				
1068	0.50	100	R		1/-/22	_		NA	NA	10/22/200
				To:	Dead End					
\bigcirc	2.25			From:	Cul-de-Sac					10/01/000
1069	0.25	40	R	To:	17-1049			NA	NA	10/24/200
				From:	17-669					
1070	0.20	48	R		17 007			NA	NA	10/09/200
				To:	Dead End					
\bigcirc	0.00	40	_	From:	17-886			NIA	NIA	44/07/000
(1071)	0.28	40	R	To:	Dead End	7		NA	NA	11/27/200
				From:	17-1071					
(1072)	0.15	10	R		17 1071			NA	NA	11/27/200
				To:	Dead End					
\bigcirc	0.07	NIA		From:	17-00887(B)/			NIA	NIA	
(1073)	0.37	NA		To:	Cul-de-Sac/	7		NA	NA	
				From:	17-941					
1074	0.25	20	R					NA	NA	1998
$\overline{}$				To:	Dead End					
	0.05	20	R	From:	US 58			NA	NIA	1004
1075	0.05	20	ĸ	To:	Dead End			INA	NA	1994
				From:	17-707	1				
(1076)	0.34	20	R			_		NA	NA	11/07/200
				To:	Dead End					
	0.06	20	R	From:	Dead End			NA	NA	1998
(1077)	0.00	20	K	To:	US 58	7		INA	INA	1990
				From:	17-692					
(1080)	0.25	40	R					NA	NA	09/10/200
				To:	Dead End					
(1081)	0.14	20	R	From:	17-691			NA	NA	11/27/200
(1081)	0.14	20		To:	Dead End			147 (10.0	11/2//200
				From:	SR 100					
(1083)	0.25	40	R			_		NA	NA	1998
				To:	Dead End					
1085	0.50	40	R	From:	17-800			NA	NA	08/22/200
				To:	Dead End				101	
				From:	SR 97					
1090	0.24	80	R	To:		_		NA	NA	08/06/200
				To: From:	Dead End					
(1091)	0.38	200	R	riom:	Dead End	_		NA	NA	08/08/200
(1001)										

					Carroll	Mainten	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Rus					QC	Design	QK	AAWDT	OW	Year
	_59		~.		240	2Axle	3+Axle	1Trail	2Trail	40	Hour	α. ι	, , , , , , ,	٠	
Carroll County				From:		Cul-de-S	Sac		1						
(1092)	0.30	70	R						_		NA		NA		1998
				To:		17-109	1								
\bigcirc	0.40		_	From:		Dead E	nd								44/05/0004
(1095)	0.19	20	R	To:		17-624	1		_		NA		NA		11/05/2001
				From:		Cul-de-S									
1097	0.13	60	R			Cui-uc-s	sac				NA		NA		08/08/2001
				To:		17-722	2								
				From:	1	17-683; 17	'-826								
(1099)	0.72	20	R						_		NA		NA		11/27/2001
				To:		Dead E									
	0.54	60	R	From:		US 58	}		_		NA		NA		10/09/2001
1100	0.54	00	K	To:		Dead E	nd		7		INA		INA		10/03/2001
				From:		17-110			i						
(1101)	0.45	80	R				_				NA		NA		09/06/2001
				To:		SR 10	0								
$\overline{}$				From:		Dead E	nd								
1102	0.04	10	R								NA		NA		09/06/2001
				From:		17-110	1								00/00/000/
1102	0.05	40	R	To:		17-77	ı		_		NA		NA		09/06/2001
				From:		SR 10									
1103	0.23	100	R			SK 10	0		_		NA		NA		1986
				To:		Dead E	nd		1						
				From:		SR 10	0								
(1104)	0.10	40	R						_		NA		NA		1986
				To:		Dead E									
	0.54	40	_	From:		Dead E	nd				NIA		NIA		44/40/0004
(1105)	0.54	40	R	To:		17-110	3		7		NA		NA		11/13/2001
				From:		17-110									
1106	0.17	10	R			17 110	<u> </u>				NA		NA		11/13/2001
				To:		Dead E	nd								
				From:		17-707	7								
(1107)	0.13	200	R	To:					_		NA		NA		11/07/2001
						Dead E									
(100)	0.14	20	R	From:		17-110	9				NA		NA		10/22/2001
(1108)	0.14	20		To:		Dead E	nd		7		IVA		INA		10/22/2001
				From:		17-620									
(1109)	0.25	40	R								NA		NA		10/22/2001
				To:		Dead E	nd								
\bigcirc				From:		17-111	2								
1110	0.08	20	R								NA		NA		1986
	2.27			To: From:		17-111	1		\bot		NIA		NI A		4000
(1110)	0.07	80	R	To:		17-708	2		7		NA		NA		1986
				From:					 						
(1111)	0.07	20	R			Dead E	iid		_		NA		NA		1986
				To:		17-111	0								
(1111)	0.05	30	R	From:		1/-111	v				NA		NA		1986
				To:		Dead E	nd								
									·						

				Carrol	Maintenance	Area							
Length	AADT	QA	4Tire	Bus				- QC	Design	QK	AAWDT	QW	Year
					ZAXIE 3+A	kie Tira	ıı ∠1rall		Hour				
0.26	20	Ъ	From:		17-1110				NIA		NIA		1986
0.20	20	ĸ	To:		Dead End				INA		NA		1900
			From:		Cul-de-Sac		1						
0.25	60	R					_		NA		NA		10/22/2001
			1										
0.34	60	R	From:		Dead End				NA		NA		1986
0.01		.`	To:		US 58								1000
			From:		Dead End								
0.10	60	R	To:		110.50		 1		NA		NA		1994
			1				1						
0.05	20	R			US 58				NA		NA		10/22/2001
			To:		17-1126								
0.05	10	R	From:		1, 1120				NA		NA		10/22/2001
			To:		Dead End								
0.07		_	From:		17-1125				NIA		NIA		40/00/0004
0.07	20	ĸ	To:		17-787		1		NA		NA		10/22/2001
			From:				l						
0.50	40	R			17 000				NA		NA		09/26/2001
			To:		17-670								
0.05	N1.0		From:		Cul-de-Sac/				NIA		NIA		
0.25	NA		To:		17-00740(B)/		1		NA		NA		
			From:										
0.26	30	R							NA		NA		08/01/2001
			To:		Dead End								
0.04	20	_	From:		Dead End				NIA		NIA		00/40/2004
0.04	20	ĸ							INA		NA		09/10/2001
0.07	40	R	From:		17-1141				NA		NA		09/10/2001
			To:		17-687								
			From:	0	.06 MW 17-1140	l							
0.06	6	R							NA		NA		09/10/2001
0.04			From:		17-1140								00/40/0004
0.04	20	R	To:	(0.04 ME 17 1140				NA		NA		09/10/2001
			From:										
0.19	30	R			Deud End				NA		NA		09/19/2001
			To:		17-614								
0.24	20	_	From:		Dead End				NIA		NIA		00/40/2004
0.31	30	ĸ	To:		17-614				NA		NA		09/19/2001
			From:				l						
0.30	440	R							NA		NA		1992
			To: From:	US 5		HS	-						
0.17	600	R			05 36				NA		NA		1992
			To:	C	ARROLL CY H	3							
0.10	,=-	_	From:		SR 100				NI A		b 1 A		4000
0.10	150	R	To:	17_0	78 SYLVATUS	SCH			NΑ		NA		1992
			From:	1/-9		, (11							
0.14	140	R							NA		NA		1992
			To:	LA	AMBSBURG SC	Н							
	0.26 0.25 0.34 0.10 0.05 0.07 0.50 0.25 0.26 0.04 0.07 0.06 0.04 0.19 0.31 0.30 0.17 0.10	0.25 60 0.34 60 0.10 60 0.05 20 0.05 10 0.07 20 0.50 40 0.25 NA 0.26 30 0.04 20 0.07 40 0.06 6 0.04 20 0.19 30 0.31 30 0.31 30 0.31 30 0.31 30	0.26 20 R 0.25 60 R 0.34 60 R 0.10 60 R 0.05 20 R 0.07 20 R 0.50 40 R 0.25 NA 0.26 30 R 0.04 20 R 0.07 40 R 0.07 40 R 0.07 40 R 0.09 6 R 0.019 30 R 0.19 30 R 0.19 30 R 0.19 30 R 0.19 R	0.26 20 R	Length AADT QA 4Tire Bus	Length AADT QA 4 Tire Bus 2 Axie 3 + Axie	Length AADT QA 4Tire Bus 2Axie 3+Axie 1Trai	Length AADT QA 4Tire Bus Truck 2Axle 3+Axle 1Trail 2Trail 2Trail	Length AADT QA 4Tire Bus Truck 2Axie 3+Axie 17rail 2Trail QC	Length	Length AADT QA 4Tire Bus	Length	Length AADT QA 4Tire Bus CAME Truck Truck Truck QC Design Hour OK AAWDT QW

Route	Length	AADT	QA	4Tire	Bus				QC	Design	ОК	AAWDT	QW	Year
Carroll County	_0901		~~		_40	2Axle 3+A	xle 1Trail	2Trail	۵0	Hour	Q, t		~	· Jui
			_	From:		17-688								
9474)	0.20	230	R	To:	ST D	AUL INT SCH	00I	_		NA		NA		1992
				From:	51 F2	SR 97	JOL							
9497	0.10	140	R	<u> </u>		3K 97				NA		NA		1992
3-101				To:	OAK	LAND ELEM	SCH							
				From:		17-743								
9551)	0.15	140	R	т				-		NA		NA		1992
				To: From:	17-7	40 LAUREL S	СН							
0070	0.14	200	R	From:		17-685				NA		NA		1992
9672	0.11	200		To:	FA	NCY GAP SC	Н	1						1002
				From:		17-753								
9673)	0.10	60	R							NA		NA		1992
				To:	DUG	SPUR ELEM	SCH							
$\overline{}$	0.40		_	From:		17-670								4000
9674	0.10	90	R	To:	GLAD	SBORO ELEN	I SCH	7		NA		NA		1992
e e e e e e e e e e e e e e e e e e e					GLAD	SBORO ELEN	I SCII							
Cown of Hillsville				From:		17-1014								
9748)	0.05	350	R					_		NA		NA		1986
				To:		17-1014								
Carroll County				From:		17-887								
9817)	0.10	180	R	<u> </u>		17-007		_		NA		NA		1986
				To:		17-887								
<u> </u>				From:		17-872								
9818)	0.10 280 R	To:		15.050		_		NA		NA		1986		
				From:	T21	17-872								
701)	0.30	30	N	rion.	Fl	oyd County Li	ie	_		NA		NA		1995
781)				To:		17-630								
				From:	17-6	31 CARROLL	CO							
608 Pilot View Drive	1.77	110	R					_		NA		NA		1992
				To:		70-638								
City of Galax				From:		Jefferson St								
2 Calhoun St	0.07	2400	F	95%	0%		% 1%	0%	С	300	F	2500	F	2001
113/				To:		SR 89 Main St								
				From:		JS 58 Stuart D								
3 Fries Rd	0.58	1600	F	97%	0%	2% 0	% 0%	0%	С	180	F	1600	F	2001
<u> </u>				From:		Sherry La]						
3 Fries Rd	1.03	2000	F	97% To:	0%	2% 0	% 0%	0%	F	190	F	2100	F	2001
				From:		NCL Galax								
			_	97%	1%	SCL Galax	% 0%	0%	С	50	F	390	F	2001
Branch St	0.43	370	F	0.,0		SR 89 Main St	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				•		•	
4051) Branch St	0.43	370	F	To:		ore or ividin be								
4051) Branch St	0.43	370	F	To:										
	0.43	370 1100	F	92%	0%	WCL Galax 4% 1	% 2%	0%	С	120	F	1100	F	2001
				92% To:	0%	WCL Galax 4% 1 US 58	% 2%	□ 0% □	С	120	F	1100	F	2001
0ldtown Rd	0.37	1100		92% To:	0%	WCL Galax 4% 1 US 58 US 58 Bypass					F F			
4052) Oldtown Rd			F	92% To: From: 95%	0%	WCL Galax 4% 1 US 58 US 58 Bypass 2% 0		0% 0% 0%	C F	120 450		1100 4700	F F	
Oldtown Rd 4052 Oldtown Rd 4052 Stuart Dr	0.37	1100 4500	F	92% To: From: 95%	0%	WCL Galax 4% 1 US 58 US 58 Bypass 2% 0 Alderman St	% 1%	0%		450		4700		2001
Oldtown Rd 4052 Oldtown Rd 4052 Stuart Dr	0.37	1100	F	92% To: From: 95% Ta: From: 95% To: To: To: To: To: To: To: To:	0% 1%	WCL Galax 4% 1 US 58 US 58 Bypass 2% 0 Alderman St 2% 0 Stanford St	1% 1%		F		F		F	
4052) Stuart Dr	0.37	1100 4500	F	92% To: From: 95% To: 95%	0% 1%	WCL Galax 4% 1 US 58 US 58 Bypass 2% 0 Alderman St 2% 0	% 1% % 1%	0%	F	450	F	4700	F	

					Carro	oli Mainter	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	 2Axle	Trı 3+Axle	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
City of Galax															
NASS A MINIS CI	0.04	0700	_	From:	40/	Circle		40/		_	200	_	2000	_	2004
Mac Arthur St	0.31	2700	F	95% To:	1%	2% SR 89 Ma	0%	1%	0%	F	300	F	2800	F	2001
				From:											
4053) Lineberry Rd	1.21	5200	F	93%	0%	SR 89 Ma	1%	4%	0%	С	530	F	5500	F	2001
Lineberry Rd	1.21	3200	•		0 70			770	7	O	000	•	0000	•	2001
4053) Meadow St	0.59	9800	F	From: 93%	0%	Oldtown 3%	n St 1%	4%	0%	F	970	F	10000	F	2001
Meadow St	0.59	3000	-	To:	0 /0	US 58 E St		4 /0	7 0 /%	•	970	'	10000	1	2001
				From:		Stuart			1						
Grayson St	0.38	1600	F	95%	1%	2%	1%	1%	0%	С	210	F	1700	F	2001
Grayson St			-	To:		Meadov			7						
				From:		Calhour	n St								
Jefferson St	0.12	1200	F	<u> </u>		camou			_1		170	F	1300	F	2001
Jefferson St				To:		Graysoı	n St								
Jefferson St	0.29	1400	F	98%	0%	1%	0%	1%	0%	С	170	F	1500	F	2001
Jefferson St			•	To:		US 58 Stu			٦ ```						
				From:		Meadov							,		
4056) Oldtown St	0.14	2600	F	96%	1%	2%	1%	1%	0%	С	300	F	2700	F	2001
Oldtown St				To:		Oak S	2+								
4056) Poplar Knob Rd	1.08	1900	F	96%	1%	2%	1%	1%	0%	F	240	F	2000	F	2001
4056 Poplar Knob Rd				To:		ECL Ga			٦ ```						
				From:		SECL G									
4057) Country Club Ln	0.21	1100	F	97%	0%	2%	0%	1%	0%	F	130	F	1100	F	2001
Country Club Ln				To:											
Country Club La	0.78	3200	F	97%	0%	Poplar Kn	0%	1%	0%	С	330	F	3400	F	2001
Country Club La		0_00	•	To:					¬						
1057) Dixon La	0.32	890	F	From: 97%	0%	US 58 E St 2%	uart Dr 0%	1%	0%	F	120	F	930	F	2001
13 Dixon La	0.02	030	•	To:	0 70	Glendale		1 70	٦ ٠٠٠	į	120	į	330	'	2001
				From:		US 58 E St									
Glendale Rd	0.62	6600	F	97%	0%	2%	0%	1%	0%	F	700	F	6900	F	2001
Glendale Rd			-	To:					-						
4058) Glendale Rd	1.05	6100	F	97%	0%	Cliffview 2%	0%	1%	0%	С	620	F	6400	F	2001
Glendale Rd	1.00	0100	•	T. 70	0 70			. , ,	¬	Ū	020	•	0.00	•	2001
Glondalo Pd	1.02	2600		From: 97%	0%	Haynes 2%	0%	1%	0%	F	340	F	3800	F	2001
Glendale Rd	1.02	3600	F	9/ 70 To:	070	NCL Ga		1 70	¬ ⁰ %	Г	340	F	3600	F	2001
				From:					1						
(4059) Cliffview Rd	0.39	4700	F	95%	0%	Glendale 2%	1%	1%	0%	С	510	F	4900	F	2001
4059 Cliffview Rd	0.00	4700	•	To:	0 70	NCL Ga		170	¬ ຶ	Ū	0.10	•	1000	•	2001
				From:		Glendale									
4060 Cranberry Rd	0.24	2600	F	93%	0%	2%	1%	3%	0%	С	250	F	2800	F	2001
113				To		US 58 Stu		-	¬						
4060 Cranberry Rd	0.30	1900	F	93%	0%	2%	1%	3%	0%	F	220	F	2000	F	2001
113	0.50	.000	•	To:	0 / 0	ECL Ga			٦	•		•		•	_551
				From:		Webste			Ī						
Calloway St	9.90	380	F			11 0030					40	F	400	F	2001
				To		Hanks	St								
			_	From:		Stanley	Dr				4.5.5			_	
Clover St	9.90	1100	F	т					_		130	F	1200	F	2001
				To: From:		Valley Country C			-						
orrest Ave	9.90	130	F	<u> </u>		Country C	IUU LII				10	F	140	F	2001
.	0.00		•	То:		Cross	St		7			•		•	_551
				From:		Piine Kno									
Cenbrook Dr	9.90	340	F						_		30	F	360	F	2001
				To:		Scotland	d Dr								

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		QC	Design Hour	QK	AAWDT	QW	Year
City of Galax														
				From:		SR 8	9							
Langer Meadow	0.00	5600	F	·				<u></u>		520	F	5800	F	2001
				To:		Bedsaul	l Rd							