2001

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

Jurisdiction Report

33

Franklin County
Town of Rocky Mount
Town of Boones Mill

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.

					Frank	lin Mainte	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Franklin County				_					_						
40	2.83	280	G	92%	1%	Patrick Cou 3%	3%	1%	□ 0%	F	40	G	280	G	2001
40	0.75	320	G	92%	1%	33-78 3%	2%	2%	0%	F	40	G	330	G	2001
(40)	4.76	720	G	From: 92%	1%	3-622 Near 3%	Endicott 2%	2%	0%	F	90	G	720	G	2001
40)	4.06	1700	G	To: From: 92%	1%	33-60 3%	2%	2%	0%	F	160	G	1700	G	2001
				From:		33-602 Near		40/	<u> </u>						
40	8.79	4800	G	92% To:	1%	3% WCL Rocky	2% y Mount	1%	0%	F	440	G	4800	G	2001
Town of Rocky Mount															
40 Franklin Street	0.80	8800	G	93%	1%	WCL Rocky	y Mount 3%	2%	0%	С	NA		8800	G	2001
(40) Franklin Street	0.36	13000	G	From: 93%	1%	Floyd A	Ave 3%	2%	0%	F	NA		13000	G	2001
				To: From:		Diamond	l Ave								
40 Franklin Street	0.18	12000	G	92% To:	1%	2% North Mair	2%	2%	0%	F	NA		12000	G	2001
Bus				From:		NORTH M	AIN ST		J						
40 [220]	0.03	13000	G	94% To:	1%	3% SOUTH M.	1%	1%	0%	F	NA		13000	G	2001
				From:		South Mair									
(40) Pell Ave	0.75	7400	G	92%	1%	2%	2%	2%	0%	С	NA		7400	G	2001
				To:		Tanyard									
Tanyard Pd	0.20	40000	_	From:	1%	Pell A 2%	ve 2%	2%		F	NΙΔ		10000	G	2001
(40) Tanyard Rd	0.30	19000	G	92% To:		ECL Rocky		Z70	0%	Г	NA		19000	G	2001
E III C 4						LCL ROCK	iviount								
Franklin County				From:		ECL Rocky	Mount								
(40)	0.17	18000	G	92%	1%	2%	2%	2%	0%	F	1400	G	18000	G	2001
				To:		US 22	20								
40	0.85	16000	G	91%	0%	4%	0%	4%	0%	F	1200	G	16000	G	2001
				To:		SR 122 Ba	ldknob								
(40)	2.73	8600	G	91%	0%	4%	0%	4%	0%	F	760	G	8800	G	2001
40				To:		33-65									
40	3.88	4900	G	91%	0%	4%	0%	4%	0%	F	450	G	4900	G	2001
40	4.48	4100	G	From: 91%	0%	33-71 4%	0%	4%	0%	F	320	G	4000	G	2001
				To: From:		33-94	15								
40	4.01	3000	G	83%	1%	3%	4%	9%	0%	F	260	G	3100	G	2001
40	0.63	2000	G	From: 83%	1%	3-890 Near 3%	Penhook 4%	9%	0%	F	170	G	2000	G	2001
40	0.00	2000	5	To:		ttsylvania C		J /0	7	•	17.0	J	_000	0	2001
				From:		R 122 Burnt									
116	5.92	3500	G	95%	0%	2%	1%	2%	0%	F	370	G	3500	G	2001
116	3.58	3900	G	From: 95%	0%	33-67 2%	1%	2%	0%	F	460	G	3900	G	2001
				To:	R	Roanoke Co	unty Line								
				From:		SR 40 Bal									
122	7.14	4700	G	89%	0%	2%	6%	3%	0%	F	370	G	4700	G	2001
	1 11	E400		From:		R 116 Burnt		20/			400		E200		2004
122	4.44	5100	G	89% To:	0%	2% 33-636 Los	6%	3%	□ 0%	F	490	G	5200	G	2001
						22-020 LOS	ı ıvıı IXU								

					Frank	lin Mainte	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
	. 3.					2Axle	3+Axle	1Trail	2Trail		Hour				
Franklin County				From:		33-636 Los	t Mt Rd								
(122)	2.21	6800	G	89%	0%	2%	6%	3%	0%	F	590	G	6800	G	2001
				To: From:		33-616 Scru									
(122)	3.61	4900	G	89%	0%	2%	6%	3%	0%	F	410	G	5000	G	2001
				To:		Bedford Cou			<u> </u>						
()	1.90	14000	G	83%	1%	Henry Cour 2%	nty Line 1%	13%	 1%	F	1300	G	14000	G	2001
(220)	1.50	14000	G	T	1 /0			13 /0	7	'	1300	J	14000	O	2001
(220)	3.96	12000	G	From: 83%	1%	33-60 2%	1%	13%	1%	F	880	G	12000	G	2001
[220]				To:		33-71			٦	-					
220	6.70	15000	G	83%	1%	2%	1%	13%	1%	F	1100	G	15000	G	2001
220				To:		US 220 S of									
220	3.18	15000	Α	83%	1%	2%	1%	13%	1%	Α	1500	Α	15000	Α	2001
				To:		SR 4	n		¬						
220	1.35	16000	G	83%	1%	2%	1%	13%	1%	F	1200	G	16000	G	2001
				To:		JS 220 N of	Rocky Mo	unt	—						
220	3.73	22000	G	83%	1%	2%	1%	13%	1%	F	1700	G	22000	G	2001
				To: From:		33-697 SC	OUTH		—						
220	3.97	21000	G	83%	1%	2%	1%	13%	1%	F	1700	G	21000	G	2001
				To:		SCL Boon	es Mill								
Town of Boones Mill				From:		act p) CII								
(220)	1.32	27000	G	83%	1%	SCL Boon	1%	13%	1%	F	2000	G	27000	G	2001
[220]	1.02	2.000		To:	170	NCL Boon		1070	ّـــ	•	2000		2,000		2001
Franklin County															
~~~				From:		NCL Boon									
[220]	1.17	25000	F	83%	1%	2%	1%	13%	1%	F	2100	F	25000	F	2001
~	0.07	0.4000		From:	40/	33-61	3 1%	400/	40/		2000		24000		2004
[220]	0.37	24000	F	83% To:	1%	2% Roanoke Cou		13%	1% <b>T</b>	F	2000	F	24000	F	2001
Bus				From:		20 South of		ınt							
(220)	1.76	6300	G	89%	0%	2%	5%	3%	0%	F	520	G	6200	G	2001
<u></u>				To:		SCL Rocky	Moiunt								
Town of Rocky Mount															
Bus (220)	0.10	6500	G	89%	0%	SCL Rocky 2%	Mount 5%	3%	0%	F	NA		6500	G	2001
(220)	0.10	6500	G	0970	0 /0			3 /0	7		INA		0300	G	2001
Bus				From:		Scuffling I									
South Main St	0.81	8800	G	94%	1%	3%	1%	1%	0%	С	NA		8800	G	2001
Bus				To: From:		Floyd A	Ave		]						
South Main St	0.24	11000	G	94%	1%	3%	1%	1%	0%	F	NA		11000	G	2001
$\hookrightarrow$				To: From:		Tanyard	Road								
Bus 220 South Main St	0.08	7400	G	94%	1%	3%	1%	1%	0%	F	NA		7400	G	2001
220)				To		Claiborne									
Bus South Main St	0.45	CEAA		From:	10/			10/	00/		NIA		6500	<u> </u>	2001
South Main St	0.15	6500	G	94%	1%	3%	1%	1%	0%	F	NA		6500	G	2001
Bus				To: From:		Pell A			_						
220	0.03	13000	G	94%	1%	3%	1%	1%	0%	F	NA		13000	G	2001
Bus				To: From:		Franklii	n St		]—						
North Main St	0.54	9300	G	95%	0%	2%	1%	1%	0%	С	NA		9400	G	2001
$\overline{\qquad}$				To:		North Int C									
Bus 220 North Main St	1.05	9600	G	95%	0%	2%	1%	1%	0%	F	NA		9700	G	2001
(220) NOTH MAIN ST	1.00	9000	G	95 76 To:		NCL Rocky		1 /0	7 0 /0		INA		3100	J	2001
						1.00K)									

							Tru				Design				
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
Franklin County Bus				From:		NCL Rocky	y Mount		1						
220	0.57	4900	G	95%	0%	2%	1%	1%	0%	F	500	G	5000	G	2001
				To:	US	220 N of R		t							
600) Adkins Rd	0.81	20	R	From:		33-89	90				NA		NA		1995
600) Admin Ad	0.01	20		To:		Dead I	End		1		14/1		147.		1000
				From:		Dead I	End								
601) Dudley Amos Rd	0.41	110	R								NA		NA		1999
<u> </u>				To: From:		33-96	67								
601) Dudley Amos Rd	0.45	250	R								NA		NA		1999
601) Dudley Amos Rd	0.60	510	R	From:		33-13	14				NA		NA		1999
601) Dudley Amos Rd	0.00	310	K	Tax		22.12	1.7		_		INA		INA		1999
601) Dudley Amos Rd	0.17	620	R	From:		33-13	1/				NA		NA		1999
,				To:		33-13	13								
601) Dudley Amos Rd	0.40	690	R	From:		33 13					NA		NA		1999
				To:		33-61	16								
	0.20	2500	•	95%	0%	SR 4 1%	4%	1%	0%	0	NIA		2500	_	2001
602	0.30	2500	G	95%	0%			170	U% <b>⊣</b>	С	NA		2500	G	2001
602	4.24	240	G	From: 95%	0%	33-12 1%	70 4%	1%	0%	F	NA		240	G	2001
602	1.21	240		To:	070	33-640 F		170	٠٠٠٠				210		
602)	2.28	560	G	95%	0%	1%	4%	1%	0%	F	NA		560	G	2001
				To: From:		33-74	48		1						
602	1.85	610	G	95%	0%	1%	4%	1%	0%	F	NA		610	G	2001
				To: From:		33-64	41								
602	8.75	710	R								NA		NA		1999
				From:		33-64	43								
602	2.00	220	R	To:	F.	Roanoke Co	unty Line		1		NA		NA		1999
				From:		Henry Cour									
603	1.38	270	R			Tremy cou.	ny zme				NA		NA		1999
				To: From:		33-89	94		<u> </u>						
603)	0.60	310	R								NA		NA		1999
<u></u>				From:		0.61 MN 3	33-894								
603)	0.43	310	R	To:		33-79	10		_		NA		NA		1999
				From:		Dead I			1						
604) Lilian Naff Rd	0.20	20	R	<u> </u>		Dead I	End				NA		NA		1999
				To:		Henry Cour	nty Line								
$\bigcirc$	4.70	= 40		From:	40/	SR 40; 3:		00/					7.10		0004
605	1.76	740	G	94%	1%	3%	1%	2%	0%	С	NA		740	G	2001
	2.77	790	G	From: 94%	1%	33-62 3%	1%	2%	0%	F	NA		790	G	2001
605)	2.11	790	G	34 /0	1 /0			2 /0	7	'	INA		790	O	2001
605	0.43	860	G	From: 94%	0%	33-64 3%	1%	1%	0%	С	NA		860	G	2001
605)				To		33-76			<b></b>					-	
605	2.74	790	G	94%	1%	3%	1%	2%	0%	F	NA		790	G	2001
				To: From:	3	3-769,33-77	70 <u>,44-6</u> 05								
605)	0.24	950	G	92%	1%	3%	3%	1%	0%	F	NA		950	G	2001
				To: From:		33-606 I									
605)	3.39	570	G	92%	1%	3%	3%	1%	0%	F	NA		570	G	2001
				To:		33-607 V	VEST								

					Frank	lin Mainte	nance Ai	rea							
Route	Length	AADT	QA	4Tire	Bus	2010	Tru 3+Axle		2Troil	QC	Design Hour	QK	AAWDT	QW	Year
Franklin County								TITAL	2Trail		noui				
(605)	1.43	1100	G	92%	1%	33-607 W 3%	EST 3%	1%	0%	С	NA		1100	G	2001
0003				To:	.,,	US 22		.,,							
	0.15	4400	•	From:		Henry Coun		2%	10/		NIA		1100		2001
606)	0.15	1100	G	84%	0%	1%	12%	2%	1% ¬	С	NA		1100	G	2001
606	1.15	500	G	From: 84%	0%	33-605 1%	12%	2%	1%	F	NA		500	G	2001
				To: From:		33-767	7								
606	0.14	240	R								NA		NA		1999
	7.26	100	R	From:		33-764	4				NA		NA		1999
606	7.20	100	IX.	To:		33-607	7				IVA		IVA		1000
				From:		Henry Coun	ty Line								
607 Fairfield Rd	2.44	200	R	To:		33-605 E	AST		_		NA		NA		1999
$\overline{}$				From:		33-605 W									
607 Fairfield Rd	1.96	400	R						_		NA		NA		1999
607) Fairfield Rd	2.68	370	R	From:		33-764	4				NA		NA		1999
607) Talmela Tta	2.00	370		To:		33-762	)				14/1		10.0		1000
607) Fairfield Rd	3.15	140	R	From:		33-102			_		NA		NA		1999
				To: From:		33-600									
607	1.87	630	G	97% To:	0%	1% SR 40	1%	0%	0%	С	NA		630	G	2001
				From:	Hen	ry County Li		)							
608) Fork Mountain Rd	1.00	150	R		11011	i y county E			_		NA		NA		1995
<u> </u>				To: From:		33-719	)		_						
608) Fork Mountain Rd	1.72	360	R						_		NA		NA		1995
608) Fork Mountain Rd	0.62	580	R	From:		US 22	0				NA		NA		1999
608) T GIK MOGINGIII TKG	0.02			To:		33-759	<u> </u>				14/1		10.0		1000
608) Fork Mountain Rd	1.42	450	R	From:		33-73	<del>/</del>		_		NA		NA		1999
				To: From:		33-718 SO	UTH		<u> </u>						
608 Fork Mountain Rd	0.35	370	R								NA		NA		1999
<u> </u>	3.33	200	R	From:		33-718 NO	RTH				NA		NA		1999
608) Fork Mountain Rd	0.00	200	IX.	To:		33-762	2				IVA		IVA		1000
				From:	Hen	ry County Li	ine; 33-608	3							
609 Country Ridge Rd	0.94	190	R						_		NA		NA		1995
609 Country Ridge Rd	1.05	410	R	From:		33-719	9				NA		NA		1995
609) Country Ridge Rd	1.00	710		To:		US 22	0				14/1		10.0		1000
				From:		Dead E	nd								
(610)	0.09	6	R						_		NA		NA		1995
610)	0.59	750	R	From:		33-138	0		_		NA		NA		1999
<u>(610)</u>	0.00	. 50	11	To:		33-137	'8				14/7		11/1		1000
610	0.40	800	R	From:		JJ-13/			_	· <u> </u>	NA	· <u> </u>	NA		1999
				To: From:		33-112	0								
610	0.60	900	R	To:	ъ.	tl	t. T.		_		NA		NA		1999
				From:	Pit	tsylvania Co 33-652			+						
(611) Belcher Rd	1.55	20	R			33-032	<u> </u>		_		NA		NA		1995
				To:		33-651 Gap	Termin								

Route	Length	AADT	QA	4Tire	Bus			uck		QC	Design	QK	AAWDT	QW	Year
Franklin County	_							1Trail	21rail		Hour				
311) Belcher Rd	2.13	190	R	From:	3	33-620 Gap	Termin		_		NA		NA		1995
311)				To:	Pitt	sylvania Co	unty Line								
$\overline{}$	0.55		_	From:	R	oanoke Cou	nty Line								4005
612	0.55	50	R						_		NA		NA		1995
	0.50	30	R	From:		33-83	5				NA		NA		1995
612)	0.50	30	K	To:	R	oanoke Cou	nty Line		7		INA		INA		1990
				From:		oanoke Cou									
613)	2.00	1300	G	96%	0%	1%	2%	1%	0%	С	NA		1300	G	2001
				From:		33-720			]——						
613	1.85	1100	G	96%	0%	1%	2%	1%	0%	F	NA		1100	G	2001
	4.40	4400		From:	00/	33-852		40/			NIA		1100		0004
313)	1.10	1100	G	96% To:	0%	1% US 22	2%	1%	0%	F	NA		1100	G	2001
				From:		Dead E									
614)	0.50	40	R	<u> </u>		Doau D	•••		_		NA		NA		1999
				To: From:		33-613 W									
614)	0.50	NA		rioni.		33-613 E	AST		_		NA		NA		
314)	0.00			To:	R	oanoke Cou	nty Line								
				From:	R	oanoke Cou	nty Line								
315)	3.00	70	R	. —					_		NA		NA		1995
				To:		33-684									
616) Morewood Rd	0.38	20	R	From:		Dead E	nd		_		NA		NA		1999
616) Morewood rkd	0.30	20	IX	To:		22.71	1		_		INA		INA		1999
616) Morewood Rd	0.25	150	R	From:		33-71	l				NA		NA		1999
919				To		33-940	)								
616)	0.59	2100	G	94%	1%	3%	1%	2%	0%	F	NA		2100	G	2001
				To: From:		33-132	5		1						
616	0.30	1400	G	94%	1%	3%	1%	2%	0%	F	NA		1400	G	2001
				To: From:		33-848									
616)	0.16	1900	G	94%	1%	3%	1%	2%	0%	F	NA		1900	G	2001
$\overline{}$				From:	10/	33-132			<u> </u>						
616)	0.17	2000	G	94%	1%	3%	1%	2%	0%	F	NA		2000	G	2001
	0.22	2000		From:	10/	33-132		20/	00/		NIA		2000		2001
616	0.32	2000	G	94%	1%	3%	1%	2%	0%	F	NA		2000	G	2001
646	5.48	5000	G	From: 94%	1%	33-132 3%	1%	2%	0%	F	NA		5000	G	2001
616	0.40	0000	Ū	To:	1 /0			270	7	•	1471		0000	Ü	2001
616)	0.77	5600	G	From: 94%	1%	33-834 <b>3</b> %	1%	2%	0%	С	NA		5700	G	2001
310)				To:		SR 122 E	AST		]						
616) Morewood Rd	2.28	1000	R	From:		SR 122 W	EST		_		NA		NA		1999
o 10) IVIOI EWOOD RU	۷.۷٥	1000	ĸ	To:		Dead E	nd		7		INA		11/7		1333
				From:		Dead E									
617) Dundee Rd	1.00	70	R						<u>-</u>		NA		NA		1995
				To:		33-640									
Muddy Farls Dd	0.50	400	-	From:		Henry Coun	ty Line	_			NIA		NIA		1005
618) Muddy Fork Rd	0.58	490	R						_		NA		NA		1995
618) Muddy Fork Rd	5.13	250	R	From:		33-632	2				NA		NA		1995
O IO) Muduy I OIK IN	J. 13	200	IX.								INA		11/		1993

					Frank	lin Mainte	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	OK	AAWDT	OW	Year
	_0.7907					2Axle	3+Axle	1Trail	2Trail		Hour	~		٠.,	. 541
Franklin County				From:		SR 40; 33	3-756		1						
619	0.85	650	G	94%	0%	3%	2%	1%	0%	F	NA		650	G	2001
				To: From:		33-93	9								
619	2.74	630	G	94%	0%	3%	2%	1%	0%	F	NA		620	G	2001
				To: From:		33-756 SC	OUTH								
619	2.12	1300	G	94%	0%	3%	2%	1%	0%	С	NA		1300	G	2001
				To: From:		US 220 SO US 220 NO									
619	4.77	2400	G	95%	0%	3%	1%	1%	0%	С	NA		2400	G	2001
				To		33-718 E	AST		<b></b>						
619	3.26	1300	G	95%	0%	3%	1%	1%	0%	F	NA		1300	G	2001
919				To:		33-989 SC	OUTH								
	0.00		_	From:	00/	330989 SC		40/		_	NIA		050	_	0004
619	2.22	960	G	95%	0%	3%	1%	1%	0%	F	NA		950	G	2001
	4 47			From:	00/	33-63		40/		_			750		0004
619	1.47	750	G	95%	0%	3%	1%	1%	0%	F	NA		750	G	2001
				From:		33-92		4.5.	<u> </u>						
619	0.05	850	G	95% To:	0%	3%	1%	1%	0%	F	NA		850	G	2001
				From:		33-890 E									
619) Fanny Cook Rd	2.39	80	R								NA		NA		1995
				To:		Henry Cour	nty Line								
				From:		33-65	2								
620) Campbell Rd	1.42	230	R	_							NA		NA		1995
				To: From:		33-61	1								
620) Campbell Rd	0.70	130	R								NA		NA		1995
				To:		33-96	9								
				From:		SR 12	22								
621) Black Rock Rd	1.50	120	R						_		NA		NA		1995
				To:		Dead E									
	2.00	400	_	From:		SR 40	0				NΙΔ		NΙΔ		1000
622)	2.00	100	R						_		NA		NA		1999
$\overline{}$	4.00			From:		33-78	5		_		NIA		NIA		4005
622)	1.00	40	R	To:		Patrick Cou	ntr. Lina		_		NA		NA		1995
				From:											
200	4.06	300	G	94%	1%	Patrick Cour 1%	3%	1%	0%	F	NA		300	G	2001
623	7.00	300	3	74 /0 To:	1 /0	33-605 SC		1 /0	7 70	•	INC		500	J	2001
				From:		33-605 NO	ORTH								
623	1.40	590	G	94%	1%	1%	3%	2%	0%	F	NA		590	G	2001
				To: From:		33-77	8								
623	2.58	780	G	94%	1%	1%	3%	2%	0%	С	NA		780	G	2001
				To: From:		33-86	5		]						
623	0.05	1300	G	94%	1%	1%	3%	1%	0%	F	NA		1300	G	2001
				To:		33-80	15		<b>—</b>						
623	0.20	1100	R	From:					_		NA		NA		1999
				To: From:		33-91	5		¬						
623	0.30	140	R	From:		55 71	-				NA		NA		1999
				To:		33-86	4								
				From:		Dead F	End		1						
624)	1.10	130	R						<del></del>		NA		NA		1999
				To:		33-79	8								
				From:		33-65	2								
625) Danbury Rd	2.36	90	R						_		NA		NA		1995
				To:		33-64	-6								

						laintenance <i>F</i> Tr				Design				
Route	Length	AADT	QA	4Tire	Rus	11 Axle 3+Axle			QC	Hour	QK A	AWDT	QW	Year
Franklin County				From:										
626	0.40	40	R	rioni.		33-659		_		NA		NA		1995
				To:	0.40	MN 33-659		1						
626	1.92	60	R							NA		NA		1995
				To: From:	2.33	MN 33-659		]						400=
626	0.22	90	R	To:	SR	40; 33-660		7		NA		NA		1995
				From:	510	33-969								
627) Old Chapel Rd	0.65	50	R					_		NA		NA		1995
				To:		33-890								
628) Country Mile Rd	1.28	30	R	From:		33-646				NA		NA		1995
628 Country Mile Rd	1.20			To:		33-969								1000
				From:	33-	-890 WEST								
629	1.23	150	R							NA		NA		1995
	0.00	400		From:		33-646		]		NIA		NΙΛ		1002
629	0.08	420	R	т				_		NA		NA		1993
629	2.58	120	R	From:		33-651				NA		NA		1995
023)				To		33-969								
629	2.07	260	R	From:				_		NA		NA		1995
				To: From:		33-809		]						
629	0.03	470	R	To:	22	000 E + CT		7		NA		NA		1995
				From:	33.	-890 EAST								
630) Airport Rd	3.67	110	R			33-619				NA		NA		1995
				To:		33-890								
O 5 1 1/1 51				From:		33-632								400=
631 Bowles Valley Rd	1.87	80	R	To:	Т	Dead End		7		NA		NA		1995
				From:		33-618		1						
632)	6.60	130	R					_		NA		NA		1995
				To: From:		619 SOUTH 619 NORTH								
632	3.50	330	R	<u> </u>	33 (	717 1101(111		_		NA		NA		1995
				To: From:		33-631		]						
632)	1.94	260	R	To:		22.000		7		NA		NA		1995
				From:		33-890 33-635		+						
633) Lynville Mountain Rd	0.43	100	R			33-033		_		NA		NA		1999
				To: From:	Dead Er	nd Gap Terminus		]						
633) Lynville Mountain Rd	0.40	20	R					_		NA		NA		1995
				To: From:		33-681								
634)	2.02	890	G	95%		SR 122 2% 1%	2%	0%	F	NA		890	G	2001
				To:		678 WEST		<u> </u>						
634)	3.30	250	G	95%		2% 1%	2%	0%	F	NA		250	G	2001
				To: From:		33-804								
634)	1.11	440	G	95%	0% 2	2% 1%	2%	0%	F	NA		440	G	2001
	0.50	750		To: From: 95%	1% 2	33-679 2% 1%	2%	0%	F	NA		750	G	2001
634)	0.50	750	G	90 %			∠70	U 70	Г	INA		750	G	∠00 l
634	1.33	2500	G	From: 95%		33-676 2% 1%	2%	0%	С	NA		2500	G	2001
				To:		635 SOUTH								

Route	Length	AADT	QA	4Tire	Bus					QC	Design	QK	AAWDT	QW	Year
Franklin County	_5.19.11					2Axle		1Trail	2Trail		Hour	~··			
	0.77	3300	G	95%	0%	33-635 SO 2%	OUTH 1%	2%	0%	F	NA		3300	G	2001
634)	0.77	3300		To:		Bedford Cou		270	7 70	'	IVA		3300		2001
				From:		US 22									
635)	1.64	1300	G	93%	0%	2%	3%	1%	0%	С	NA		1300	G	2001
	0.05	0.40		From:	00/	33-69		40/			NIA		050		0004
635	3.85	840	G	93%	0%	2%	3%	1%	0%	F	NA		850	G	2001
635)	1.05	620	G	From: 93%	0%	33-68° 2%	3%	1%	0%	F	NA		620	G	2001
(635) (635)				To:		33-65			¬						
(635)	0.74	520	G	93%	0%	2%	3%	1%	0%	F	NA		520	G	2001
				To: From:		R 116 GAP ad End Gap									
635)	0.26	40	R		De	ead End Gap	Terminus				NA		NA		1995
				To: From:		33-678 W									
625	1.50	50	R	From:		33-678 E.	AST				NA		NA		1995
635)			.``	To:		33-68	0								
635	1.43	520	R	From:		33-08	0				NA		NA		1999
				To:		33-63	3		1—						
635)	2.10	750	R	rioni.							NA		NA		1999
<u> </u>				To: From:		33-68									
635)	0.37	1200	G	95% To:	1%	3%	0%	1%	0%	С	NA		1200	G	2001
				From:		33-634 NO	A ORTH								
(635)	0.90	170	R						<u> </u>		NA		NA		1999
$\frac{\circ}{\circ}$				From:		33-84	3		]——						
(635) (635)	0.42	70	R	To:		Dead E			_		NA		NA		1999
				From:		33-67									
636	2.65	200	R	<u> </u>		33-07	0				NA		NA		1999
				To: From:		SR 122 E									
636)	2.18	1600	G	95%	1%	SR 122 W	0%	1%	 0%	F	NA		1600	G	2001
				To	.,,	33-678 SO		.,,	¬	•					
636)	0.69	1400	G	95%	1%	3%	0%	1%	0%	С	NA		1500	G	2001
				To:		33-676 NC	ORTH		<b>—</b>						
(636)	1.43	500	R	rioni.							NA		NA		1999
				To: From:		33-65	3		]—						
(636)	0.60	40	R	To:		B 15	,		_		NA		NA		1999
				From:		Dead E									
(637)	1.00	20	R			33-793; 33	3-825		_		NA		NA		1995
007)				To:		33-84	6		¬						
(637)	1.30	50	R	From:					1		NA		NA		1995
$\bigcirc$				To: From:		33-789 NC									
(637)	0.85	50	R			33-789 SO	и				NA		NA		1995
				To:		33-78	8								
				From:		Dead E	nd								
638	1.25	50	R	To:		Florid C	tr. Lie -		_		NA		NA		1995
				From:		Floyd Coun	*		1						
639	0.48	360	R	· L		33-08	1		_		NA		NA		1995
				То:		33-151	.0		1						

Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Design Hour	QK AAV	VDT	QW	Year
ranklin County				From:		33-151	0								
639	0.07	220	R				·		_		NA	N.	Α		1986
				To: From:		33-151	1								1000
639	0.08	140	R						_		NA	N.	A		1986
	0.10	90	R	From:		33-151	2				NA	N.	A		1986
639				To:		33-151	4		<b></b>						
639)	0.08	60	R	From:		33 131	•		_		NA	N.	Α		1986
				To: From:		33-151	3		]						
639	0.18	20	R	To:		Dead E	ad		7		NA	N.	A		1986
				From:		Floyd Count			1						
640) Five Mile Mountain R	3.58	200	R			Floyd Couli	y Line				NA	N.	Α		1999
				To: From:		33-748 NO	RTH		7						
640) Five Mile Mountain R	0.78	170	R	rion:					<u> </u>		NA	N.	Α		1999
<u> </u>				From:		33-748 SO	UTH		]——						
640 Five Mile Mountain R	3.21	100	R	To:		33-602 W	EST		٦		NA	N.	A		1999
				From:		33-602 E	AST								
640	3.89	800	G	94%	0%	2%	3%	1%	0%	F	NA	80	00	G	2001
	2.61	2400		From:	0%	33-750 <b>2</b> %	3%	1%	0%		NIA	24	00		2001
640	3.61	2400	G	94% To:	0%	SR 40 NO		170	7	С	NA	24	00	G	2001
$\overline{}$				From:	201	SR 40 SO	UTH	10/	<b></b>						2224
640	0.68	1800	G	94% To:	0%	2% CL ROCKY	3% MOUNT	1%	0% <b>7</b>	F	NA	18	00	G	2001
				From:		33-602			1						
641)	2.27	1400	G	93%	0%	2%	2%	3%	0%	F	NA	14	00	G	2001
				To: From:		33-740									
641)	3.88	1500	G	93%	0%	2%	2%	3%	0%	F	NA	15	00	G	2001
	0.04			From:	00/	33-734 E		00/	]			4.4	00		0004
641)	2.84	1400	G	93% To:	0%	2% 33-919	2%	3%	0% <b>7</b>	С	NA	14	00	G	2001
				From:		33-748			1						
642) Foothills Rd	1.10	120	R								NA	N.	Α		1999
				To: From:		33-747	7								
642) Foothills Rd	3.55	150	R	т					_		NA	N.	A		1999
				To: From:		33-602									
643)	1.26	1400	G	90%	0%	33-640 5%	4%	1%	0%	С	NA	14	00	G	2001
643)				To:		33-734			<b></b>						
643)	0.58	680	G	90%	0%	5%	4%	1%	0%	F	NA	68	30	G	2001
				To: From:		33-82									
643)	2.84	260	R	_							NA	N.	A		1999
	2.40	450		From:		33-737 E	AST				NIA.		^		1000
643)	2.19	150	R	To:		33-641 E	AST		7		NA	N.	A		1999
				From:		33-641 W	EST		<u> </u>						
643)	1.76	1100	G	90% To:	0%	5%	4%	1%	0%	F	NA	11	00	G	2001
				From:		33-739 SO 33-739 NO			<del>                                     </del>						
643)	0.72	550	R	<u>-</u>					_		NA	N.	Α		1999
				To: From:		33-998	}		]						
643)	1.39	410	R			22 715 77	Davis		7		NA	N.	A		1999
				To:		33-742 NO	KTH		1						

					Hallkii	in Mainte	iance A	ıca							
Route	Length	AADT	QA	4Tire	Bus			ıck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
ranklin County															
643)	0.40	450	R	From:		33-742 NC	RTH				NA		NA		1999
_				To: From:		33-74	1								
643)	2.88	260	R								NA		NA		1999
	0.54	50	R	From:		33-74	5				NA		NA		1999
643	0.54	50	K	To		0.543.01.0	2.745		<b>-</b>		INA		INA		1998
643)	1.40	20	R	From:		0.54 MN 3	3-745				NA		NA		1995
0+9				To:		33-602	2								
O				From:		SR 12	2								
644) Flint Hill Rd	0.09	47	R	To:		33-699	)		_		NA		NA		1995
				From:		SR 40			1						
645)	1.34	1400	R			SK 40					NA		NA		1999
				To:	Pitt	sylvania Co	unty Line								
<u> </u>				From:		33-652	2								
646 Doe Run Rd	4.05	570	R								NA		NA		1995
	1 07	000	•	From:	00/	33-890		10/		F	NIA		000	<u> </u>	2004
646	1.87	900	G	92%	0%	2%	1%	4%	0%	Г	NA		900	G	2001
646	3.77	950	G	From: 92%	0%	33-673 2%	1%	4%	0%	С	NA		940	G	2001
646	0.11	000		To:		33-718 NC		170	٦				0.0		2001
$\bigcirc$	0.45	200		From:	00/	33-718 SO		40/	00/	_	NIA		220		2004
646)	2.15	330	G	92% To:	0%	2% 33-67	1%	4%	0%	F	NA		320	G	2001
				From:		SR 40									
647) Kay Fork	1.60	20	R			DIC 10					NA		NA		1995
				To: From:		33-659	)		<b>—</b>						
647) Kay Fork	1.00	20	R						_		NA		NA		1995
				To:		33-660									
	2.17	90	R	From:		33-60	5				NA		NA		1999
648	2.11	30	IX.	To:		33-83	7		7		INA		14/3		1000
				From:		SR 40 W									
649	0.21	3500	R								NA		NA		1995
				To: From:		33-100	8								
649	0.63	1400	R						_		NA		NA		1995
				To: From:		SR 40 EA									
650	0.60	70	R	rioni.		Dead E	nd		_		NA		NA		1999
650	0.00		• • • • • • • • • • • • • • • • • • • •	To:		33-602	2								
				From:	Pitt	sylvania Co	unty Line								
651	0.36	60	R								NA		NA		1995
				To: From:		33-620	)		]—						
651	2.76	130	R								NA		NA		1995
	0.04	200	Р	From:		33-629	)				NA		NA		1995
651)	0.04	290	R	To:		33-640	5		7		INA		INA		1990
				From:		33-890									
652) Circle Creek	2.76	310	R						_		NA		NA		1995
				To: From:		33-62	5		<u> </u>						
652) Circle Creek	3.72	270	R						_		NA		NA		1995
				To: From:		33-620	)								
652 Circle Creek	0.42	220	R		=,		. = .		_		NA		NA		1995
				To:	Pitt	sylvania Co	unty Line								

					T TOTAL INTO INTO	211d1100 7 11 0	u							
Route	Length	AADT	QA	4Tire	Rus	Truc 3+Axle			QC	Design Hour	QK A	AWDT	QW	Year
ranklin County				From:	22.63	26		ı						
Ellis Rd	0.99	240	R	rion.	33-63	36		]		NA		NA		1999
				To: From:	33-67	75		}						4000
Ellis Rd	0.60	80	R	To:	5 17	- I	1	1		NA		NA		1999
					Dead I									
	4.05	4000	_	From:	33-61	16				NIA		N.1.0		4000
654)	1.05	1200	R					_		NA		NA		1999
				To: From:	33-13	45		}						
654)	0.41	450	R					_		NA		NA		1999
	0.04	400		From:	33-13	39		<u> </u>		NIA		NIA		4000
654)	0.31	400	R					_		NA		NA		1999
				From:	33-13	60		]						
654)	0.11	160	R	. —				1		NA		NA		1999
<u> </u>				To:	Dead I									
$\overline{}$				From:	SR 4		40/	]	_			4400	_	
655	3.57	1100	G	94%	0% 2%	3%	1%	0%	С	NA		1100	G	2001
				To: From:	33-83	34		<u> </u>						
655)	1.71	420	R				-	,		NA		NA		1999
				To:	Dead I	∃nd								
O				From:	Henry Cou	nty Line								
656 Deer Trail Rd	1.00	70	R					1		NA		NA		1995
				To:	33-60									
O	0.40	400	_	From:	SR 116; 3	13-975		ļ		NIA		N.1.0		4005
657 Crowell Gap Rd	0.18	130	R							NA		NA		1995
O 0 110 D1				From:	33-97	74								400-
657) Crowell Gap Rd	0.69	180	R							NA		NA		1995
<u> </u>				To: From:	33-63	35		<u> </u>						
657) Crowell Gap Rd	0.05	40	R							NA		NA		1995
				To: From:	0.05 MW	33-635		<b> </b>						
657) Crowell Gap Rd	1.76	40	R							NA		NA		1995
				To:	33-684 I									
Crowell Can Dd	0.01	<b>CO</b>	_	From:	33-684 V	VEST				NIA		NIA		1005
657 Crowell Gap Rd	0.81	60	R	To:	0.02 MN 22	2 (04 W)		1		NA		NA		1995
				From:	0.82 MN 33 0.82 M N 3	3-684 W								
657) Crowell Gap Rd	1.26	50	R	<u> </u>			l l			NA		NA		1999
				To:	Roanoke Co	unty Line								
				From:	Dead I	End								
658) Listening Hill Rd	0.67	20	R					-		NA		NA		1995
				To	0.67 MN D	ead End		Ī						
658) Listening Hill Rd	0.50	70	R	From:	, 1					NA		NA		1995
				To	33-91	12		I						
658) Listening Hill Rd	1.53	150	R	From:	33-91	14				NA		NA		1995
000) =:0.019 1 1	1.50		••	To:	33-94	46		1				, .		.500
				From:	33-89			- I						
659)	2.05	50	R	<u> </u>	33-63			J		NA		NA		1995
		J.		To	20.00	10	1	1						
050	1.42	50	R	From:	33-91	l Z				NA		NA		1995
659	1.→∠	50	ĸ	To:	33-946 S0	ОПТН		1		INA		11/7		1990
				From:	33-946 N									
659	0.38	60	R				'	-		NA		NA		1995
				To:	SR 4	10		<u> </u>						
659	0.55	20	R	From:	51.4	~				NA		NA		1995
				To:	33-64	17		1				-		
					22 0			•						

					Franklin	Mainte	nance A	rea							
Douto	Longth	AADT	04	4Tiro	 Dua		Tru	ıck			Design	OK	4 4 1 4 D T	OW	Voor
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	ŲΝ	AAWDT	QVV	Year
Franklin County				From:	SR	40 E; 33	8-626 S								
(660)	0.23	190	R		310	40 E, 33	5-020 5		_		NA		NA		1995
				To:		SR 40 W	EST		1						
(660)	0.10	920	R	From:							NA		NA		1999
<u> </u>				To: From:		33-94	6								
660	1.20	850	R								NA		NA		1999
				To: From:		33-92	0								
(660)	0.29	60	R								NA		NA		1995
	0.00			From:		33-64	7								4005
(660)	0.60	10	R	To:		Dead E	ind		7		NA		NA		1995
				From:		SR 40									
661) Berger Loop	0.17	560	R	<u> </u>		DIC IC	<u> </u>		_		NA		NA		1999
				To:		33-94	5								
$\overline{}$			_	From:		33-67	3								
662	1.00	60	R	To:	1	.00 MN 3	13 672		7		NA		NA		1995
_				From:	1.	00 MN 33	3-6736		1						
662)	1.70	70	R								NA		NA		1995
				To: From:		33-79	4		]——						
(662)	0.23	40	R	To:		an 10 m	- Dam		_		NA		NA		1995
				From:		SR 40 W SR 40 E									
662)	1.80	200	R	•							NA		NA		1999
				To: From:		33-84	0								
(662)	0.55	70	R						_		NA		NA		1999
				To:		Dead E									
	2.57	760	G	From: 84%	1%	33-94: 10%	5 <b>3</b> %	2%	<b>」</b> 0%	С	NA		760	G	2001
663	2.51	760	G	04 /0	1 /0			2 /0	7	C	INA		700	G	2001
(662)	0.37	480	R	From:		33-110	)1				NA		NA		1999
663	0.07	400		To		22.05	7		_		147.		14/ (		1000
663	0.70	170	R	From:		33-95	/				NA		NA		1999
000				To	3	3-1109 W	VEST								
663)	0.16	80	R	From:		3 1107 1	, LO1		_		NA		NA		1999
				To:		Dead E	End								
<u> </u>	_			From:		Dead E	End								
664 Hicks Hollow Rd	0.75	30	R	To:		33-72			_		NA		NA		1995
				From:											
665) Mallard Point Rd	1.84	270	R	1		33-67	U		_		NA		NA		1999
				To:		Cul-de-S	Sac								
				From:		SR 12	.2								
666 Merriman Way Rd	0.70	1000	R								NA		NA		1999
	_			To: From:		33-95	0		]——						
666 Merriman Way Rd	0.08	700	R								NA		NA		1999
Mandan - W D:	0.44	===		To: From:		33-97	8	_	]——		NIA		NI A		4000
666 Merriman Way Rd	0.41	500	R						_		NA		NA		1999
Morriman Marc Del	1.20	400		To: From:		33-94	8		_		NIA		NIA		1000
666 Merriman Way Rd	1.30	400	R	To:		Dead E	ind		7		NA		NA		1999
				From:		33-61			1						
667) Bremble Dr	1.40	400	R	<u> </u>		JJ-01			_		NA		NA		1999
				To:		33-133	35								

Route	Length	AADT	QA	4Tire	Bus		Tri		2Troil	QC	Design Hour	QK AAWI	DΤ	QW	Year
Franklin County								IIIali	ZIIali		Houi				
667) Bremble Dr	0.06	150	R	From:		33-133	5				NA	NA			1999
<u> </u>				To: From:		33-133	8								
Bremble Dr	0.05	100	R	т					_		NA	NA			1999
667) Bremble Dr	0.09	10	R	From:		33-133	6				NA	NA			1999
				To:		Dead E			]						
369)	0.77	400	R	From:		33-944	1				NA	NA			1999
668				To: From:		33-670	)		<b>—</b>						
668	1.52	910	R	rioni.					<u> </u>		NA	NA			1999
_	1.24	500	R	From:		33-833	3		_		NA	NA			1999
668	1.24	500	ĸ	To:		33-616	6				INA	INA			1998
				From:		Dead E	nd								
Hermitage Rd	0.80	210	R	To:		33-944	1		7		NA	NA			1999
				From:		SR 122									
370	1.19	3200	G	92%	0%	2%	3%	2%	0%	С	NA	3200	)	G	2001
	3.23	2400	G	From: 92%	0%	33-868 2%	3%	2%	0%	F	NA	2400	`	G	2001
570	3.23	2400	G	92% To:	0%	33-834		270		Г	INA	2400	,	G	200
570	3.29	2100	G	92%	0%	2%	3%	2%	0%	F	NA	2100	)	G	2001
				From:		33-944	1		]						
Burnt Chimney Rd	1.77	820	R						_		NA	NA			1999
Burnt Chimney Rd	0.14	80	R	From:		33-130	8		_		NA	NA			1999
	-			To:		Dead E	nd		]						
$\overline{}$	0.40	200	_	From:		SR 40	)				NA	NIA			4005
571)	0.48	260	R	To:		33-655					INA	NA			1995
671)	3.94	1100	G	96%	1%	2%	0%	1%	0%	С	NA	1100	)	G	2001
<u> </u>				To:		33-834									
572)	0.40	1	R	From:		33-900	)				NA	NA			1991
				To: From:		0.40 MN 33	3-900		<b>—</b>						
672	1.00	150	R						_		NA	NA			1999
				To: From:		33-670 W 33-670 E									
672	1.15	30	R	To:		D 15	1		_		NA	NA			1995
				From:		Dead Er									
373) Jacks Mountain Rd	3.15	60	R	<u> </u>		33-040	,		_		NA	NA			1995
				To: From:		3.15 MN 3	3-646		]						
Jacks Mountain Rd	0.50	80	R						_		NA	NA			1995
Jacks Mountain Rd	2.54	210	R	From:		33-662	2				NA	NA			1995
5,75)				To:		SR 40 WI			1						
373) Jacks Mountain Rd	1.80	70	R	From:		SR 40 EA	AST				NA	NA			1999
		-		To:		33-834	1		]						
$\bigcirc$	0.47	2400	^	From:	00/	BUS US		20/	00/		NI A	0400	,		2004
674)	0.17	3100	G	90% To:	0%	1% 33-102	7%	2%	0% T	С	NA	3100	J	G	2001

					Frank	lin Mainter	nance Ai	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	OK	AAWDT	OW	Year
	Longin	, unu i	~A		200	2Axle	3+Axle	1Trail	2Trail	<b>4</b> 0	Hour	SKI V	, , , , , , , ,	Q11	. cui
Franklin County				From:		33-102	1								
674)	0.06	3200	G	90%	0%	1%	7%	2%	0%	F	NA		3200	G	2001
674)	0.29	3200	G	90%	0%	33-1022 1%	7%	2%	0%	F	NA		3200	G	2001
				From:	201	33-1019		201	<u> </u>						
674)	0.28	2700	G	90%	0%	1%	7%	2%	0%	F	NA		2600	G	2001
	0.98	2100	G	From: 90%	0%	33-1013 1%	8 7%	2%	0%	F	NA		2000	G	2001
674	0.00	2100		To	070	33-713		270	7		1471		2000		2001
674)	1.69	800	G	90%	0%	1%	6%	2%	0%	F	NA		800	G	2001
	2.37	500	G	From: 90%	0%	33-707 1%	7%	2%	0%	F	NA		500	G	2001
674				To:		33-646			¬	•					
674)	0.40	80	R	From:		33-040	•		_		NA		NA		1995
				To: From:	D	ead End Gap	Termin								100-
674)	0.20	20	R	To:	2	3-718 Gap T	erminue		7		NA		NA		1995
				From:		SR 40 Gap Te									
674)	2.53	450	R	To:					_		NA		NA		1999
				From:		33-834 NO									
674)	1.18	320	R								NA		NA		1999
				To:		Dead Er	nd								
O kunin an Dd	0.05	400		From:		33-653					NIA		NIA		4000
675) Juniper Rd	0.25	130	R						_		NA		NA		1999
675) Juniper Rd	0.41	100	R	From:		33-120:	5				NA		NA		1999
675) Juniper Rd	0.41	100	ĸ	To:		Dead Er	nd		1		INA		NA		1999
				From:		33-678									
676)	0.15	320	R	<u> </u>		33-070			!		NA		NA		1999
				To:		33-636 SO									
	3.48	1600	G	96%	1%	33-636 NO 2%	RTH 0%	1%	⅃ 0%	С	NA		1700	G	2001
676	0.40	1000	G	To:	1 /0	33-634		1 70	7	O	11/3		1700	J	2001
				From:		33-636	;								
(677)	1.90	300	R								NA		NA		1999
				To: From:		33-678 W									
677	1.03	240	R			33-678 EA	151				NA		NA		1999
677)				To:		33-121:	5		<b>—</b>						
677	0.44	50	R	From:		33-121.	J				NA		NA		1999
				To:		Cul-de-S	ac								
				From:		SR 116									
678)	3.23	980	G	92%	0%	4%	3%	1%	0%	С	NA		980	G	2001
				To: From:		33-679 EA	AST								
678)	2.53	310	R	. —					_		NA		NA		1995
670	0.85	860	G	From: 92%	0%	33-680 4%	3%	1%	0%	F	NA		860	G	2001
678			_	To:		33-634 W		. , ,						_	
$\bigcirc$	4 - 4		_	From:		33-634 EA					N.I.A				4000
678)	1.71	240	R	To:		33-636 SO	ITH		1		NA		NA		1999
				From:		33-636 NO									
678)	0.14	60	R						_		NA		NA		1999
				To: From:		33-676	i								
678	1.17	340	R						_		NA		NA		1999
				To:		33-677 EA	AST								

					Frankl	in Mainte	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tr 3+Axle	uck 1Trail	2Trail	QC	Design Hour	QK A	AWDT	QW	Year
ranklin County				From:		22 (77 E	ACT		1						
678)	1.11	320	R	110111		33-677 E	ASI		_		NA		NA		1999
	0.20	250	R	To: From:		33-120	)4				NA		NA		1999
678)	0.20	250	ĸ	To:		22 120	) (		_		INA		INA		1999
678	0.25	180	R	From:		33-120	J6				NA		NA		1999
	0.20	NA		To: From:		33-120	)1		]		NA		NA		
678	0.20	NA		To:	S	MITH MTN	N LAKE		1		INA		INA		
_				From:		Dead E									
679 Charlie Rd	0.60	50	R	т					_		NA		NA		1995
				To: From:		33-678 W 33-678 E									
679)	1.13	680	G	92%	0%	2%	5%	1%	0%	С	NA		680	G	2001
				To: From:		33-68	0		]						
679 Charlie Rd	0.43	420	R								NA		NA		1999
Charlie Dd	2.52	202		From:		33-153	30		]		NIA		NIA		1000
679 Charlie Rd	2.53	300	R	To:		33-63	4		7		NA		NA		1999
				From:		33-67									
680)	1.21	1000	G	95%	0%	1%	2%	2%	0%	С	NA		1000	G	2001
				To: From:		33-67	9		1—						
680) Edwardsville Rd	1.10	430	R	110.11.					_		NA		NA		1999
				To:		33-63									
	E 00	600	_	From:		6; Roanoke			00/	0	NIA		600	0	2001
681)	5.08	690	G	96% To:	0%	2% 33-63	1%	1%	0% 7	С	NA		690	G	2001
				From:		SR 11									
682) Mountain Valley Rd	2.20	110	R			DIC 11			_		NA		NA		1995
				To:		33-68	1								
0.000	0.40			From:		33-63	4								400
683) Old Brook Rd	0.10	10	R	To:		Dead E	nd		7		NA		NA		1995
F£ D M:II						Dead E	iiu .								
Town of Boones Mill				From:		US 22	:0								
684)	0.62	1900	G	95%	1%	2%	1%	1%	0%	С	NA		1900	G	2001
				To:	Е	CL BOONE	ES MILL								
Franklin County				From:	Е	CL BOONE	ES MILL								
684	1.65	1700	G	95%	1%	2%	1%	1%	0%	F	NA		1700	G	2001
				To: From:		33-68	6		]						
684)	4.51	600	G	95%	1%	2%	1%	1%	0%	F	NA		600	G	2001
				To:		SR 11									
	0.27	40	R	From:		Dead E	ind		_		NA		NA		1999
685	0.21	40	IX.	To:		33-78	1		7		INA		IVA		1998
				From:		33-68			Ì						
686	2.55	150	R								NA		NA		1995
				To:		33-68	7		<u>l</u>						
Aloon Dd	0.00	450	_	From:		33-69	8				NIA		NIA		400
687 Alean Rd	0.80	150	R						_		NA		NA		1995
Alogo Dd	1.65	242		From:		33-69	7				NIA		NIA		1005
687) Alean Rd	1.65	210	R						_		NA		NA		1995
687) Alean Rd	2.61	380	R	From:		33-68	9				NA		NA		1995
08/	2.01	300	ri	To:		33-68	6		7		INA		IVA		1993
						22 30	-								

					Franklin Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Franklin County				From:						
687) Alean Rd	1.02	380	R	FIOIII.	33-686			NA	NA	1995
687) Alcali Na	1.02	300	• • • • • • • • • • • • • • • • • • • •	To:	33-684	1		IVA	IVA	1000
				From:	33-689	1				
688) Landmark Rd	1.43	110	R		33 007			NA	NA	1995
				To:	SR 116 NORTH					
O I am dua anda Did	0.05	4=0	_	From:	SR 116 SOUTH			N1.0	NIA	4005
688 Landmark Rd	0.35	170	R			_		NA	NA	1995
<u> </u>				From:	33-972					400=
688 Landmark Rd	2.20	490	R	To:	33-678	_		NA	NA	1995
				From:						
600	0.04	290	R	riom.	33-687			NA	NA	1995
689	0.01	200	• • • • • • • • • • • • • • • • • • • •	т.,	22.24	_			101	1000
200	0.77	310	R	From:	33-917	_		NA	NA	1995
689	0.11	310	IX.	_		_		IVA	IVA	1000
<u> </u>	1.15	300	R	From:	33-688	_		NA	NA	1995
689	1.10	300	ĸ	To:	SR 116			INA	INA	1223
				From:	33-767	i i				
690)	0.78	30	R	<u> </u>	33-101	_		NA	NA	1995
090)				To:	Dead End	1				
				From:	33-919					
691)	0.60	90	R					NA	NA	1999
				To:	US 220 NORTH					
	0.60	540	R	From:	US 220 SOUTH			NA	NA	1986
691)	0.00	340	ĸ	_		_		INA	IVA	1300
	1.50	520	R	From:	33-9228 EAST			NA	NA	1995
691)	1.50	320	ĸ	_		_		INA	INA	1995
	1.02	270	-	From:	33-692 SOUTH			NA	NA	1005
691)	1.93	370	R	To:	33-635 SOUTH	7		INA	INA	1995
_				From:	33-635 NORTH					
691)	1.50	70	R					NA	NA	1995
				To:	33-687					
$\bigcirc$				From:	33-697					
692	0.26	600	R					NA	NA	1995
				From:	33-700					
692	0.10	360	R					NA	NA	1995
				From:	33-856					
692	1.88	140	R			_		NA	NA	1995
				To: From:	33-691 SOUTH 33-691 NORTH					
692)	1.84	90	R	<u> </u>	55 O/I NORIII	_		NA	NA	1995
				To:	1.84 MN 33-691 N	<b></b>				
692	0.38	90	R	From:	1.07 IVIIV 33-071 IV		_	NA	NA	1995
				To	33-684					
692)	0.68	290	R	From:	33-004			NA	NA	1995
				To:	22 001					
692)	0.42	150	R	From:	33-881			NA	NA	1995
032)	3 <u>=</u>		••	To:	Dead End			•	· ·· ·	
				From:	33-739 SOUTH	1				
693) Green Level Rd	0.70	45	R	<u> </u>		_		NA	NA	1999
				To:	33-739 NORTH					
Cross Lovel Dd	2.00	400	-	From:	33-739 MID			NI A	NIA	1000
693 Green Level Rd	2.60	130	R	To:	33-728	1		NA	NA	1999
					33-140					

					Frank	lin Maintena					<u> </u>				
Route	Length	AADT	QA	4Tire	Bus	2Axle 3	Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Franklin County								iiiali	LIIAII		i loui				
693 Green Level Rd	1.29	300	R	From:		33-728					NA		NA		1999
693) Green Level Rd	0.67	650	R	From:		33-1225			_		NA		NA		1999
693) Green Eever Na	0.07	000		To:		US 220			]		1471		147 (		1000
				From:		Dead End	i								
694) House Rock Rd	0.30	30	R	To:		0.30 ME Dead	d End		- 		NA		NA		1995
694) House Rock Rd	0.60	40	R	From:		33-693	u Eng				NA		NA		1999
				From:		Dead End	1		<u> </u>						
695) Isolane Rd	0.95	50	R	To:			.1		<b>⊣</b> ¬		NA		NA		1999
				From:		33-640	1		<u> </u>						
696)	0.40	40	R			Dead End	1		<b>」</b> ■		NA		NA		1999
				To:		33-697									
697) Brick Church Rd	2.26	520	R	From:		33-731					NA		NA		1999
				To: From:		33-710									
697) Brick Church Rd	0.46	790	R	To:		US 220 WE	CT		_		NA		NA		1999
				From:		US 220 WE									
397)	0.61	2900	G	91%	1%	2%	4%	2%	0%	С	NA		2900	G	2001
697)	0.89	2700	G	90%	0%	33-692 <b>3</b> %	4%	3%	0%	F	NA		2700	G	2001
	2.60	2200		From:	00/	33-635	4%	2%			NIA		2200		2001
697)	3.69	2300	G	90% To:	0%	3% SR 122	4%	Z70	0% T	С	NA		2300	G	2001
				From:		33-699									
698) Kin Vale Rd	0.38	180	R						_		NA		NA		1995
				To: From:		33-687			7—						
698) Kin Vale Rd	1.28	60	R	_					_		NA		NA		1995
Min Vale Pd	0.32	30	R	From:		1.29 ME 33-	-687				NA		NA		1995
698) Kin Vale Rd	0.52	30	K	To:		Dead End	i		7		INA		INA		1990
				From:		Dead End									
699	0.26	40	R						<del>-</del>		NA		NA		1995
<u></u>	0.05	80	R	From:		33-644			_		NA		NA		1995
699	0.03	00	K	To		GD 100			_		INA		INA		1990
699	1.79	360	R	From:		SR 122					NA		NA		1995
				From:		33-698			]						
699)	0.40	360	R	To:		33-697			7		NA		NA		1995
				From:		33-692			l						
700) Kent Rd	0.80	200	R						_		NA		NA		1995
				To:		33-635									
C Farma Bidan Bd	4.45	040		From:		Dead End	d				NIA		NIA.		4000
701) Foggy Ridge Rd	1.45	210	R	To:		33-775			7		NA		NA		1999
				From:		33-671			†						
702) Farm View Rd	0.24	280	R	<u> </u>		55*0/1			_		NA		NA		1995
				To: From:		33-704									
702) Farm View Rd	1.10	280	R						_		NA		NA		1995
				To:		33-815									

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Tr		QC	Design Hour	QK AAWDT QW	Year
Franklin County				From:	33-815					
702) Farm View Rd	1.01	100	R		33-013			NA	NA	1995
<u> </u>				To: From:	1.02 MN 33-815					400=
702) Farm View Rd	0.40	100	R	т	4.42.183.00.045			NA	NA	1995
702) Farm View Rd	0.49	160	R	From:	1.42 MN 33-815			NA	NA	1995
				To:	33-871					
703) Ayers Rd	1.55	330	R	From:	SR 40			NA	NA	1999
703) Ayers Nu	1.00	330	IX.	To:	33-655			IVA	IVA	1000
				From:	33-705					
704) Greenway Rd	1.02	190	R	To:	33-702			NA	NA	1995
				From:	33-674					
705) Chestnut Hill	2.55	700	R			<u> </u>		NA	NA	1995
<u> </u>				To: From:	33-714					
705 Chestnut Hill	1.00	860	R	_				NA	NA	1995
705) Chestnut Hill	1.50	460	R	From:	SR 40			NA	NA	1995
,00)				To	33-704					
705) Chestnut Hill	0.35	50	R	rioiii.				NA	NA	1995
				To: From:	Dead End					
706)	0.80	100	R	1101111	SR 40			NA	NA	1995
				To:	Dead End					
	2.25	660	R	From:	RAMP FROM US 220			NA	NA	1995
707)	2.25	860	K	To:	33-832			INA	NA .	1993
707)	0.70	40	R	From:	33-832			NA	NA	1995
				To: From:	Dead End Gap Termin 33-674 Gap Termin					
707)	1.75	230	R	<u> </u>	55-674 Gap Termin			NA	NA	1995
				To: From:	33-803					
707)	1.22	420	R	To:	33-619			NA	NA	1995
				From:	Dead End					
708	0.90	60	R			<u> </u>		NA	NA	1999
				To: From:	33-919					
708	0.22	380	R	To:	33-641			NA	NA	1999
				From:	33-734					
709)	3.08	500	R					NA	NA	1999
	2.20	40		To: From:	33-919			NIA	NA	1005
709 709	2.20	40	R	To:	22.012			NA	NA	1995
709	0.40	90	R	From:	33-812			NA	NA	1999
				To:	Dead End					
<del></del>	0.65	180	R	From:	Dead End			NA	NA	1999
710)	0.00	100		To:	33-697			INA	IN/A	1999
				From:	Dead End					
711)	0.78	140	R	To:	33-616			NA	NA	1999
				1	33-010	<u> </u>				

					Frankii	n Mainten	ance Al	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	Design Hour	QK A	AAWDT	QW	Year
Franklin County				From:		22.740			1						
712) Natures Own Rd	0.20	30	R	110111.		33-748			_		NA		NA		1995
/12 Materios Surrita	0.20		• • •	To:		Dead End	d		7		1471				1000
				From:		33-674									
713)	2.13	540	R						_		NA		NA		1995
				To:	EC	L ROCKY M	10UNT								
				From:		Dead End	d								
714)	1.17	50	R								NA		NA		1995
<u> </u>				To:		33-705									
Chastnut Mauntain	0.06	00	_	From:		33-718					NIA		NIA		1005
715 Chestnut Mountain	0.96	80	R						_		NA		NA		1995
Observat Massachalia	0.75		_	From:		33-931			_		NIA		NIA		4005
715 Chestnut Mountain	0.75	20	R								NA		NA		1995
				From:		0.75 ME 33-	-931								400=
715 Chestnut Mountain	3.14	10	R	To:		22.646			7		NA		NA		1995
				From:		33-646			<u> </u>						
716) Copperfield Rd	0.31	10	R	110111.		33-697			_		NA		NA		1995
/ 10) Copperlied Na	0.01	10	N	т			m :		_		13/7		13/7		1990
716) Copperfield Rd	0.26	20	R	From:	De	ad End Gap	Termin				NA		NA		1995
716 Copperlield IVa	0.20	20	IX.	To:		33-697			7		INA		INA		1995
				From:		33-890									
717)	1.30	110	R	<u> </u>		33-670			_		NA		NA		1995
				To:		33-632									
				From:		33-761									
718)	0.53	320	R						_		NA		NA		1999
				To: From:		33-608 SOU									
710	2.17	230	R			33-608 NOR	СТН		_		NA		NA		1999
718)				To:		22.724			7						
710	0.73	400	R	From:		33-724					NA		NA		1999
718)	0.70		•••	To:		US 220 SOU	JTH								1000
$\sim$				From:		US 220 NOF									
718)	6.36	240	R	Tar		22 (10 00)	TODA A		_		NA		NA		1995
				To: From:		33-619 SOU 33-619 NOR									
718)	1.74	890	G	93%	0%	2%	2%	2%	0%	F	NA		890	G	2001
				To		33-721			٦						
718)	3.44	530	G	93%	0%	2%	2%	2%	0%	F	NA		530	G	2001
				To		33-646 NOR			<b>—</b>						
718)	2.33	1700	G	93%	0%	2%	2%	2%	0%	С	NA		1700	G	2001
				To:		SR 40									
				From:		33-609									
719) Fawndale Rd	0.52	60	R						_		NA		NA		1995
				To:		33-608			<u> </u>						
Contint D.	0.40	400	_	From:		33-721		-			N/ A		N16	-	400-
720 English Rd	2.19	160	R	To:		33-674			7		NA		NA		1995
				From:					1						
721	1.30	20	R			33-707					NA		NA		1995
721)	1.00	20	1	Tar		22.00-			_						.000
720	1.00	110	R	From:		33-803					NA		NA		1995
721)	1.00	110	I.						_		14/4		I N/A		1990
	1.20	150	В	From:		33-720					NA		NA		1995
721	1.20	150	R	To:		33-718			7		INA		INA		1995
						33-/18			1						

					Franklin Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	 2Trail	QC	Design Hour	QK AAWDT QW	Year
Franklin County				From:	22 (10					
722) Beulah Rd	2.68	160	R	T IOIII.	33-619			NA	NA	1995
(722) = 0.0000000000000000000000000000000000				To:	33-803					
				From:	33-619					
(723) Lucy Wade Rd	1.82	210	R	_				NA	NA	1995
				To:	33-803					
(724) Goose Dam Rd	2.46	80	R	From:	33-718			NA	NA	1999
(724) Goose Dam Rd	2.40	00	K			_		INA	IVA	1999
(724) Goose Dam Rd	0.82	460	R	From:	US 220			NA	NA	1995
(724) 33333 34	0.02		• • •	To:	22 910 901/11	_				
(724) Goose Dam Rd	1.35	330	R	From:	33-810 SOUTH			NA	NA	1995
(124)				To	33-827					
(724) Goose Dam Rd	1.63	330	R	From:	33-021			NA	NA	1995
				To:	33-619					
				From:	Henry County Line					
(725) Henry Church Rd	0.16	10	R			_		NA	NA	1999
				To:	Dead End					
	1.35	110	R	From:	33-643			NA	NA	1000
(726)	1.33	110	K	_				INA	INA	1999
<u></u>	3.50	90	R	From:	33-744			NA	NA	1999
(726)	3.30	90	K			_		INA	IVA	1999
	1.10	200	R	From:	33-664			NA	NA	1999
(726)	1.10	200	IX.	To:	33-613	1		INA	INA	1999
				From:	Dead End					
(727)	1.93	70	R					NA	NA	1991
				To: From:	33-894					
(727)	0.61	100	R	From:				NA	NA	1999
				To:	Henry County Line					
O				From:	33-693					
728 Leaning Oak Rd	2.05	60	R	To:	22.720	_		NA	NA	1995
				From:	33-739	l				
(729) Larry Dale Rd	0.25	20	R		33-730			NA	NA	1995
(729)				To:	Dead End					
				From:	33-735					
(730) Dans Rd	1.63	80	R			_		NA	NA	1999
				To:	33-693					
Dugwell Dd	0.50	20	Б	From:	Dead End			NIA.		1000
731) Dugwell Rd	0.50	20	R	_		_		NA	NA	1999
Dugwall Pd	1.20	500	R	From:	33-641	_		NA	NA	1999
731) Dugwell Rd	1.20	900	ĸ			_		INA	INA	1333
(731) Dugwell Rd	0.45	210	R	From:	33-697			NA	NA	1999
(131) Bag	J10			To	33-735	1				
				From:	Dead End					
(732) Blankenship Rd	0.80	60	R			<u>-</u>		NA	NA	1995
				To:	33-641	<u>l</u>				
O 11 - 5 :	4.0-			From:	33-731			<b>.</b>		1000
733 Nursery Rd	1.05	80	R	To:	33-735	_		NA	NA	1999
				From:		<del> </del>				
(734)	4.06	510	R		33-643	_		NA	NA	1999
				To:	33-641 EAST					

Route	Length	AADT	QA	4Tire	Bus	2Axle		uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Franklin County				From:		33-641 W			1						
734)	1.55	100	R			33-041 W	LSI		_		NA		NA		1999
				To:		33-735	5								
				From:		33-643	3								
735)	0.90	100	R								NA		NA		1999
				From:		33-85	1								
735	1.07	70	R								NA		NA		1999
				To: From:		33-734	4								
735	1.60	200	R						_		NA		NA		1999
	4.05			From:		33-73	1				NIA		NIA		4000
735)	1.25	320	R	To:		33-919	)		7		NA		NA		1999
				From:		33-750			1						
736) Madcap Rd	2.70	60	R			33-730	)		_		NA		NA		1999
1				To:		33-737	7								
				From:		33-641	1								
737)	2.93	170	R								NA		NA		1999
				To: From:		33-730	5		]						
737)	0.45	270	R								NA		NA		1999
				To: From:		33-643 W 33-643 E									
737)	1.10	230	R			33-043 EA	ASI				NA		NA		1999
101)	_			To:		33-734	4								
				From:		33-742	2								
738) Custers Ridge Rd	2.90	180	R						_		NA		NA		1999
				To:		33-641	1								
$\bigcirc$	0.00			From:		33-602	2								4000
739	0.60	310	R						_		NA		NA		1999
	0.07	040		From:		33-740	)								1000
739	0.87	210	R						_		NA		NA		1999
	2.04	400		From:	10/	33-742 W		20/	0%		NΙΔ		460		2001
739	2.94	460	G	89%	1%	2%	6%	2%	U% -	F	NA		460	G	2001
	1.20	4200		From: 89%	1%	33-643 SO 2%	0TH 6%	2%	0%	F	NA		1300	G	2001
739	1.20	1300	G	O9 /0	1 /0	2 /0	0 /0	2 /0	7		INA		1300	G	2001
<u></u>	4.64	1900	G	From: 89%	1%	33-986 2%	6%	2%	0%	F	NA		1900	G	2001
(739)	4.04	1900	G	To:	1 /0	CL Boones		2 /0	7 0 /6		INA		1900	G	2001
Town of Boones Mill						CE Boone	, 1,111		•						
O Boones Will				From:		CL Boones	Mill								
(739)	0.02	1900	N	89%	1%	2%	6%	2%	0%	Ν	NA		1900	Ν	2001
				To: From:		33-160	9		]——						
(739)	0.16	2400	G	89%	1%	2%	6%	2%	0%	С	NA		2400	G	2001
				To:		US 22	0								
Franklin County				From:		33-739	9								
740) Algoma Rd	1.75	200	R	Ш		33-13	,		_		NA		NA		1999
				To:		33-742	)		7						
740) Algoma Rd	2.15	280	R	From:		33-142			_		NA		NA		1999
				To:		33-64	1		1						
				From:		33-643	3		]						
(741) Flanders Rd	0.65	20	R						_		NA		NA		1995
				To:		Dead E	nd		<u> </u>						
$\bigcirc$			_	From:		33-641	1								
742	3.83	420	R	Tai		22 75 7	A COTT		-		NA		NA		1999
				To:		33-739 E	AST								

					Franklin Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail QC	Design Hour	QK AAWDT QW	Year
Franklin County				From:	22 720 WEST				
742)	3.33	160	R	T TOME	33-739 WEST	_	NA	NA	1999
142)				To:	33-643 SOUTH				
	0.00	20	_	From:	33-643 NORTH		NIA	NIA	4000
742	3.20	60	R	To:	33-739	<b>¬</b>	NA	NA	1999
				From:	33-739				
743) London Ridge Rd	0.45	110	R		33-737	_	NA	NA	1999
149				To:	33-742				
_				From:	33-643				
744)	2.20	40	R				NA	NA	1995
				To: From:	2.20 MN 33-643				
744)	0.90	30	R			_ _	NA	NA	1999
				To:	33-726				
<u> </u>				From:	33-643				
745) Dillons Mill Rd	0.96	120	R	To:	D 15 1	=	NA	NA	1999
					Dead End	1			
	0.50	50	R	From:	33-642		NA	NA	1999
746)	0.50	50	K	To:	Dead End	¬	INA	INA	1998
				From:		<u> </u>			
747) Hempfield Rd	0.70	20	R		33-748		NA	NA	1995
747) Homphola Ha	0.70	20		To:	33-642	7	10.	107	1000
				From:	33-602	Ī			
748)	1.35	400	R	<u> </u>	33 002	→	NA	NA	1999
.9				To:	33-747				
748)	1.25	220	R	From:	33-141		NA	NA	1999
9				To:	33-640 NORTH				
$\widehat{}$				From:	33-640 SOUTH				
748)	4.15	150	R				NA	NA	1999
<u> </u>				To: From:	33-752	<u> </u>			
748	1.66	260	R				NA	NA	1999
_				To: From:	33-712				
748)	0.20	430	R				NA	NA	1999
				To: From:	SR 40 WEST	]———			
748)	0.80	50	R			_	NA	NA	1995
				To:	SR 40 EAST				
<u> </u>				From:	Dead End				
749 Lawrence Rd	0.50	30	R	To:	22.652	¬	NA	NA	1995
					33-652	<u></u>			
750	2.81	100	R	From:	33-640	_	NA	NA	1999
750	۷.0۱	100	K	To:	33-752	7	INA	INA	פפפו
				From:	33-602	1			
751)	1.05	40	R		33-002	_	NA	NA	1999
751)				To:	33-752 NORTH				
				From:	33-752 SOUTH				
(51)	1.20	80	R	т. Г		_	NA	NA	1999
				To: From:	33-750 SOUTH 33-750 NORTH				
751)	0.30	90	R	<u> </u>	55-150 NOK 111	_	NA	NA	1999
<b>751</b> )	0.50			To:	33-640	7			. 500
				From:	SR 40; 33-781	1			
752	2.50	370	R		511 10, 55 701		NA	NA	1999
<u> </u>				To:	33-751				
752)	1.25	350	R	From:	55-751		NA	NA	1999
32)	0	500	•	To:	33-602	7	, .		. 500
						_			

					Frankl	lin Mainte	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Franklin County	Ü		-			2Axle	3+Axle	1Trail	2Trail		Hour				
				From:		Dead I	End								
753)	1.00	40	R	Т		22.02	10		_		NA		NA		1999
				To: From:		33-83									
754) Falcon Ridge	1.14	480	R	rioiii.		33-75	06		_		NA		NA		1999
(754) · alloon · ilago			- ` `	To		22 962 NI	ODTH								
754) Falcon Ridge	1.77	640	R	From:		33-863 N	JRIH				NA		NA		1999
				To:	SC	CL ROCKY	MOUNT								
				From:		33-61	9								
755) Clark	0.55	40	R						_		NA		NA		1999
				To:		US 22									
	4.00	630	•	From:	00/	33-64		10/	00/	C	NΙΔ		640	C	2001
756	4.90	630	G	94%	0%	1%	4%	1%	0%	С	NA		640	G	2001
$\bigcirc$	2.63	400	R	From:		33-64	10				NA		NA		1999
756	2.03	400	ĸ						_		INA		INA		1999
750	0.56	470	R	From:		33-80	)2				NA		NA		1999
756	0.50	470	K	To:		SR 40 W;	33-619		1		INA		INA		1333
$\overline{}$				From:		SR 40 E									
756	1.25	310	R								NA		NA		1999
				To: From:		33-75	54		<u> </u>						
756	1.98	150	R								NA		NA		1999
				To: From:		33-86	53		]						
756)	0.38	560	R	To		22 (10 N	ODTH		_		NA		NA		1999
				From:		33-619 No									
756	3.26	280	R								NA		NA		1999
				To:		US 22	20								
$\bigcirc$				From:		SR 4	0								
757	1.68	80	R	To:		22 (07 )	ODTH		_		NA		NA		1995
				From:		33-607 No									
757)	0.25	20	R								NA		NA		1995
				To:		Dead I	End								
O				From:		33-68	34								
758 Crooked Run	0.90	30	R	To:		22.69	2.4		_		NA		NA		1995
				From:		33-68									
750	1.38	60	R	11000		33-60	18				NA		NA		1999
759			• • •	To:		33-71	.8								
				From:		33-60									
760)	0.70	290	R								NA		NA		1999
				To:		33-76	51								
Ot	4.00		_	From:		33-60	)5						N.1.0		4000
761) Canton Church Rd	1.03	650	R						_		NA		NA		1999
Contra Characte D.	0.70	000		To: From:		33-84	15				NIA		NI A		4000
761) Canton Church Rd	0.70	260	R						_		NA		NA		1999
Canton Church Dd	1 15	<b>E</b> C		From:	· <u> </u>	33-71	8	· <u> </u>			NIA		NΙΛ		1005
761) Canton Church Rd	1.45	50	R						_		NA		NA		1995
Conton Church Dd	1.00			To: From:		33-88	30				NIA		NI A		1005
761) Canton Church Rd	1.00	20	R	To:		33-60	17		7		NA		NA		1995
				From:		33-60			+						
762	0.86	360	R	<u> </u>		33-00	11		_		NA		NA		1999
				To:		33-60	08		1						

							Tru				Design				
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK .	AAWDT	QW	Year
Franklin County				From:		33-608	3								
(762)	1.61	540	R	-					_		NA		NA		1999
				To: From:		33-619			1						
(763)	0.20	40	R			33-674	+		_		NA		NA		1995
				To:		Dead E	nd								
0 1 51	0.00		_	From:		33-600	5								1000
(764) Carver Lee Rd	0.92	90	R	. —					_		NA		NA		1999
(764) Carver Lee Rd	1.92	30	R	From:		33-766	5				NA		NA		1995
(704)				To:		33-60	7								
<u> </u>				From:		33-60	5								
765) Alumine Rd	0.20	50	R	To:		Dead E	nd		7		NA		NA		1999
				From:		33-76 ⁴									
(766) Beech Mountain Rd	3.44	70	R			33 10	•		_		NA		NA		1995
				To: From:		33-600	5		]						
766 Beech Mountain Rd	0.70	20	R								NA		NA		1995
Paget Mayortain D.	0.05			From:		33-81	1		]		NI A		NIA		4005
766 Beech Mountain Rd	2.35	60	R	To:		SR 40	)		7		NA		NA		1995
				From:		33-600									
767)	3.11	460	G	95%	1%	2%	2%	0%	0%	F	NA		460	G	2001
				To: From:		33-690			]—						
767	3.07	550	G	95% To:	1%	2% 33-80:	2%	0%	0%	С	NA		550	G	2001
				From:		33-60:									
(768) Lighthaven Rd	0.70	100	R	<u> </u>		33 00.			_		NA		NA		1999
				To: From:		33-770	)		]—						
768 Lighthaven Rd	0.07	30	R								NA		NA		1999
Lighthawan Dd	1.50	40		From:		33-77	1				NIA		NIA		1005
768 Lighthaven Rd	1.53	10	R	т					_		NA		NA		1995
(768) Lighthaven Rd	0.22	10	R	From:		33-904	4				NA		NA		1995
				To:		33-76	7								
$\bigcirc$	0.00		_	From:		33-770	)								4005
769	0.32	40	R	To:		Dead E	nd		1		NA		NA		1995
				From:		33-768									
770	2.50	60	R								NA		NA		1999
				To:		33-769			<u> </u>						
(771)	1.60	20	R	From:		33-768	3		_		NA		NA		1995
771)				To:		33-767; 33	3-837						•		
				From:		33-903	3								
(772)	1.45	70	R								NA		NA		1995
(772) (772)	2.53	50	R	From:		33-60	5				NA		NA		1997
(112)	2.00	JU	r\ 	To:		22.02	7				INA		INA		1881
772	1.52	100	R	From:		33-83	/				NA		NA		1999
				To:		33-86	5		]						
$\overline{}$	0.50	465		From:		Dead E	nd				N/ 0		NIA.		4000
773	0.58	120	R	To:		33-798	2		7		NA		NA		1999
						33-170	,								

					FIANKI	in Mainter	Tru				Design				
Route	Length	AADT	QA	4Tire	Bus	2Axle		1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
Franklin County				From:		Dead Er	nd		1						
774) Moyerwood Rd	0.60	110	R			Dead Li	Id				NA		NA		1999
				To:		33-709	)								
$\bigcirc$	0.50			From:	40/	33-919		00/			NIA		500		0004
775)	3.59	520	G	96%	1%	3%	0%	0%	0%	С	NA		520	G	2001
	0.43	670	G	From: 87%	0%	US 220	10%	2%	0%	С	NA		670	G	2001
775)	0.43	070	J	To:	0 70	33-697		2 /0	7 ~	C	INA		070	O	2001
				From:		Dead Er	nd								
776	0.49	40	R						_		NA		NA		1999
				To:		33-798									
778) Nicholas Creek Rd	1.65	240	R	From:		33-780	)				NA		NA		1999
778) Tuoriolae Grook Ta	1.00	240	• • • • • • • • • • • • • • • • • • • •	To:		33-605 W	EST								1000
Nichalas Crask Dd	2.00	050	_	From:		33-605 EA	AST				NIA		NIA		4000
778 Nicholas Creek Rd	2.99	250	R	To:		33-623	3		1		NA		NA		1999
				From:		SR 40			1						
779) Liberty Rd	0.40	50	R	<u> </u>		510 40			_		NA		NA		1995
				To:	Pit	tsylvania Co	unty Line								
Association Mill Del	0.40	440		From:		Dead Er	nd				NIA		NIA		4000
780 Jamison Mill Rd	0.12	110	R						_		NA		NA		1999
780) Jamison Mill Rd	1.96	50	R	From:		33-778	3		_		NA		NA		1999
780 Jamison Mill Rd	1.90	30	K	To:		33-605	5		7		INA		INA		1999
				From:		SR 40; 33-									
781) King Richard Rd	3.00	100	R								NA		NA		1999
				To: From:		33-623 EA 33-623 WI									
781) King Richard Rd	0.27	300	R			33-023 W	E51				NA		NA		1999
				To:		33-685	5		1						
781) King Richard Rd	0.73	230	R	From:		33 000	,				NA		NA		1999
				To:		33-865	5								
A a boose with Del	0.00	440	_	From:		33-890	)				NIA		NIA		4005
782 Ashworth Rd	0.36	140	R	To:	Pit	tsylvania Co	unty Line		1		NA		NA		1995
				From:		Dead Er			1						
783) Endicott Hill Rd	1.20	40	R			Dead El					NA		NA		1999
				To:		SR 40			1						
	4.04		1	From:		33-623	3				NIA		NIA		4000
784)	1.04	80	R	To:		33-781			1		NA		NA		1999
				From:		SR 40			1						
785) Johnnys Ridge Rd	4.04	80	R	<u> </u>		510 40					NA		NA		1999
				To:		Dead Er			1						
December Overally But	4.04			From:		SR 40					N. A		NIA		4005
786 Beards Creek Rd	1.31	50	R	To:		33-605	5		1		NA		NA		1995
				From:		Dead Er			1						
787)	0.40	20	R	<u> </u>		Dead El					NA		NA		1999
				To:		33-788	3								
$\overline{}$			_	From:		33-623	3								
788	2.88	360	R	To:		SR 40 WI	FCT		1		NA		NA		1999
_				From:	S	R 40 EAST									
788)	2.50	320	R						_		NA		NA		1999
				To:		33-857	7								

					Franki	in Mainter									
Route	Length	AADT	QA	4Tire	Bus	2Axle				QC	Design Hour	QK	AAWDT	QW	Year
Franklin County								ıııdlı	ZIIdli		Hour				
	1.65	160	R	From:		33-857	,				NA		NA		1999
788	1.00	100		To:		33-789	)				14/4		IVA		1000
788)	2.60	40	R	From:		33-769	<u>'</u>				NA		NA		1999
				To:		33-748	1		]						
$\bigcirc$	4.70	40		From:		Dead En	nd				NIA		<b>NIA</b>		4005
789	1.78	10	R	_					_		NA		NA		1995
790	0.60	80	R	From:		33-895	<u> </u>				NA		NA		1999
789	0.00		.``	To:		SR 40			٦						
789	3.48	50	R	From:		3K 40					NA		NA		1999
				To:		33-788									
				From:		33-890									
790	0.75	80	R						_		NA		NA		1995
	0.25	NA		From:		33-899	)				NA		NΙΔ		
790	0.25	NA		To:		Dead En	nd		٦		INA		NA		
				From:		Dead En			1						
791) Ashbrook Rd	0.42	100	R						_		NA		NA		1995
				To:		33-813									
L aural Pluff Dd	1.90	20	В	From:	:	Floyd County	y Line				NA		NA		1995
792 Laurel Bluff Rd	1.90	30	R	To:		33-793			٦		INA		NA		1990
				From:		Floyd County									
793	2.00	40	R								NA		NA		1995
				To: From:		33-792	ļ		]——						
793	0.80	100	R								NA		NA		1999
				To: From:		33-836	· )		}——						
793	1.31	140	R						_		NA		NA		1999
	0.25	200		From:		33-818	<u> </u>				NA		NIA		1000
793	0.35	260	R	. —					_		INA		NA		1999
702)	0.45	280	R	From:		33-807					NA		NA		1999
793	0.10	200		To:		SR 40			1		101				1000
				From:		SR 40; 33-	-819								
794) Edwardsway Rd	0.15	80	R						_		NA		NA		1995
				To: From:		33-662			1						
795)	0.31	60	R	rioni.		33-640	)		_		NA		NA		1995
793)	0.0.			To		0.31 ME 33	1 640								
795)	0.11	60	R	From:		0.51 WIE 55	7-0-10		_		NA		NA		1999
				To:		SR 40			]						
$\overline{}$				From:	NC	CL ROCKY I	MOUNT								
797)	0.08	NA		To:		Dead En	nd		ī		NA		NA		
				From:		33-903			+						
798) Knob Church Rd	0.64	160	R			33-303	•		_		NA		NA		1999
				To		33-624			<del></del>						
798) Knob Church Rd	1.04	240	R	From:		33 021			_		NA		NA		1999
<u> </u>				To: From:		33-773									
798) Knob Church Rd	1.48	480	R						_ _		NA		NA		1999
				To:		33-605		-							

					Frank	din Mainte	enance A	rea							
Route	Length	AADT	QA	4Tire	. Bus		Tru			QC	Design	QK AAV	VDT	QW	Year
			-			2Axle	3+Axle	1Trail	2Trail		Hour				
Franklin County				From:		Dead E	End								
799 Meadow Branch Rd	0.27	60	R	_					_		NA	N	Α		1999
				To:		33-61			<u> </u>						
600	0.80	70	R	From:		Dead E	End				NA	N	Δ		1999
800)	0.00	70	• • • • • • • • • • • • • • • • • • • •	To		22.00	10		_		14/ (		, ,		1000
900	0.10	200	R	From:		33-98	30				NA	N	Α		1999
800				To:		33-64	10		1						
				From:		Dead E	End								
801) Chantilly Rd	1.00	60	R						_		NA	N	Α		1995
				To:		33-71									
802) Old Carolina Rd	0.65	50	R	From:		33-75	66				NA	N	Δ		1999
01d Carolina Rd	0.00	30	K	To:		Dead E	End		7		INA	IN	^		1999
				From:		33-70									
803) Edgewood Rd	1.62	240	R								NA	N	Α		1995
$\bigcirc$				To:	_	33-72	21	_	1						
<u> </u>	0.15		_	From:		33-68	30								
804) Deepwoods Rd	2.48	180	R	To:		33-63	:A		7		NA	N	А		1999
				From:		33-91			1						
805)	0.35	60	R	`L		33-91	.5		_		NA	N	Α		1999
909				To:		33-62	13								
805)	0.18	2200	G	94%	1%	2%	2%	1%	0%	С	NA	22	00	G	2001
				To		SR 40									
^				From:		33-64	10								
806) Factory Hill Rd	2.14	260	R	т					_		NA	N	A		1999
				To:		33-75									
907	1.31	30	R	From:		33-79	93				NA	N	Δ		1995
807)	1.01	00	• • • • • • • • • • • • • • • • • • • •	To:		Dead E	End				14/ (		, ,		1000
				From:		33-73	19		i						
808)	1.60	200	R						_		NA	N	Α		1999
				To:		33-73	8								
O 14	0.05			From:		33-62	.9								4005
809 Museville Rd	0.95	160	R	To:	Di	ttsylvania Co	ounty Lina		_		NA	N	А		1995
				From:	- 11	33-72			1						
810)	2.17	60	R			33-12	.4		_		NA	N	Α		1995
9.09				To:		33-72	24								
				From:		Dead F	End								
811) Frying Pan Hollow Rd	0.30	8	R	. —					_		NA	N	Α		1995
				To:		33-76									
812) Jamestown Rd	0.94	350	R	From:		33-91	9				NA	N	Δ		1999
812 Jamestown Rd	0.34	330	Λ.	To:		33-70	19		1		INA	IN	^		1999
				From:		33-71			Ī						
813)	0.13	180	R								NA	N	Α		1995
				To: From:		33-79	1		<u> </u>						
813	1.37	80	R						_		NA	N	Α		1995
				To:		Dead E			<u> </u>						
0-14 : 5:	4.50	645	_	From:		Dead E	End				<b></b>		^		100-
814) Goldmine Rd	1.52	210	R	To:		33-87	16		7		NA	N	Α		1995
						35-8/	U								

1 "			4.T.						Design	Olć	\	0141	
Length	AADT	QA	4Tire	Rue				QC	Hour	QK A	AAWDT	QW	Year
			From:	33-70	2		T						
1.52	170	R					_		NA		NA		1995
			To:										
0.44	420	_	From:	US 220; 3:	3-619		_		NIA		NIA		1000
0.41	130	К					_		NA		NA		1999
0.20	100	В	From:	33-84	9		_		NΙΛ		NIA		1999
0.29	100	K	To:	Dead F	nd		٦		INA		INA		1999
			From:				$\dot{\top}$						
0.85	48	R					_		NA		NA		1999
			To:	33-60	2		<u> </u>						
4.00		_	From:	Dead E	nd								1000
1.60	90	R	To:	22.70	2		¬		NA		NA		1999
1.30	150	R		SR 40; 33	-/94		_		NA		NA		1999
	· - •	- •	To:	33-66	2								
			From:										
0.63	1400	G	96%	0% 1%	1%	1%	0%	С	NA		1400	G	2001
			To: From:	33-101	2		]——						
0.50	170	R					_		NA		NA		1999
							<del></del>						
1 66	210	P	From:	33-64	0		_		NΔ		ΝΔ		1999
1.00	210	IX.	To	33-64	3		٦		IVA		14/3		1000
			From:				ī						
0.45	40	R					_		NA		NA		1999
			To:	Dead E	nd		<u> </u>						
			From:	33-71	8								
0.93	60	R	To:	D1E			_		NA		NA		1995
			_				+						
0.50	140	R	110	US 22	.0		_		NA		NA		1995
		• • • • • • • • • • • • • • • • • • • •	To:	Dead E	nd								1000
			From:	Dead F	nd		1						
0.50	30	R					<del>-</del>		NA		NA		1995
				33-637; 33	3-793		<u> —</u>						
4.00	400	_	From:	33-67	1		]		NIA		NIA		4000
1.00	100	ĸ	To:	Dead F	ind		7		NA		NA		1999
0.30	50	R	<u> </u>	Dead E	IIQ		_		NA		NA		1995
			To:										
1 24	00	_	From:	US 220 SC	UTH				NΙΔ		NIA		1995
1.24	90	K	To:	33-72	4		٦		INA		INA		1995
			From:				<del></del>						
0.50	70	R	<u> </u>				_		NA		NA		1999
			To:	33-73	9								
		_	From:	Dead E	nd								
1.03	70	R	To:	22.61			7		NA		NA		1995
							<del></del>						
0.55	60	R	. TOIL	Dead E	nd		_		NΑ		NA		1999
0.55	00	Λ.	To				_		11/7		1 1/7		1000
			10:	33-75	4								
0.03	100	R	From:						NA		NA		1999
	0.41 0.29 0.85 1.60 1.30 0.63 0.50 1.66 0.45 0.93 0.50 1.00 0.30 1.24	1.52 170  0.41 130  0.29 100  0.85 48  1.60 90  1.30 150  0.63 1400  0.50 170  1.66 210  0.45 40  0.93 60  0.50 140  0.50 30  1.00 100  0.50 30  1.00 100  1.24 90  1.03 70	1.52 170 R  0.41 130 R  0.29 100 R  0.85 48 R  1.60 90 R  1.30 150 R  0.63 1400 G  0.50 170 R  1.66 210 R  0.45 40 R  0.93 60 R  0.93 60 R  1.00 100 R  1.00 R  1.00 R	1.52	Length	Length   AADT   AADT   ATINE   Bus     AADT   2Axis   34-Axis   33-702   Axis   33-671   Axi	Length   AADT   QA	Length	Length   AADT   QA	Table   Tabl	Length	Length   AADT   AADT   AADT   AADT   Bus   CANAGE 31-ANGE 1Trail   2Trail   CANAGE 31-ANGE 1Trail   2Trail   CANAGE 31-ANGE 1Trail   2Trail   CANAGE 31-ANGE 33-ANGE   CANAGE 31-ANGE 33-ANGE 31-ANGE 31-ANGE 33-ANGE 31-ANGE 31-ANGE 33-ANGE 31-ANGE 31	Length   AADT   AADT

					FIANK	iii waine	mance A	пеа							
Route	Length	AADT	QA	4Tire	Bus	2Axle	TrıTrı 3+Axle	uck 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
ranklin County				From:		22.66									
831)	0.32	260	R	rion.		33-66	13				NA		NA		1999
	1.15	130	R	To: From:		33-11	15		]		NA		NA		1999
331)				To: From:		33-87	7		]						
331)	0.15	20	R	To:		0.15.34337	22.077		_		NA		NA		1999
331)	0.45	20	R	From:		0.15 MW 3					NA		NA		1999
				To: From:		Dead I									
Ledbetter Rd	0.85	110	R	To:		33-70 SR 4			_		NA		NA		1995
				From:		33-61									
Lovely Valley Rd	0.70	800	R						<b>-</b>		NA		NA		1999
Lovely Valley Rd	0.28	500	R	From:		33-134	40				NA		NA		1999
				To:		33-66									
	0.98	1500	G	From: 89%	0%	SR 4	0 5%	3%	0%	F	NA		1500	G	2001
834)	0.00	1000		To:	070	33-84		070	7—		14/ (		1000		200
334)	2.88	1300	G	89%	0%	3%	5%	3%	0%	F	NA		1300	G	2001
334)	1.18	1700	G	From: 89%	0%	33-65 3%	5%	3%	0%	F	NA		1700	G	2001
	2.36	2700	G	From: 89%	0%	33-91 <b>3</b> %	4 5%	3%	0%	С	NA		2700	G	2001
334)	2.30	2700	<u> </u>	To	0 76	33-90		370	7	C	INA		2700	G	2001
334)	0.39	2800	G	89%	0%	3%	5%	3%	0%	F	NA		2800	G	2001
334)	2.90	1400	G	From: 89%	0%	33-67 3%	5%	3%	0%	F	NA		1400	G	2001
				To:		33-61									
Glendale Rd	0.90	20	R	From:		33-61	2				NA		NA		1995
533) 510114416 114				To:		Dead E	End								
$\widehat{}$				From:		33-79	3								400
336	1.00	20	R	To:		Dead F	End		7		NA		NA		1995
				From:		33-77									
Marshall Hill Rd	0.92	70	R	-							NA		NA		1999
<u> </u>	0.40			To: From:		33-64	.8		_						
Marshall Hill Rd	0.18	160	R	To:		33-767 NO	OR TH		1		NA		NA		1999
<u> </u>				From:		33-767 S;									
Marshall Hill Rd	0.85	5	R	To:		33-60	16		7		NA		NA		1995
				From:		Dead I									
338)	0.80	80	R	<u> </u>		Deug I	лц		_		NA		NA		1995
<u></u>				To:		33-68			<u> </u>						
	1.33	130	R	From:		33-83	4				NA		NA		1999
339	1.33	130	ĸ	To:		33-655 NO	ORTH		1		INA		INA		1998
			_	From:		33-655 SC									
339	1.52	140	R	To:		22 (71 11	/ECT		_		NA		NA		1999
				From:		33-671 W 33-671 E			+						
839	0.70	40	R						_		NA		NA		1999
				To:		Dead E	End	_							

					Franklin Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	()(	Design Hour	QK AAWDT QW	Year
Franklin County									
840) Dove Rd	1.01	140	R	From:	33-834	_	NA	NA	1999
840) Bove 110	1.01	140	• • • • • • • • • • • • • • • • • • • •	To:	33-662	٦	14/ (	14/1	1000
				From:	Dead End				
841) Hidden Valley Rd	0.30	9	R			_	NA	NA	1995
				To:	SR 40				
O				From:	Dead End				
842) Ike Rd	0.25	20	R	To:	33-793	=1	NA	NA	1995
				From:					
Moorman Rd	0.19	48	R	rioin.	33-635		NA	NA	1999
Wooman red	0.10	40	11	To:	Dead End		1471	14/1	1000
				From:	33-619				
Emmas Rd	0.45	110	R		00 000	_	NA	NA	1995
				То:	Dead End				
<u> </u>				From:	33-607				
Briar Ridge Rd	2.63	230	R			_	NA	NA	1999
				To:	33-761	1			
	0.30	•	ь.	From:	33-637	_	NA	NA	1995
346)	0.30	6	R	To:	Dead End	7	INA	INA	1995
				From:					
Backwell Rd	0.25	30	R		Dead End		NA	NA	1995
341)				To:	US 220				
				From:	Dead End				
348)	0.19	NA				_	NA	NA	
				To:	33-616				
_				From:	Dead End				
849) Blue Ridge Ct	0.47	160	R			_	NA	NA	1999
				To:	33-816				
	0.04	70	_	From:	Dead End		NIA	NIA	4005
850	0.21	70	R			_	NA	NA	1995
$\overline{}$	0.00	70	_	From:	0.22 E Dead End		NIA	NIA	4005
850	0.66	70	R	To:	33-643		NA	NA	1995
				From:					
851) Bowman Rd	0.30	20	R	110111	Dead End		NA	NA	1995
551) 201111111111	0.00			То:	33-735		1471	147	1000
				From:	33-613				
Guthrie Rd	0.50	50	R		** ***	_	NA	NA	1995
$\mathcal{O}_{\mathcal{O}}$				To:	Dead End				
				From:	33-864				
Cooks Knob	1.50	140	R			_	NA	NA	1999
				To:	Dead End	<u></u>			
$\overline{}$	0.00	400	_	From:	Dead End	_	NI A	NI A	4005
354)	0.98	100	R	To:	33-619	¬	NA	NA	1995
				From:		1			
355) Ikenberry Rd	0.60	50	R		Dead End	_	NA	NA	1999
555 INCHIDONY INC	0.00			To:	33-919	7	14/1	14/1	1000
				From:	Dead End	Ī			
356	0.23	20	R		e van elle	_	NA	NA	1995
				To:	33-692				
				From:	33-788				
357	1.00	30	R			<u> </u>	NA	NA	1995
$\overline{}$				To:	Dead End				

					Franklin Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		- QC	Design Hour	QK AAWDT	QW	Year
ranklin County											
858) Laprad Mill Rd	1.07	110	R	From:	33-629			NA	NA		1995
858) Laprad Willi Ttd	1.07	110	IX.	To:	33-611; 71-611	7		INA	INA		1995
				From:	SR 122 SOUTH						
859)	0.87	160	R					NA	NA		1995
				To:	SR 122 NORTH						
$\sim$			_	From:	Floyd County Line		_				
860	2.85	160	G	81% To:	0% 4% 13% 2%	1%	С	NA	160	G	2001
				From:	SR 40	+					
861) Major Holland Rd	0.80	230	R	110.11.	Dead End			NA	NA		1999
801) major r tonana r ta	0.00	200	••	To:	33-674						
				From:	Dead End						
862) John Arthur Rd	2.56	30	R					NA	NA		1999
				To: From:	33-962	1					
862) John Arthur Rd	0.65	250	R	rioiii.				NA	NA		1999
				To:	33-613						
$\sim$				From:	33-756						
863) Davis Mill Rd	1.67	380	R	To:	22.754.901/71	_		NA	NA		1999
				From:	33-754 SOUTH 33-754 NORTH						
863) Davis Mill Rd	1.29	500	R		22 /21 3323333			NA	NA		1999
				To:	SR 40						
				From:	SR 40						
864) Old Ferrum Rd	3.48	300	R					NA	NA		1999
<u> </u>				From:	33-853						
01d Ferrum Rd	0.20	510	R					NA	NA		1999
<u> </u>				To: From:	33-927	]					
Old Ferrum Rd	0.65	280	R			_		NA	NA		1999
				To:	33-756						
	1.40	20	R	From:	33-605			NA	NA		1995
865)	1.40	20	K	_		_		INA	INA		1990
<u> </u>	1.20	30	R	From:	33-778			NA	NA		1995
865)	1.20	30	K			_		INA	INA		1990
	0.13	140	R	From:	33-772			NA	NA		1999
865)	0.13	140	K	_				INA	INA		1998
<u> </u>	1.29	30	R	From:	33-781			NA	NA		1995
865)	1.29	30	K	_				INA	INA		1990
	0.31	260	R	From:	1.30 ME 33-781			NA	NA		1999
865	0.51	200	K	To:	33-623	1		INA	INA		1333
				From:	33-655						
866) Crafts Church Rd	0.37	150	R		33 633			NA	NA		1999
				To:	33-913						
866) Crafts Church Rd	0.98	40	R	From:	33 713			NA	NA		1999
$\mathcal{O}_{\mathcal{O}}$				To:	Dead End						
				From:	Dead End						
867)	1.01	140	R			_		NA	NA		1999
				To:	33-640	<u> </u>					
O Kin a to B !	4.45	2.15	_	From:	Dead End						100
Kingston Rd	1.10	340	R	To:	33-670	7		NA	NA		1999
				From:		+					
960	0.31	50	R		33-834	_		NA	NA		1999
869	0.01	55		To:	SR 40	7		14/1	11/1		1000
					~						

Length	AADT	QA	4Tire	Rue	(	)(;	QK AAWDT QW	Year
0.93	40	R	From:	SR 40		NA	NA	1999
0.00	40		To:	Dead End		1471	101	1000
			From:	Dead End				
0.30	60	R				NA	NA	1986
			To: From:	33-702				
0.22	200	R	To:	SD 122		NA	NA	1995
3.08	290	R	<u> </u>	5K 40 WES1		NA	NA	1995
			To:	SR 40 EAST				
			From:	33-831				
0.32	70	R	To:	Dood End	_	NA	NA	1999
0.45	70	R	<u> </u>	Dead End		NA	NA	1995
			To:	US 220				
			From:	33-761				
0.50	NA		To:	22 (00	<del></del>	NA	NA	
0.34	50	R		33-692		NA	NA	1995
			To:	Dead End				
			From:	33-890				
0.93	100	R	To:	D 15 1		NA	NA	1986
0.20	3	R		Dead End		NA	NA	1995
			To:	33-605				
			From:	33-619				
0.24	20	R	To:	D 1F 1		NA	NA	1995
0.37	50	R		33-011		NA	NA	1995
			To:	Dead End				
			From:	33-767				
0.19	210	R				NA	NA	1999
0.44	22		From:	33-1400		k I A	NA	1000
0.11	30	К	To:	Dead End	_	NΑ	INA	1999
0.00	_	_	From:	33-993				400-
0.36	7	R				NA	NA	1999
0.44	AF	ь	From:	31-888		NIA	NΙΛ	1999
0.44	40	ĸ	To	DI P'I P I	_	INA	INA	1999
0.10	30	R	From:	Blue Ridge Parkway		NA	NA	1999
5.10	J <b>.</b>		To:	31-638				
0.92	60		From:	33-646		NIA	NIA	1000
0.82	60	R	From:			NA	NA	1999
0.82	60	R		33-646  Dead End  33-890		NA	NA	1999
	0.93 0.30 0.22 3.08 0.32 0.45 0.50 0.34 0.93 0.20 0.24 0.37 0.19 0.11 0.36 0.44	0.93 40  0.30 60  0.22 200  3.08 290  0.32 70  0.45 70  0.50 NA  0.34 50  0.93 100  0.20 3  0.24 20  0.37 50  0.19 210  0.11 30  0.36 7  0.44 45	0.93 40 R 0.30 60 R 0.22 200 R 3.08 290 R 0.32 70 R 0.45 70 R 0.50 NA 0.34 50 R 0.93 100 R 0.20 3 R 0.20 3 R 0.21 20 R 0.37 50 R 0.11 30 R 0.11 30 R	0.93   40   R   From:	Carrell	Length   AADT   QA   4Tire   Bus     Truck	Length   AADT   QA   4Tire   Bus   Truck   Truck   QC   Design   Hour	Length

					Frank	lin Mainter	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
	J					2Axle	3+Axle	1Trail	2Trail		Hour				
Franklin County				From:		33-619 W	EST								
890	4.06	1100	G	89%	0%	7%	2%	2%	0%	F	NA		1000	G	2001
	3.15	830	G	To: From: 90%	0%	33-630 4%	1%	4%	0%	С	NA		820	G	2001
890	3.13	030	G	90 /0	0 70			4 /0	7	C	INA		020	G	2001
890	2.40	1300	G	From: 90%	0%	33-646 <b>4</b> %	1%	4%	0%	F	NA		1300	G	2001
(030)				To		33-627			¬						
890	5.68	820	G	90%	0%	4%	1%	4%	0%	F	NA		820	G	2001
				To:		SR 40									
$\bigcirc$	0.40			From:		Dead E	nd								4000
891)	0.40	50	R	To:		33-655			7		NA		NA		1999
				From:		SR 40									
(892) Mario Farm Rd	0.10	1	R	<u> </u>		SK 40			_		NA		NA		1995
002				To:		Dead E	nd								
				From:		Dead E	nd								
(893) Clement Dr	0.22	80	R	т					_		NA		NA		1999
				To: From:		33-669			<u> </u>						
894) Johnson Hill Rd	2.40	30	R	Piolii.		33-727	7				NA		NA		1995
694) comicon rim rid	2.10		• • • • • • • • • • • • • • • • • • • •	To:		33-603	3				101		101		1000
				From:		Dead E	nd								
895)	0.40	30	R						_		NA		NA		1995
				To:		33-789									
	0.54	420	ъ.	From:	W	CL ROCKY	MOUNT				NΙΔ		NΙΔ		1000
896	0.54	130	R	To:		Dead E	nd		7		NA		NA		1999
				From:		33-845			1						
897)	0.40	20	R			33 012	,				NA		NA		1995
				To:		Dead E	nd								
O				From:		Dead E	nd								
898 Barbour Rd	0.58	80	R	To:		33-890	`				NA		NA		1986
				From:		33-890			1						
899	1.85	60	R			33-890	)		_		NA		NA		1987
<u> </u>				To:		33-790	)								
				From:		33-670	)								
900)	3.55	200	R						_		NA		NA		1999
				To:		33-834									
901) Newcomb Rd	0.50	30	R	From:		Dead E	nd				NA		NA		1995
901) Newcomb Na	0.00	30		To:		33-788	3		7		1471		14/1		1000
				From:		33-619	)								
902) Double Branch Rd	0.90	140	R								NA		NA		1986
				To:		Dead E									
Horoschap Deint Del	0.45	40	Б	From:		Dead E	nd				NIA.		NIA		1000
903 Horseshoe Point Rd	0.45	40	R	_					_		NA		NA		1999
903) Horseshoe Point Rd	2.87	160	R	From:		33-934	1		_		NA		NA		1999
903) Horseshoe Follik Ru	2.01	100	ri	To:		33-605	5		7		INA.		INA		1999
				From:		33-768			i						
904) Cannaday Rd	0.40	5	R						<b>-</b>		NA		NA		1995
				To:		Dead E	nd								
0.1.5:: -:	C 1=		_	From:		Dead E	nd								46
905 Oak Ridge Rd	0.15	20	R	To:		22 111	1		7		NA		NA		1995
						33-111	1								

						Tr				Design			
Route	Length	AADT	QA	4Tire	Bus 2A	xle 3+Axle	1Trail	2Trail	QC	Hour	QK AAWDT	QW	Year
Franklin County				From:	3	3-1111		T					
905) Oak Ridge Rd	0.02	20	R							NA	NA		1999
905) Oak Ridge Rd	0.20	50	R	To: From:	3	3-1110		]		NA	NA		1999
903)				To: From:	3	3-1112							
905) Oak Ridge Rd	0.32	200	R	To:				_ _		NA	NA		1999
				From:		33-938 3-1038							
906) Highland Hills Rd	0.09	20	R	<u> </u>		3-1038				NA	NA		1999
	0.58	520	G	From: 98%		3-1037 % 1%	0%	0%	С	NA	520	G	2001
906)	0.00	020		To:		33-820	070				020		2001
				From:	D	ead End							
907)	0.20	NA								NA	NA		
				To:		33-624							
O 5 11 5 1	0.75		_	From:		33-602							4005
908) Delta Rd	0.75	50	R	To:	D	J F J		_		NA	NA		1995
				From:		ead End							
909) Blue Bend Rd	0.30	100	R		D	ead End		_		NA	NA		1999
909) 2100 2010 110	0.00		•••	To:		33-919							
				From:		33-739							
910)	0.20	50	R					_		NA	NA		1995
				To:	D	ead End							
$\overline{}$				From:	D	ead End							
911)	0.30	40	R	To		22.045		_		NA	NA		1995
				To:		33-945							
912) Blacksmith Rd	0.68	20	R	From:		33-658				NA	NA		1995
912) Blacksmith Rd	0.00	20	K	To:		33-659		7		INA	INA		1995
				From:		ead End		1					
913)	0.29	50	R		В	Jud Eliu				NA	NA		1999
<u></u>				To:		33-866							
_				From:		33-671							
914) Ocala Rd	0.53	860	R					_		NA	NA		1999
				To:	D	ead End							
	0.40	4400	_	From:		SR 40				NIA	NIA		4000
915)	0.10	1400	R	To:		33-623		_		NA	NA		1999
				From:				+					
916) Campbellwood Rd	0.70	49	R		D	ead End		_		NA	NA		1999
910)	00	.0	• • •	To:		33-730							.000
				From:		33-689							
917) Montgomery Rd	0.23	50	R					_		NA	NA		1995
				To:	D	ead End							
				From:	D	ead End							
918) Ingram Rd	0.26	50	R	_				_		NA	NA		1995
				To:		33-773							
	4.04		_	From:		CKY MOUNT			_	N.1.0	0000	0	0004
919	1.61	2600	G	88%		% 3%	3%	0%	F	NA	2600	G	2001
				From:		33-709		<u></u>					
919	1.91	2500	G	88%	1% 5	% 3%	3%	0%	С	NA	2500	G	2001
				From:		33-641		] <del></del>					
919	2.02	910	G	88%		% 3%	3%	0%	F	NA	910	G	2001
<u> </u>				To:		33-697							

											Design				
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	Hour	QK	AAWDT	QW	Year
Franklin County				From:		33-697			1						
919)	3.15	1600	G	88%	1%	5%	3%	3%	0%	F	NA		1600	G	2001
				To:		US 220			<u> </u>						
920 Morgans Fork Rd	1.15	400	R	From:		33-660			_		NA		NA		1999
920) Worgans Fork Ru	1.13	400	ĸ	To:		Dead End	l		7		INA		INA		1998
				From:		33-649			Ī						
921) Altice Mill Rd	1.82	370	R	<u> </u>		33 0.7			_		NA		NA		1995
				To:		Dead End									
O 01 1 1 1 1			_	From:		Dead End									400
923 Clark Hollow	0.55	40	R	To:		33-745			7		NA		NA		1995
				From:		33-619			1						
924	0.05	140	R			33-019					NA		NA		1995
				To		33-9155 WE	ST								
924)	0.05	120	R	From:		33 7133 WE	1		_1		NA		NA		1985
$\bigcup$				To		33-9155 EA	ST		<b>—</b>						
924)	0.12	120	R	From:					<u>-</u>		NA		NA		1985
				To:		Dead End	I		1						
0.000				From:		Dead End	l								400
925) Old Barn Rd	0.15	20	R	To:		33-890			7		NA		NA		1995
				From:					+						
926)	1.31	60	R	110111		33-674			_		NA		NA		1999
920)			•••	To		33-673									
_				From:		SR 40									
927) Iron Bridge Rd	0.03	280	R						_		NA		NA		1999
				To:		33-864									
	0.50	40	_	From:		Dead End	l				NIA		NIA		4005
928)	0.50	40	R	To:		33-602			7		NA		NA		1995
				From:		Dead End	ı		1						
929) Briar Mountain Rd	0.60	80	R	<u> </u>		Dead Blid			_		NA		NA		1995
				To	(	0.60 ME Dead	l End		<del></del>						
929) Briar Mountain Rd	0.40	200	R	From:					_		NA		NA		1999
				To:		33-756									
$\overline{}$			_	From:		Dead End									
930	0.29	450	R	To:		US 220			7		NA		NA		1999
				From:					1						
931) Fralins Rd	1.08	30	R			33-715			_		NA		NA		1995
				To:		Dead End									
				From:		33-737						<u> </u>			<u> </u>
932) Graveyard Knob Rd	0.80	50	R	_					_		NA		NA		1999
				To:		Dead End			1						
933) Colonel Lee	0.60	50	R	From:		Dead End	1		_		NA		NA		1995
933) Colonel Lee	0.00	90	ĸ	To:		33-717			7		INA		INA		1995
				From:		Dead End	1		1						
934) Horseshoe Point Rd	0.48	90	R	<u> </u>		Doud Lild	-		_		NA		NA		1999
$\cup$				To:		33-903									
				From:		Dead End									
935) Fairlane Rd	0.50	30	R	т.					_		NA		NA		1995
<u> </u>				To:		33-890									

					Franklir	n Mainte	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus			uck	OT "	QC	Design	QK	AAWDT	QW	Year
Franklin County	ū					2Axle	3+Axle	1Trail	21 rail		Hour				
	0.70	20	_	From:		33-83	39				NIA		NIA		4005
936 Greenhouse Rd	0.79	30	R	To:		Dead E	End		7		NA		NA		1995
				From:		33-66									
937)	1.26	46	R	<u> </u>		33-00	,,				NA		NA		1999
				To:		Dead E	End								
				From:		33-94	15								
938)	2.27	450	R								NA		NA		1999
	0.04			To: From:		33-90	)5								1000
938	0.21	90	R						_		NA		NA		1999
	0.24			From:		33-149	90		_		NIA		NIA		1000
938)	0.24	90	R						_		NA		NA		1999
	0.46	30	R	From:		33-144	40				NA		NA		1999
938	0.40	30	K	To:		Dead F	End				INA		INA		1999
				From:		Dead E									
939) Menefee Rd	0.40	50	R			_ cau L			_		NA		NA		1999
				To:		33-61	9								
				From:		33-61	16								
940 Ashmeade Rd	1.25	630	R	To:					_		NA		NA		1999
				From:		Dead E									
941)	1.00	80	R	From:		Dead E	End				NA		NA		1999
941)	1.00	00	• • • • • • • • • • • • • • • • • • • •	To:		33-94	12		7		14/1		147 (		1000
				From:		BEGIN L									
942) Bluewater Dr	0.25	40	R						_		NA		NA		1999
				To: From:		33-133	32		<del></del>						
942) Bluewater Dr	0.22	90	R	110111							NA		NA		1999
$\overline{}$				To: From:		END LC	OOP								
942) Bluewater Dr	0.03	130	R								NA		NA		1999
				To: From:		33-133	33								
942) Bluewater Dr	0.20	170	R								NA		NA		1999
<u> </u>				To: From:		33-133	31								
942 Bluewater Dr	0.20	200	R								NA		NA		1999
<u> </u>				To: From:		33-133	30								
942 Bluewater Dr	0.70	510	R								NA		NA		1999
	0.00			From:		33-94	11								4000
942 Bluewater Dr	0.80	750	R						_		NA		NA		1999
O Plugwater Dr	1.02	600		From:		33-61	6		_		NIA		NIA		1000
942) Bluewater Dr	1.92	600	R	To:		Dead E	End		7		NA		NA		1999
				From:		Dead E									
943)	0.05	NA				Dead L	ZHQ				NA		NA		
				To:		US 22	20								
				From:		Dead E	End								
944) Crafts Ford Rd	0.15	20	R								NA		NA		1999
<u> </u>				From:		33-66	59								
944 Crafts Ford Rd	1.11	360	R								NA		NA		1999
				To: From:		33-135	58		]—						
944) Crafts Ford Rd	0.54	440	R								NA		NA		1999
0-7 5 :5:				From:		33-66	58		]		<b>.</b>		h 1 A		4000
944) Crafts Ford Rd	0.47	50	R	To:		33-135	55		_		NA		NA		1999
						33-133	JJ								

Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	ıck 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
ranklin County				From:					1		11001				
944) Crafts Ford Rd	0.08	310	R			33-135	3				NA		NA		1999
				To:		33-670	)								
				From:		SR 40	1								
945	1.56	1400	G	91%	1%	1%	4%	3%	0%	С	NA		1400	G	2001
945) Kemp Ford Rd	1.90	300	R	From:		33-663	3				NA		NA		1999
				To: From:		33-911			]——						
945) Kemp Ford Rd	0.10	120	R	To		33-135	1				NA		NA		1999
945 Kemp Ford Rd	0.10	100	R	From:		33-133	1				NA		NA		1999
945) Kemp Ford Rd	0.10	40	R	From:		33-135	2		]——		NA		NA		1999
945)	00		••	To:		Dead E	nd		7						
-				From:		SR 40 WI									
946) Novelty Rd	1.93	290	R			DIC TO WI			_		NA		NA		1995
946) Novelty Rd	1.79	170	R	To: From:		33-658	3				NA		NA		1995
946) NOVERY KU	1.79	170	ĸ	To:		SR 40 M	ID				INA		INA		1990
_				From:		SR 40 M									
946 Novelty Rd	0.30	50	R	To:					_		NA		NA		1999
						33-660									
(1)	0.23	20	R	From:		Dead E	nd				NA		NA		1999
947)	0.20	20	IX.	To		33-949	)				147.		14/1		1000
				From:		Dead E	nd								
948)	0.80	380	R								NA		NA		1999
				To:		33-666	5								
O				From:		33-616	5								
949 Lakewood Forest Rd	2.33	1200	R								NA		NA		1999
O Labour ad Farant Dd	0.04			From:		33-947	7				NIA		NIA		4000
949 Lakewood Forest Rd	0.84	300	R								NA		NA		1999
O Lakawaad Faraat Dd	0.40	400		From:		33-137	0		_		NIA		NIA		4000
949 Lakewood Forest Rd	0.16	160	R						_		NA		NA		1999
O Lakawaad Faraat Dd	0.42			From:		33-137	1		_		NIA		NIA		4000
Lakewood Forest Rd	0.13	80	R	To:		Cul-de-S	lac		7		NA		NA		1999
				From:		33-666									
950) Dovetail Rd	0.75	20	R	<u> </u>		33-000	)				NA		NA		1995
330)				To:		SR 122	2								
				From:		SR 122	2								
951)	0.51	420	R								NA		NA		1999
<u> </u>				To: From:		33-124	5		]						
951)	0.29	340	R								NA		NA		1999
	0.45			From:		33-123	4				NIA.		A I A		4000
951)	0.45	20	R	To:		Dasir	ad		7		NA		NA		1999
				From:		Dead E			1						
952) Indian Cave Rd	0.86	60	R	. 10111.		Dead E	na				NA		NA		1999
902) maian Gave Na	0.00	-	.,	To:		33-946	5		7		14/1		14/1		1000
									_						
				From:		Dead E	nd								
953) Ellerbee Rd	0.10	NA		From:		Dead E	nd				NA		NA		

Route	Length	AADT	QA	4Tire	Riie	Truck le 1Trail 2T	()(:	Design Hour	QK AAWDT	QW	Year
Franklin County							- Cui				
954) Ball Park Rd	1.80	410	R	From:	33-705			NA	NA		1995
954) Bail Fail Rita	1.00		.``	To:	33-674						1000
				From:	Dead End						
(956)	0.70	140	R	To:	***			NA	NA		1999
				From:	US 220						
957) Dillards Hill Rd	0.83	290	R	rioni.	33-663			NA	NA		1999
337) =				To:	Dead End						
				From:	Cul-de-Sac						
958)	0.24	30	R	To:	22.065			NA	NA		1999
				From:	33-965						
959)	0.20	40	R		Dead End			NA	NA		1999
(333)				To:	33-731						
				From:	33-890						
960) Keatts Rd	0.50	40	R	. —				NA	NA		1995
				To:	Dead End						
961) Hedgewood Rd	0.28	40	R	From:	Dead End			NA	NA		1995
961) Fledgewood Na	0.20		11	To:	33-739			14/ (	10.0		1000
				From:	33-862						
962) Masons Knob Rd	0.65	50	R					NA	NA		1999
				To:	Dead End						
	0.10	20	R	From:	SR 40			NA	NIA		1000
963	0.19	30	ĸ	To:	Dead End			NA	NA		1999
				From:	Dead End						
964) Barton Spur Rd	0.85	30	R	<u> </u>	Doug End			NA	NA		1995
				To:	33-789						
<u> </u>				From:	Dead End						
965 Brookwood Rd	0.67	140	R					NA	NA		1999
965) Brookwood Rd	0.75	250	R	From:	33-958			NA	NA		1999
965 Brookwood Rd	0.75	250	ĸ	To:	33-834			INA	NA		1999
				From:	33-660	<del></del>					
966) Jefferson Dock Rd	0.25	400	R		33 000			NA	NA		1999
				To: From:	33-977	<del></del> -					
966) Jefferson Dock Rd	1.17	280	R	rioni.				NA	NA		1999
				To:	Dead End						
O Hillows at Hairahta Da	0.50	400		From:	Dead End			NIA	NA		4000
967 Hillcrest Heights Dr	0.50	120	R	To:	33-601			NA	NA		1999
				From:	33-890						
(969)	3.16	410	G	87%	0% 5% 2%	5% 0	)% C	NA	400	G	2001
				To:	Pittsylvania County Li						
$\bigcirc$			_	From:	33-613						,
970	0.40	50	R	To:	Dood End			NA	NA		1995
				From:	Dead End						
(971) Crescent Lane	0.13	30	R		Dead End			NA	NA		1999
0,1)				To:	33-965			•			
				From:	SR 116						
(972) Landmark Rd	0.41	240	R					NA	NA		1986
$\mathcal{L}$				To:	33-688						

					Franklin Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
ranklin County										
973) Country Rd	0.22	20	R	From:	SR 116 SOUTH	_		NA	NA	1986
973) Godinay rid	0.22	20	• • • • • • • • • • • • • • • • • • • •	To:	SR 116 NORTH	٦		14/1	14/1	1000
				From:	33-657	1				
974) Millwood Rd	0.13	180	R	-		_		NA	NA	1986
				To:	SR 116					
$\bigcirc$				From:	SR 116 NORTH					
975) Bonbrook Mill Rd	0.43	10	R	To:	SD 444 S AS 42	<b>-</b> 1		NA	NA	1986
					SR 116 S; 33-657					
O76) Cherokee Hills	0.33	80	R	From:	33-609			NA	NA	1986
976 Cherokee Hills	0.55	00	IX.	To:	Dead End	7		14/3	IVA	1300
				From:	33-966					
977) Country Oak Rd	0.55	40	R		33-700	_		NA	NA	1995
				To:	Dead End	1				
				From:	33-666					
978) Oak Grove Dr	0.80	400	R			_		NA	NA	1999
				To: From:	33-1230	]——				
978) Oak Grove Dr	0.25	110	R			_		NA	NA	1999
				To:	33-1231					
O			_	From:	Dead End					
Meeks Rd	0.48	50	R	To:	22.000	<b>-</b>		NA	NA	1987
					33-890					
	0.47	90	R	From:	33-800	_		NA	NA	1999
980	0.47	30	IX.	To:	33-640	7		INA	INA	1000
				From:	Dead End	<del>i</del>				
981) Edward Rd	0.45	40	R		Dead End	_		NA	NA	1995
				To:	33-660					
				From:	Pittsylvania County Line					
982) Anthony Ford Rd	0.10	80	R					NA	NA	1999
				To: From:	33-1140	]				
982) Anthony Ford Rd	0.11	60	R			_		NA	NA	1999
				To:	Dead End					
$\sim$	0.00		_	From:	Cul-de-Sac	]				4000
983)	0.22	80	R	To:	US 220	_		NA	NA	1999
				From:		<del></del>				
984) Oak Forest Rd	0.25	60	R	110111	Dead End			NA	NA	1999
964) 3411 01301114	0.20	00	• • • • • • • • • • • • • • • • • • • •	To:	Henry County Line	٦			177	1000
				From:	33-652	<del></del>				
985)	0.55	30	R		33 002	_		NA	NA	1995
				To:	Dead End	1				
_				From:	33-739					
986) Mockingbird Rd	0.20	50	R			_		NA	NA	1999
				To:	Dead End					
O	2 .		_	From:	33-670	]				
987) McDonald Rd	0.15	30	R	To:	D 15 :	_		NA	NA	1999
				To:	Dead End	<del></del>				
l oon Pd	0.44	20	Б	From:	33-619	J		NA	NIA	1986
988 Loop Rd	0.41	20	R	To:	33-619	7		INA	NA	1986
				From:		+-				
989) Dennis Loop	0.42	20	R		33-619	_		NA	NA	1986
909) _ 50 _ E00p	V. 72	20		To:	33-619	7				.000
-										

					Franklin Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
ranklin County				From:		1				
990)	0.10	80	R	110311.	33-605			NA	NA	1999
				To: From:	33-1420	]——				
990	0.45	100	R	To:	22.605	7		NA	NA	1999
				To: From:	33-605					
001	0.40	50	R	From:	Dead End			NA	NA	1999
991)	0.10		.,	To:	SR 40	1			177.	1000
_				From:	Dead End					
992)	0.60	40	R	_		_		NA	NA	1999
				To:	33-788					
Clovd County				From:	31-888; 33-888					
993)	0.02	20	R		31 000, 33 000	<b>⊒</b> I		NA	NA	1991
				To:	Floyd County Line					
Franklin County				From:	Florid C. ( L'	1				
993)	0.02	20	R	1 cont.	Floyd County Line	_		NA	NA	1995
993)				To	BLUE RIDGE PKWY					
993)	0.10	20	R	From:	BLUE RIDGE I KW I			NA	NA	1991
				To:	Floyd County Line					
^				From:	Dead End					
994) New Plant Rd	0.09	370	R	To:	22.010	7		NA	NA	1999
				From:	33-919					
995) Miracle Rd	0.90	60	R	From:	33-641	_		NA	NA	1999
993) 2010 : 12	0.00			To:	33-641	1				
				From:	33-619					
996) Cooper Rd	0.40	8	R			_		NA	NA	1986
				To:	Dead End					
	0.80	80	R	From:	33-670			NA	NA	1999
997)	0.60	80	K	To:	Dead End	7		INA	INA	1999
				From:	33-643	Ì				
998) Mirey Branch Rd	0.12	10	R			<b>-</b> -		NA	NA	1999
				To:	Dead End					
$\bigcirc$	0.00		_	From:	Dead End					4000
999)	0.32	90	R	To:	33-641	7		NA	NA	1999
				From:	Cul-de-Sac					
1000)	0.51	40	R		Cui-uc-sac	_		NA	NA	1999
				To:	SR 116					
<u> </u>				From:	33-1002 SOUTH					
1001) Beverly Hills Circle	0.31	140	R	_				NA	NA	1999
Davide Lilla Ciari	0.00	000		From:	33-1002 NORTH	_		NIA	NIA.	4000
Beverly Hills Circle	0.02	220	R	To:	US 40	7		NA	NA	1999
				From:	Dead End	1				
1002) Hollywood Rd	0.07	20	R		Doug Dilg	_		NA	NA	1999
				To:	33-1001 SOUTH	<b>7</b>				
1002) Hollywood Rd	0.07	80	R	From:	/*** *******************************			NA	NA	1999
				To: From:	33-1001 NORTH	<b>—</b>				
1002) Hollywood Rd	0.08	45	R			_		NA	NA	1999
$\sim$				To:	Dead End					

Route	Length	AADT	QA	4Tire	Truck		QC	Design	QK AAWDT QW	Year
Route Franklin County	Length	MADI	ŲΑ	41116	2Axle 3+Axle 1Trail	2Trail	Qυ	Hour	QN AAWDI QW	ı edi
				From:	SR 40 SOUTH					
1003 Barfoot West Rd	0.39	50	R	To:	SR 40 NORTH	7		NA	NA	1999
				From:	33-816					
1004	0.30	80	R		33 010			NA	NA	1999
				To: From:	33-1005	<b>_</b>				
1004)	0.18	20	R					NA	NA	1999
				To:	Cul-de-Sac					
1005) Courtland Rd	0.07	20	R	From:	Cul-de-Sac			NA	NA	1999
1005) Sourciana ra	0.07	20		To:	33-1004	1		101		1000
				From:	Dead End					
1006) Friendly St	0.13	40	R	. —		_		NA	NA	1999
				To:	33-820					
	0.65	60	R	From:	33-1019			NA	NA	1995
1007)	0.00			To:	Dead End			1471	14/1	1000
				From:	RAMP TO US 220					
1008) Bernard Rd	0.05	2600	R			-		NA	NA	1991
				To: From:	FR-612	]				
1008 Bernard Rd	0.09	2900	R					NA	NA	1986
<u> </u>	0.40			To: From:	33-1016	]				1000
1008 Bernard Rd	0.13	2800	R			_		NA	NA	1986
1008) Bernard Rd	0.10	2500	R	From:	33-1009			NA	NA	1986
Bernard Rd	0.10	2500	K	т	22.1212	_		INA	IVA	1900
1008) Bernard Rd	0.09	2700	R	From:	33-1013			NA	NA	1986
1008) 20111414 114	0.00			To:	33-1010					
1008) Bernard Rd	0.09	3000	R	From:	55-1010			NA	NA	1986
				To	33-1014	<b>1</b>				
1008) Bernard Rd	0.30	3800	R	From:		_		NA	NA	1991
				To:	33-649					
Lillton Dr	0.14	400		From:	33-1008			NIA	NIA	1006
1009 Hilltop Dr	0.14	120	R	_		_		NA	NA	1986
1009) Hilltop Dr	0.13	130	R	From:	33-1014			NA	NA	1986
1009 Timtop Di	0.10	130	IX	To:	22 1010	_		IVA	IVA	1000
1009) Hilltop Dr	0.30	190	R	From:	33-1010			NA	NA	1986
1003)				To:	33-1008	1				
				From:	33-1008					
1010	0.15	130	R	To:	22 1000	_		NA	NA	1986
_				From:	33-1009	<u> </u>				
1011)	0.35	100	R		Dead End			NA	NA	1986
		-		To:	US 220 BUS					- 1
				From:	Dead End					
1012	0.11	40	R	To:	22.920	_		NA	NA	1989
				From:	33-820					
1013) Meadowlark Rd	0.09	80	R		33-1008			NA	NA	1986
				To:	Dead End					
				From:	33-1015					
1014 Lakeview Dr	0.11	100	R	To	22.1017	_		NA	NA	1986
				To:	33-1017					

Route	Length	AADT	QA	4Tire	BusTruck		QC	Design	QK AAWDT QW	Year
Franklin County	. 3				2Axle 3+Axle 1Trail	2Trail		Hour		
	0.20	250		From:	33-1017			NIA	NIA	1006
1014 Lakeview Dr	0.20	350	R			_		NA	NA	1986
1014) Lakeview Dr	0.08	100	R	From:	33-1008			NA	NA	1986
1014) Lakeview Di	0.06	100	ĸ	To:	33-1009	7		INA	INA	1900
				From:	33-1014					
1015 Lakeview Dr	0.16	50	R		33-1014			NA	NA	1986
				To:	33-1017					
_				From:	33-1008					
1016 Mountain View Dr	0.25	210	R			_		NA	NA	1986
				To:	Dead End					
O 0	0.45			From:	Dead End					4000
1017 Cornell Rd	0.15	140	R					NA	NA	1986
<u> </u>				From:	33-1015	]				
1017 Cornell Rd	0.13	210	R			_		NA	NA	1986
				To:	33-1014					
$\cap$	0.00		_	From:	Dead End					4000
1018	0.30	70	R	To:	22 (74	_		NA	NA	1986
				From:	33-674	+				
	0.24	100	R	From:	Dead End			NA	NA	1986
1019	0.24	100	K			_		INA	INA	1900
	4.07	400	_	From:	33-674	_		NIA	NIA.	4000
1019	1.27	480	R					NA	NA	1986
				To: From:	33-1007	]				
1019	0.09	30	R	т		_		NA	NA	1986
				To:	Dead End					
O = 1	0.50	400	_	From:	US 220 BUS					4000
1020 Eastover Rd	0.50	160	R	To:	LIC 220 DUC	_		NA	NA	1986
					US 220 BUS					
1021) Honeywood Rd	0.20	150	R	From:	Dead End			NA	NA	1986
1021) Honeywood Rd	0.20	150	K	To:	33-674	1		INA	INA	1300
				From:	33-674					
1022)	0.20	200	R		33-0/4			NA	NA	1986
1022)	0.20	200	••	To:	Dead End	1				
				From:	0.18 MW US 220 BUS					
1023)	0.18	50	R		0.10 MW 05 220 B05			NA	NA	1995
				To:	US 220 BUS					
1023)	0.32	120	R	From:	03 220 B03			NA	NA	1986
1020				To:	Dead End					
				From:	Dead End					
1024)	0.32	220	R					NA	NA	1986
				To:	US 220 BUS					
				From:	SR 40					
1025 Acorn Rd	0.07	130	R					NA	NA	1999
<u> </u>				To: From:	33-1026					
1025) Acorn Rd	0.06	50	R			_		NA	NA	1999
				To:	Dead End					
				From:	33-1027					
1026	0.13	50	R			_		NA	NA	1999
				To:	33-1025					
$\sim$				From:	SR 40					
1027)	0.06	60	R			_		NA	NA	1999
				To:	33-1026					

					Trankiii Waintenai					
Route	Length	AADT	QA	4Tire	Rue	Truck +Axle 1Trail 2Tra	()('	Design Hour	QK AAWDT QW	Year
Franklin County				From:	D 15 1	<del></del>				
1028) Hunt Valley Rd	0.75	40	R	Pioni.	Dead End			NA	NA	1999
1028 Hull Valley Ru	0.75	40	IX.	To:	33-756			INA	INA	1999
				From:	33-754					
1029	0.44	120	R					NA	NA	1999
				To:	Dead End					
				From:	33-640					
1030	0.17	300	R					NA	NA	1999
				To:	33-1031					
$\sim$				From:	33-1030					1000
1031)	0.11	220	R	To:	22 1022			NA	NA	1999
				From:	33-1032					
1032) Highfield Circle	0.27	140	R	From:	33-1033			NA	NA	1999
1032) Tilgrilleid Circle	0.21	140	ĸ	To:	33-1031			INA	INA	1995
				From:	33-640					
Highfield Rd	0.33	150	R	<u> </u>	33-040			NA	NA	1999
3 2 2 2 2				To:	33-1032				<u>-</u>	
				From:	Dead End					
1034)	0.94	20	R					NA	NA	1999
				To:	33-713					
				From:	SR 122					
Beechdale Rd	0.50	60	R	_				NA	NA	1986
				To:	Dead End					
O 14/11			_	From:	US 220					
Willow Creek Rd	0.56	90	R	To:	22 (10			NA	NA	1986
				From:	33-619					
Circle View	0.30	70	R	Piolii.	33-1038			NA	NA	1999
Circle View	0.50	70	IX.	To:	33-906			INA	TN/A	1000
				From:	33-1037					
1038) Circle View	0.32	20	R	<u> </u>	33-1037			NA	NA	1999
1000				To:	33-906					
				From:	Cul-de-Sac/					
1039	0.33	NA						NA	NA	
				To:	33-00635(B)/	/				
$\sim$				From:	33-640					
Greenview Dr	0.13	400	R					NA	NA	1999
<u> </u>				To: From:	33-1041					
Greenview Dr	0.10	380	R	_				NA	NA	1999
				To:	33-1043					
Delmant Dr	0.40	00	_	From:	33-1040			NIA	NIA	4000
Belmont Dr	0.16	60	R	To:	33-1042			NA	NA	1999
				From:	33-1042					
01042) Dillard Lane	0.09	30	R		33-1041			NA	NA	1999
1042) Diliara Lario	0.00			To:	22.10/2			1471	1.0.1	.000
Dillard Lane	0.11	50	R	From:	33-1043			NA	NA	1999
Dillara Larie	0.11	55	14	To:	33-1044			ни	IVA	1998
				From:	33-1040	<u>_</u>				
1043) Forest Hill Lane	0.14	90	R	<u> </u>	JJ-10 <del>4</del> 0			NA	NA	1999
				To:	33-1042					
			From:	NCL ROCKY MC	DUNT					
1044	0.07	60	R					NA	NA	1999
				To:	33-1042					

					Trankiii Waintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	(	QC Design Q Hour Q	K AAWDT QW	Year
ranklin County						T			
1045) Crest View Rd	0.15	30	R	From:	33-1047 WEST		NA	NA	1999
				To: From:	33-1046	]			
1045 Crest View Rd	0.08	80	R	_			NA	NA	1999
				To:	33-754				
1046) Carolina Rd	0.12	50	R	From:	Dead End		NA	NA	1999
1046 Carolina Rd	0.12	50	K	To:	33-1045	7	INA	NA .	1998
				From:	33-1046				
1047	0.06	30	R				NA	NA	1999
				To: From:	33-1045 WEST				
1047	0.16	30	R				NA	NA	1999
				To:	33-1045 EAST				-
$\bigcirc$	0.00			From:	33-748				
1048	0.09	NA		To:	33-748	_	NA	NA	
				From:	WCL ROCKY MOUNT				
1049) Mountain Top De	0.04	540	R		WCL ROCKY MOUNT	_	NA	NA	1999
				To:	SR 40				
				From:	33-666				
1050	0.05	70	R				NA	NA	1999
				To: From:	33-1051				
1050	0.16	48	R	_		_	NA	NA	1999
				To:	Dead End				
0ak Point Dr	0.35	20	R	From:	33-1050		NA	NA	1999
Oak Point Dr	nt Dr 0.35	20	K	To:	Dead End	1	INA	IVA	1333
				From:	Dead End/				
1052)	0.14	NA					NA	NA	
				To:	33-01034(B)/				
$\overline{}$				From:	Cul-de-Sac				
1054	0.37	NA		To:	22 (25	_	NA	NA	
				From:	33-635				
1055)	0.48	280	R	rion.	US 220	_	NA	NA	1999
1055)	00	200		To:	Cul-de-Sac				
				From:	SR 40				
1056 Dalewood Lane	0.31	170	R				NA	NA	1999
				To:	Cul-de-Sac				
	0.44			From:	Cul-de-Sac		NIA	NIA	
1057	0.41	NA		To:	C3US 220	_	NA	NA	
				From:	33-00775(B)/	1			
1059	0.17	NA			υυ-υυ / υ ( <b>D</b> )/	<b>_</b>	NA	NA	
				To:	Cul-de-Sac/				
<u> </u>				From:	33-942				
1060	0.25	50	R	т.	a	_	NA	NA	1999
				To:	Cul-de-Sac				
1061) Lookout Pointe Dr	0.14	40	R	From:	33-942	_	NA	NA	1999
1061) LOOKOUL FOILILE DI	0.14	40	rt	To:	Cul-de-Sac	7	INA	INA	1998
				From:	33-942	1			
0.	0.18	40	R		22 7.2	<b>-</b>	NA	NA	1999
				To:	33-1064				

					Franklin M	laintenance A	rea							
Route	Length	AADT	QA	4Tire	Rus	Tri Axle 3+Axle		2Trail	QC	Design Hour	QK A	AAWDT	QW	Year
Franklin County				From:		22.042		1						
(1063)	0.12	48	R	rioiii.		33-942				NA		NA		1999
(1003)	···-			To:	(	Cul-de-Sac								
				From:	(	Cul-de-Sac								
1064	0.03	10	R							NA		NA		1999
				To: From:		33-1062		<u> </u>						
1064	0.05	10	R					_		NA		NA		1999
				To:	C	Cul-de-Sac								
	1.62	470	R	From:		33-636				NA		NIA		1999
1070	1.02	170	K	To:	(	Cul-de-Sac		$\neg$		INA		NA		1999
				From:		33-1070								
1071)	0.13	30	R			33-1070		_		NA		NA		1999
				To:	(	Cul-de-Sac								
				From:	C	Cul-de-Sac								
1072 Charlotte Lane	0.16	30	R					_		NA		NA		1999
				To:		33-1070								
	0.17	50	R	From:		33-1070				NA		NA		1999
1073	0.17	50	ĸ					_		INA		INA		1999
$\overline{}$	0.05	6	R	From:		33-1074				NA		NA		1999
1073	0.03	6	K	To:		Cul-de-Sac		_		INA		INA		1999
				From:		33-1073								
1074)	0.07	20	R	<u> </u>		33-1073		_		NA		NA		1999
				To		33-1076		<b></b>						
1074	0.11	6	R	From:		33-1070				NA		NA		1999
				To:	C	Cul-de-Sac								
				From:		US 220								
1075)	0.41	70	R					<b>—</b> 1		NA		NA		1999
				To:		Dead End								
	0.08	20	R	From:	C	Cul-de-Sac				NA		NA		1999
1076	0.00	20	K	To:		33-1074		$\neg$		INA		INA		1999
				From:		Cul-de-Sac								
1077	0.09	20	R			our de Bue				NA		NA		1999
				To:		33-1071								
				From:	Ι	Dead End/								
1079)	0.50	NA						_		NA		NA		
				To:	SR	2-00040(B)/								
	0.00	40	_	From:		SR 40				NIA		NIA		4000
1080	0.80	48	R	To:	1	Dead End		$\neg$		NA		NA		1999
				From:		-00821(B)/								
1081)	0.73	NA				-00821(D)/				NA		NA		
				To:	C	ul-de-Sac/								
			-	From:		33-709					-		-	-
1082	0.35	NA						_		NA		NA		
				To: From:		33-1083								
1082	0.29	NA						_		NA		NA		
				To:	]	Dead End								
$\overline{}$				From:		33-709								
1084	0.24	NA		To:		D4E 1		_		NA		NA		
				From:		Dead End								
O85) Commerce Rd	0.66	380	R	1 IOIII.	(	Cul-de-Sac		_		NA		NA		1999
1085	0.00	500	11	To:		US 220		$\exists$		14/7		14/1		1000

					Frankiin Maintenance Area			<u> </u>		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Franklin County				From:						
1090) Evergreen Rd	0.13	50	R	riom.	Cul-de-Sac	_		NA	NA	1999
1030) = 1 01910 1111				To:	33-670					
				From:	Cul-de-Sac					
1091)	0.55	30	R			_		NA	NA	1999
				To:	33-1090					
O				From:	Dead End					
1101) Belle Isle Rd	0.18	20	R					NA	NA	1999
<u> </u>				From:	33-1104					4000
Belle Isle Rd	0.22	150	R					NA	NA	1999
<u> </u>	- · · ·			From:	33-1102	_				1000
1101) Belle Isle Rd	0.15	200	R					NA	NA	1999
<u> </u>				From:	33-663					
1101) Belle Isle Rd	0.43	280	R					NA	NA	1999
<u> </u>			_	From:	33-1105	]				
1101 Belle Isle Rd	0.43	60	R	To:	D1F !	-		NA	NA	1999
				From:	Dead End	1				
1102) Alpine Dr	0.20	20	R	Piolii.	Dead End	_		NA	NA	1999
1102) Alpine Di	0.20	20	IX.			<b>-</b>		INA	INA	1333
1102) Alpine Dr	0.15	30	R	From:	33-1103	_		NA	NA	1999
Alpine Di	0.15	30	K	To:	33-1101	7		INA	IVA	1999
				From:	Dead End					
1103)	0.13	10	R	J	Dead End	_		NA	NA	1999
				To:	33-1102					
				From:	Dead End	1				
1104) Montevista Rd	0.68	130	R					NA	NA	1999
				To:	33-1101					
O	2.12			From:	Cul-de-Sac					4000
1105 Highland Lake Rd	0.13	20	R					NA	NA	1999
<u> </u>				From:	33-1106					
1105 Highland Lake Rd	0.77	180	R					NA	NA	1999
<u> </u>			_	From:	33-1101					
1105 Highland Lake Rd	0.23	40	R	To:	D. I.F. I	_		NA	NA	1999
					Dead End					
	0.09	6	R	From:	Cul-de-Sac	_		NA	NA	1999
1106	0.00	Ū	1	To:	33-1105	7		INA	IVA	1000
				From:	33-957	1				
1107) Blackwater Shores R	0.11	20	R		33 731			NA	NA	1999
				To:	Cul-de-Sac					
				From:	Dead End					
1108)	0.40	10	R			_		NA	NA	1999
				To:	33-957	<u> </u>				
O Navera I	0.44		_	From:	33-663 WEST			N/ A		4000
Naure Lane	0.44	60	R	To:	22 662 EAST	-		NA	NA	1999
_				· ·	33-663 EAST					
1110 Carlos Rd	0.23	20	R	From:	33-905	_		NA	NA	1999
1110 Carlos Ru	0.23	20	K	To:	33-1112	7		INA	INA	פפפו
				From:	Dead End					
1111	0.04	7	R	<u> </u>	DOME DIN	_		NA	NA	1999
				To:	33-905	1				

					Franklin Maintenance Area			Dosiere		
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Franklin County				From:	Dead End	1				
1112)	0.17	48	R	<u> </u>	Dead End	_		NA	NA	1999
				To: From:	33-1113	]				1000
1112	0.10	140	R			_		NA	NA	1999
(1112)	0.04	150	R	From:	33-1110			NA	NA	1999
				To:	33-905					
1113 Brooks Point Lane	0.26	00		From:	33-1112			NIA	NIA	1000
1113 Brooks Point Lane	0.36	80	R	To:	Dead End			NA	NA	1999
				From:	33-831					
1114)	0.12	10	R					NA	NA	1999
				To:	Dead End					
1115) Dodee Lane	0.70	110	R	From:	33-831			NA	NA	1999
1115 Bodec Edite	0.70	110		To	33-1116			1471	14/1	1000
1115) Dodee Lane	0.54	60	R	From:	33-1110			NA	NA	1999
				To:	Cul-de-Sac					
O 1/ D 1 D1	0.00	_	_	From:	Dead End					1000
(1116) Kamp Branch Rd	0.06	6	R	To:	33-1115	7		NA	NA	1999
				From:	33-1115					
1117)	0.51	40	R					NA	NA	1999
				To:	Cul-de-Sac					
1120) Bull Run Dr	0.35	70	R	From:	33-1121			NA	NA	1999
1120 Bull Run Dr	0.55	70	K	To:	33-610	7		INA	IVA	1999
				From:	Cul-de-Sac					
1121) Bull Run Ter	0.75	48	R	-				NA	NA	1999
				To: From:	33-1120	_				
Bull Run Ter	0.11	40	R	To:	Dead End	_		NA	NA	1999
				From:	33-1121					
1122	0.23	110	R	<u> </u>	55-1121	_		NA	NA	1999
				To:	33-610					
$\cap$	0.21	NIA		From:	Cul-de-Sac/			NA	NA	
(1125)	0.21	NA		To:	33-00831(B)/			INA	INA	
				From:	33-662	Ì				
1130 Lake Pake Dr	0.84	90	R					NA	NA	1999
				To:	Cul-de-Sac	<u> </u>				
1140)	0.14	6	R	From:	Cul-de-Sac	_		NA	NA	1999
1140)	<u> </u>			To:	33-982	<u> </u>		, .		
				From:	44-01197(L)/JB-33/					
(1197)	0.16	NA		To:	22 00000/DV/P/PF 1107	_		NA	NA	
				To: From:	33-00890(B)/RTE. 1197	<u> </u>				
1198)	0.12	NA			44-01198(U)/JB-33/	_		NA	NA	
				To:	Cul-de-Sac/					
$\overline{}$				From:	33-678					
1201	0.11	160	R					NA	NA	1999
	0.45	60		From:	33-1202			NIA	NIA.	1000
(1201)	0.15	60	R	To:	Dead End	7		NA	NA	1999
					Doug Liid	-1				

					Franklin	Maintenance	Area							
Route	Length	AADT	QA	4Tire	Bus	 2Axle 3+Ax			QC	Design Hour	QK	AAWDT	QW	Year
Franklin County					•									
			_	From:		33-1201								4000
1202 Island Rd	0.20	110	R	To:		33-1203		_		NA		NA		1999
				From:										
(100)	0.08	48	R	riom.		Dead End				NA		NA		1999
1203	0.00	.0	••	To:		22 1202		_						.000
4000	0.06	40	R	From:		33-1202				NA		NA		1999
1203)	0.00		••	To:		Dead End		7						1000
				From:		Cul-de-Sac								
1204)	0.32	48	R					_		NA		NA		1999
				To:		33-678								
_				From:		33-675								
1205 Deerpath Dr	0.45	50	R					_		NA		NA		1999
				To:		Cul-de-Sac								
Indian Dur Tooli	0.00		_	From:		Cul-de-Sac				NIA.		NIA.		4000
1206 Indian Run Trail	0.09	20	R					_		NA		NA		1999
<u> </u>	• • • •			From:		33-1208								45
1206 Indian Run Trail	0.06	48	R	_				_		NA		NA		1999
<u> </u>				From:		33-1207		]						
1206 Indian Run Trail	0.22	80	R	To:		** (=0		_		NA		NA		1999
						33-678								
1207) Flint Ct	0.06	20	В	From:		33-1206				NA		NA		1999
1207) FIIII Ct	0.00	20	R	To:		Cul-de-Sac		7		INA		INA		1999
				From:		33-1206		1						
1208)	0.05	6	R			33-1200				NA		NA		1999
1206)		•	••	To:		Cul-de-Sac		7						
				From:		US 220								
1210) Link St	0.10	280	R	<u> </u>						NA		NA		1986
				To:		33-1211								
_				From:	33-12	10 BEGIN LOC	)P							
1211)	0.23	80	R							NA		NA		1986
				To: From:	33	3-1212 WEST		]						
1211)	0.42	30	R							NA		NA		1986
				To: From:	3:	3-1212 EAST		]						
1211)	0.25	100	R							NA		NA		1986
				To:	33-1	210 END LOOI	)							
O				From:	33	3-1211 WEST								
1212 Franco Dr	0.25	40	R	To:				_		NA		NA		1986
					3.	3-1211 EAST								
	0.09	70	R	From:		33-824		_		NA		NA		1999
1213	0.09	70	K	To:		33-1214		7		INA		INA		1999
				From:				1						
1214)	0.05	10	R	<u> </u>		Cul-de-Sac		_		NA		NA		1999
1217				To		22 1212		<b>-</b> _						
	0.08	48	R	From:		33-1213				NA		NA		1999
1214)	0.00	70	11	To:		Cul-de-Sac		_		13/-1		1 1/-1		1000
				From:		33-677		<del>-</del>						
1215	0.08	90	R	<u> </u>		33 <b>-</b> 077				NA		NA		1999
_	0.08 90			To		22 1217		<b>-</b>						
1245	0.36 <b>NA</b>	NΔ		From:		33-1216				NA		NA		
1215)	3.00	11/4		To:		Dead End		7		. 47 1				
								-						

					Trankin Mantenance 7 trea					
Route	Length	AADT	QA	4Tire	Bus		QC	Design Hour	QK AAWDT QW	Year
ranklin County				From:						
1216) Hardwood Ct	0.14	70	R	rioiii.	33-1215			NA	NA	1999
	0.11			To: From:	33-1217	]				4000
Hardwood Ct	0.11	40	R	To:	Cul-de-Sac	_		NA	NA	1999
				From:						
1217) Briarwood Ct	0.15	20	R		33-1216	_!		NA	NA	1999
				To:	Cul-de-Sac					
				From:	Cul-de-Sac/					
1218)	0.10	NA		To:	AA AA (### @) (	_		NA	NA	
				From:	33-00677(B)/					
1000	0.06	240	R	Pioni.	33-1221			NA	NA	1999
1220	0.00	240		To:	US 220				101	1000
				From:	33-693					
Clearview Drive	0.13	200	R					NA	NA	1999
<u> </u>				To: From:	33-1220	]——				
Clearview Drive	0.14	220	R					NA	NA	1999
				To:	33-1222					
1222) Clearview Circle	0.04	20	R	From:	Dead End	_		NA	NA	1999
Clearview Circle	0.04	20	IX	To	22.1221	_		INA	INA	1333
Clearview Circle	0.07	70	R	From:	33-1221			NA	NA	1999
1222) GIOGIVION GIIGIG	0.07			To:	Dead End				101	1000
				From:	Dead End					
1225) Little Mountain Dr	0.07	30	R	<u></u>				NA	NA	1999
				To: From:	33-1226 EAST					
1225) Little Mountain Dr	0.10	240	R					NA	NA	1999
				To: From:	33-1226 WEST	]				
Little Mountain Dr	0.28	360	R	т	22.502	_		NA	NA	1999
				To: From:	33-693					
Little Mountain Circle	0.88	100	R	rioii.	33-1225 WEST			NA	NA	1999
1226) =11110 1110 11110 111	0.00		•••	To:	33-1225 EAST					
				From:	33-978					
1230	0.28	40	R			_		NA	NA	1999
				To:	Dead End					
	0.09	20	R	From:	Dead End			NA	NA	1999
1231)	0.09	30	ĸ			_		INA	INA	1999
	0.10	80	R	From:	33-978			NA	NA	1999
1231	0.10	50	11	To:	Dead End	7		13/7	14/7	1333
				From:	33-978					
1232)	0.51	NA			•	_		NA	NA	
				To:	Cul-de-Sac					
O Least Second S	4.40		_	From:	33-951			N. A		4000
Long Island Dr	1.16	330	R	To:	Dead End			NA	NA	1999
				From:	SR 122	1				
1235) Lakemount Dr	0.99	250	R	<u> </u>	SK 122	_		NA	NA	1999
				To:	33-1236	<b>-</b>				
1235) Lakemount Dr	0.06	20	R	From:	JJ-1LJU	_		NA	NA	1999
				To:	Cul-de-Sac					

Route	Length	AADT	QA	4Tire	Rue	Tru 3+Axle		QC	Design Hour	QK AA	NDT	QW	Year
Franklin County				From:	22 122								
1236) Lakemount Circle	0.08	45	R		33-123	3			NA	N	lΑ		1999
				To:	Cul-de-S	Sac							
				From:	33-123	5							
1237)	0.30	90	R				_		NA	١	۱A		1999
				To:	33-123								
	0.06	20	R	From:	0.06 MS 33	-1237	_		NA		lΑ		1999
1238	0.00	20		To	22.122	-	_		INA		1/1		1000
1220	0.05	40	R	From:	33-123	/			NA	N	ΙA		1999
1238				To:	0.05 MN 33	3-1237	1			_			
				From:	Cul-de-S	Sac							
1240	0.08	NA							NA	١	1A		
				To: From:	33-124	1	]——						
1240	0.19	30	R				_		NA	١	۱A		1999
				To:	33-123								
Aspen Way	0.08	20	В	From:	Cul-de-S	Sac			NA	N.	۱A		1999
1241) Aspell Way	0.00	20	R	To:	33-124	0			INA	ľ	ıΛ		1999
				From:	33-95								
1245) Hales Point Dr	0.32	80	R		33 73		<b></b> !		NA	١	١A		1999
				To:	Cul-de-S	Sac							
				From:	Cul-de-S	Sac							
1250 Indian Pointe Dr	0.17	60	R						NA	١	۱A		1999
<u> </u>				To: From:	33-125	1							
1250 Indian Pointe Dr	Or 0.19	150	R	To:	33-610	-	_		NA	ľ	ΙA		1999
				From:									
Arrow Lane	0.08	40	R		Cul-de-S	sac	_		NA	١	lΑ		1999
1231)		_		To:	33-125	0							
				From:	33-610	6							
1252)	0.32	NA					_		NA	١	۱A		
				To:	Cul-de-S								
	0.16	NA		From:	33-01250	(B)/			NA		lΑ		
1253	0.10	NA		To:	Cul-de-S	lac/	7		INA	ľ	IA		
				From:	33-602								
Arthur Circle	0.04	610	R		55-00.	<del></del>	_		NA	N	lΑ		1993
				To	BEGIN L	OOP	<b>—</b>						
1270) Arthur Circle	0.14	110	R	From:			_		NA	١	lΑ		1993
				To: From:	33-127	'1	<b>—</b>						
1270) Arthur Circle	0.11	48	R	. IOIII.					NA	١	lΑ		1993
				To: From:	33-127	2	 						
Arthur Circle	0.16	100	R				_		NA	١	lΑ		1993
				To:	END LO								
$\cap$	0.04	70	г.	From:	33-127	0			NIA		۱۸		1000
1271)	0.24	70	R	To:	Cul-de-S	Sac			NA	ľ	ΙA		1993
				From:	Cul-de-S								
1272) Hurt Dr	0.13	30	R		Cui-de-s	nic .			NA	١	lΑ		1993
				To:	33-127	0							
		<u> </u>		From:	33-610	6							
1279)	0.13	NA					 _		NA	١	۱A		
<u> </u>				To:	Dead E	nd							

Douts	l amouth	AADT	<u> </u>	AT:	Truck			Design	OK ANNOT OW	V
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Hour	QK AAWDT QW	Year
Franklin County				From:	33-654					
1280 Back Nine Dr	0.81	60	R			_		NA	NA	1999
				To:	Cul-de-Sac					
	0.47	20	R	From:	Cul-de-Sac			NA	NA	1999
1281	0.47	20	IX.	To:	33-1280			IVA	IVA	1000
				From:	33-942					
1290	0.34	270	R					NA	NA	1999
				To:	33-1291					
	0.20	400	_	From:	33-1292			NIA	NIA	1000
1291)	0.38	190	R	_		_		NA	NA	1999
	0.26	40	R	From:	33-1290			NA	NA	1999
1291	0.20	40	K	To:	Cul-de-Sac	1		INA	INA	1333
				From:	33-1291	İ				
1292) Channelview Dr	0.49	200	R			_		NA	NA	1999
				To:	Cul-de-Sac					
Model to	0.40		_	From:	33-1292				<b>N1A</b>	4000
1293 Middlecreek Ct	0.19	10	R	To:	Cul-de-Sac	7		NA	NA	1999
				From:		1				
1294) Clearcreek	0.15	50	R		33-1292			NA	NA	1999
1234)				To:	Cul-de-Sac	]				
				From:	Cul-de-Sac					
1295 Eastpoint Way	0.06	20	R			_		NA	NA	1999
				To:	33-1294					
1301) Campground Rd	0.25	00	В	From:	33-670			NA	NΛ	1999
Campground Rd	Rd 0.25	90	R	To:	Dead End	7		INA	NA	1999
				From:	33-670					
1302	0.80	260	R		33 0,0			NA	NA	1999
				To:	Dead End					
$\overline{}$				From:	Dead End					
1303)	0.26	100	R					NA	NA	1999
				From:	33-1304	]				4000
1303)	0.20	130	R	To:	33-670	_		NA	NA	1999
				From:		1				
1304) Cove Dr	0.30	40	R	<u> </u>	Dead End			NA	NA	1999
				To:	33-1303					
<u> </u>				From:	33-670					
1305)	0.12	20	R					NA	NA	1999
				To:	Dead End	1				
1306) Aquavue Dr	0.07	6	R	From:	33-670	_		NA	NA	1999
1300 / Iquavuc Di	0.01	J	11	To:	Dead End	7		13/-1	IVA	1000
				From:	33-1308	İ				
1307) Cardinal Dr	0.11	20	R			_		NA	NA	1999
				To:	Dead End					
$\overline{}$	0.40	4=6	_	From:	33-670				<b>N1A</b>	4000
1308)	0.13	150	R			_		NA	NA	1999
$\overline{}$	0.00	400		To: From:	33-1309	_		NIA.	N I A	4000
1308	0.03	100	R			_		NA	NA	1999
		00	R	From:	33-1307	_		NA	NA	1999
1308	0.24	80	ĸ	To:	33-1311	7		INA	INA	1999
					1101-00	ı				

					Frankli	in Mainte	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWD	T QV	V Ye
Franklin County															
	0.45	4-		From:		33-13	11				NIA		N1.0		40
1308)	0.15	45	R	To:		Dead E	and		_		NA		NA		19
				From:		Dead E			1						
1309) Drue Rd	0.04	20	R			Dead E	ena				NA		NA		19
1309				To		33-13	10								
1309) Drue Rd	0.20	50	R	From:		33-13	10				NA		NA		19
1503)				To:		33-130	08								
				From:		Dead E	End								
Drue Circle	0.02	10	R								NA		NA		19
				To:		33-130	09								
$\widehat{}$	2.12			From:		33-130	08								4.0
1311)	0.12	40	R	To:		D 15	. 1		_		NA		NA		19
				From:		Dead E									
1212	0.30	60	R	. Ioiii.		Dead E	end				NA		NA		19
1312				To:		33-67	0		1_						
				From:		33-60			Ī						
1313	0.09	20	R						_		NA		NA		19
				To:		Cul-de-	Sac								
<u> </u>				From:		33-13	16								
(1314) Key Lakewood Dr	0.24	120	R								NA		NA		19
				To: From:		33-13	15								
Key Lakewood Dr	0.16	140	R						_		NA		NA		19
				To:		33-60									
Chivas Circle	0.06	10	R	From:		33-13	14				NA		NA		19
Chivas Circle	0.00	10	K	To:		Dead F	End		7		INA		INA		18
				From:	(	0.04 MW 3									
Key Lakewood Circle	0.04	20	R			0.0111111	3 1311				NA		NA		19
				To		33-13	14		7						
Key Lakewood Circle	0.04	20	R	From:		33 13					NA		NA		19
				To:		Dead E	End								
				From:		33-60	1								
Oakpark Dr	0.10	120	R								NA		NA		19
				To: From:		33-13	18								
Oakpark Dr	0.17	90	R								NA		NA		19
				To: From:		33-13	19		}——						
Oakpark Dr	0.05	20	R						_		NA		NA		19
				To:		Cul-de-			<u> </u>						
1318) Dogwood Acre Rd	0.10	30		From:		33-13	17		_		NA		NA		19
Dogwood Acre Rd	0.10	30	R	To:		Cul-de-	Sac		7		INA		INA		18
				From:		33-13			<del> </del>						
Forest Rd	0.25	40	R	<u> </u>		33-13	.,		_		NA		NA		19
<u> </u>				To:		Cul-de-	Sac		1						
				From:		Cul-de-	Sac								
Deer Creek Dr	0.06	20	R						•		NA		NA		19
				To: From:		33-132	21		]——						
Deer Creek Dr	0.27	90	R								NA		NA		19
<u> </u>				To: From:		33-132	22		<u> </u>						
Deer Creek Dr	0.10	120	R								NA		NA		19
				To:		33-61	6								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Franklin County				From:		1				
1321) Club House Dr	0.33	80	R	rioni.	33-1320	_		NA	NA	1999
				To:	33-1324					
1321) Club House Dr	0.07	130	R	From:	33 1321	_		NA	NA	1999
				To:	33-1323					
				From:	Cul-de-Sac					
1322) Jackson Circle	0.08	10	R	To:	22 1220	_		NA	NA	1999
				From:	33-1320	1				
Crawford Dr	0.06	140	R	110	33-1321	_		NA	NA	1999
1323)				To:	33-616	1				
				From:	Cul-de-Sac					
1324)	0.36	70	R			_		NA	NA	1999
				To:	33-1321					
$\sim$	0.70			From:	33-616					4000
1325	0.76	230	R	To:	Cul do Sao	7		NA	NA	1999
				From:	Cul-de-Sac	1				
1326) Douglas Dr	0.21	60	R		33-616	_		NA	NA	1999
1520)	-			To:	Cul-de-Sac	]				
				From:	Cul-de-Sac					
1327)	0.06	10	R			_		NA	NA	1999
				To:	33-1302					
O 4 # 5:1 51	0.15	400	_	From:	33-1329					4000
Antler Ridge Rd	0.15	120	R	To:	33-616	7		NA	NA	1999
				From:		+				
Buck Run	0.45	80	R	110111.	Cul-de-Sac			NA	NA	1999
1329) 2 4 6 1 1 1 1 1	00		••	To:	33-1328	7				
				From:	Cul-de-Sac	1				
1330)	0.30	60	R			_		NA	NA	1999
				To:	33-942					
O				From:	33-942					
Green Hill Ct	0.14	60	R	To:		7		NA	NA	1999
				Erom:	Cul-de-Sac	+				
Bluewater Ct	0.05	20	R	Pioni.	33-942	_		NA	NA	1999
1332) Biddinator ot	0.00	20		To:	Cul-de-Sac	7			10.0	1000
				From:	Cul-de-Sac					
Deep Creek Ct	0.05	20	R			_		NA	NA	1999
				To:	33-942					
$\widehat{}$			_	From:	33-616					1000
1334	0.87	170	R	To:	Cul-de-Sac	7		NA	NA	1999
				From:	33-667	1				
Beechwood Circle	0.14	30	R		33-00/	_		NA	NA	1999
				To	Cul-de-Sac	1				
				From:	33-667					
1336	0.04	70	R			_		NA	NA	1999
				To: From:	33-1337					
1336	0.17	48	R			_		NA	NA	1999
				To:	Cul-de-Sac					
		_	From:	33-1336	_					
7) 0.09	20	R	To:	C-1 1- C	7		NA	NA	1999	
				10.	Cul-de-Sac					

					Trankin Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	()	C Design (	QK AAWDT QW	Year
Franklin County				From:					
1338) Dogwood Lane	0.16	40	R	rioni.	33-667		NA	NA	1999
1336) 2 09.1000 20.10	00		•••	To:	Cul-de-Sac	7			.000
				From:	Cul-de-Sac				
1339 Leeward Dr	0.24	40	R			<b></b> -	NA	NA	1999
				To:	33-654				
$\sim$				From:	33-833				
1340	0.27	200	R				NA	NA	1999
				To: From:	33-1342	]			
1340)	0.46	70	R				NA	NA	1999
<u> </u>				To: From:	33-1341	]			
1340)	0.07	10	R	т		_	NA	NA	1999
				To:	Dead End				
Doon Bidge Dr	0.27	45	В	From:	33-1340		NA	NΙΔ	1000
Dean Ridge Dr	0.27	45	R	To:	33-1342	7	NA	NA	1999
				From:	33-1340	<del>'</del>			
1342)	0.16	70	R		۷+∪-رر	_	NA	NA	1999
				To:	33-1341	<u> </u>			
1342)	0.05	6	R	From:	55-1541		NA	NA	1999
1342)				To:	Cul-de-Sac	1			
				From:	33-616				
1343)	0.23	200	R			_	NA	NA	1999
				To: From:	33-1368	<b>—</b>			
1343)	0.87	160	R	From:			NA	NA	1999
				To:	Cul-de-Sac				
_				From:	Cul-de-Sac				
1344) Hillview Dr	0.11	30	R			_	NA	NA	1999
<u> </u>				To:	33-601				
Ancher Dr	0.40	0.40	_	From:	33-654		NA	NIA	1000
1345 Anchor Dr	0.40	840	R			_	INA	NA	1999
A nahar Dr	0.45	<b>500</b>	_	From:	33-1348	_	NIA	NIA	4000
Anchor Dr	0.15	500	R			_	NA	NA	1999
	0.40			From:	33-1347 EAST				4000
Anchor Dr	0.43	140	R				NA	NA	1999
Anahar Di	0.00			From:	33-1346		N1 A	NIA	4000
1345 Anchor Dr	0.26	70	R	To:	33-1347 WEST	¬	NA	NA	1999
				From:		+			
1346)	0.11	70	R		33-1345	_	NA	NA	1999
1340)				To:	Cul-de-Sac				
				From:	Cul-de-Sac				
1347) Gangplank Dr	0.06	8	R			_	NA	NA	1999
				To	33-1345 WEST	7			
Gangplank Dr	0.12	70	R	From:		_	NA	NA	1999
$\bigcirc$				To: From:	33-1345 EAST				
1347) Gangplank Dr	0.39	380	R	r rom:		_	NA	NA	1999
				To:	33-1366	¬			
1347) Gangplank Dr	0.20	250	R	From:	22.12.00	_	NA	NA	1999
				To:	33-1367	¬			
1347) Gangplank Dr	0.08	200	R	From:	1001-00		NA	NA	1999
3, 4 11 21				To:	Dead End	<u></u>	<u>.                                    </u>		

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	O	C Design Hour	QK AAWDT QW	Year
ranklin County				From:		_			
1348) Larboard Dr	0.21	70	R	Troin.	Cul-de-Sac	_	NA	NA	1999
				To:	33-1349	1			
1348) Larboard Dr	0.13	130	R	rioiii <u>L</u>		<u></u>	NA	NA	1999
				From:	33-1345	]			
1348 Larboard Dr	0.20	40	R	To:	Dead End	7	NA	NA	1999
				From:	33-1348				
1349	0.14	60	R	<u> </u>	33-1340		NA	NA	1999
				To:	Cul-de-Sac				
$\overline{}$	0.74			From:	Cul-de-Sac		NIA	NIA	4000
1350	0.71	50	R	To:	33-1353; 33-1350	7	NA	NA	1999
				From:	33-945				
Niver Dr	0.16	60	R		JJ 7 10	_	NA	NA	1999
				To: From:	33-1352	<u> </u>			
Niver Dr	0.24	20	R			_	NA	NA	1999
				To:	Cul-de-Sac	<u> </u>			
1352)	0.45	60	R	From:	33-1351		NA	NA	1999
1352	0.40		.,	To:	33-945		10.0	14/1	1000
				From:	Cul-de-Sac				
Boxwoodgreen Dr	0.15	50	R			_	NA	NA	1999
				To: From:	33-1357	]			
Boxwoodgreen Dr	0.18	130	R				NA	NA	1999
				From:	33-1354				1000
Boxwoodgreen Dr	0.51	240	R	To:	33-1355	7	NA	NA	1999
				From:	Cul-de-Sac				
1354	0.16	20	R		car at bat	_	NA	NA	1999
				To:	33-1353				
Oakshira Lana	4.40	200	_	From:	Cul-de-Sac		NIA	NIA	4000
Oakshire Lane	1.16	300	R	To:	33-944		NA	NA	1999
				From:	Cul-de-Sac				
Morningwood Dr	0.34	20	R			_	NA	NA	1999
				To:	33-1355				
	0.10	20	R	From:	Cul-de-Sac		NA	NA	1999
1357	0.10	20	K	To:	33-1353	1	INA	IVA	1998
				From:	Cul-de-Sac				
1358)	0.98	70	R			- -	NA	NA	1999
				To:	33-944	<u> </u>			
1359) Crafts Ford Ct	0.36	40	R	From:	Cul-de-Sac	J	NA	NA	1999
Crafts Ford Ct		<del></del> -		To:	33-944	<b>1</b>		. wa	
				From:	33-654		<u> </u>		
1360 Lanyard Lane	0.12	120	R				NA	NA	1999
				To: From:	33-1361	]			
1360 Lanyard Lane	0.13	100	R	To:	Cul 1- C	7	NA	NA	1999
_				From:	Cul-de-Sac	+			
1361) Lanyard Lane	0.21	48	R		33-1360	_	NA	NA	1999
1001)				To:	Cul-de-Sac			-	

					Franklin Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	$\alpha$	Design Hour	QK AAWDT QW	Year
Franklin County				From:	22.654	1			
1362) Catamaran Lane	0.22	50	R	rioiii.	33-654		NA	NA	1999
1302)	0.22		•••	To:	Cul-de-Sac				
				From:	33-654				
1363)	0.25	110	R			_	NA	NA	1999
				To:	Cul-de-Sac				
	0.47			From:	33-1343				
1364	0.17	NA		To:	Dead End	7	NA	NA	
				From:					
1365) Beneva Circle	0.04	20	R		Cul-de-Sac		NA	NA	1999
1303)				To:	33-1347	1			
				From:	33-1347				
1366) Clipper Circle	0.15	50	R			<u> </u>	NA	NA	1999
				To:	Cul-de-Sac				
O. F	<b>.</b>		_	From:	33-1347				
1367 Freeboard Dr	0.18	100	R	To:	Cul do C	7	NA	NA	1999
				From:	Cul-de-Sac	1			
1368)	0.14	60	R	r routi.	33-1343	_	NA	NA	1999
1368	0.14	00		To:	Cul-de-Sac	7	1471	14/1	1000
				From:	Cul-de-Sac				
1369)	0.10	20	R		0.00 0.00		NA	NA	1999
				To:	33-1350				
				From:	33-949				
Chickadee Circle	0.09	20	R			_	NA	NA	1999
				To:	Cul-de-Sac	1			
1371) Nuthatch Circle	0.11	20	R	From:	33-949		NA	NA	1999
1371) Nutriatori Circle	0.11	20	ĸ	To:	Cul-de-Sac	7	INA	INA	1999
				From:	33-1343	1			
1372)	0.10	NA		<u> </u>	33-1343		NA	NA	
·····				To:	Dead End				
				From:	Cul-de-Sac				
1373	0.42	20	R			_	NA	NA	1999
				To:	33-1377				
A series of Oirests	0.00	40	_	From:	33-1379		NIA	NIA	4000
Loving Circle	0.08	10	R	To:	Cul-de-Sac	_	NA	NA	1999
				From:	Cul-de-Sac	1			
1375) Findlay Circle	0.05	20	R		Cui-de-Sac	_	NA	NA	1999
13/3)	0.00		•••	To:	33-1379				.000
				From:	33-1379				
1376)	0.19	40	R			<b></b> 	NA	NA	1999
				To:	Cul-de-Sac				
			_	From:	Cul-de-Sac				
1377)	0.16	30	R	To:	22 1270	_	NA	NA	1999
					33-1378	1			
1378) Marina bay Dr	0.40	170	D	From:	Cul-de-Sac	_	NA	NΙΛ	1999
1378) IVIAI IIIA DAY DI	0.40	170	R	To:	33-610	7	INA	NA	1999
				From:	33-610	1			
1379) Blackwater Circle	0.33	300	R	<u> </u>	33-010	_	NA	NA	1999
				To:	22 1275				
1379) Blackwater Circle	0.24	70	R	From:	33-1375		NA	NA	1999
1513				To:	Cul-de-Sac				
				-					

Route	Length	AADT	QA	4Tire	Truck		QC	Design	QK AAWDT QW	Year
ranklin County	Longin	,,,,,	٠.,	110	2Axle 3+Axle 1Trail	2Trail	QU	Hour	ar //wbi ar	1001
	2.12		_	From:	33-610					1000
1380	0.19	650	R			_		NA	NA	1999
	0.17	240		To: From:	33-1381			NΙΔ	NIA	1000
1380	0.17	340	R	_		_		NA	NA	1999
	0.21	120	R	From:	33-1388	_		NA	NA	1999
1380	0.21	120	K			=1		INA	INA	1998
	0.10	40	R	From:	33-1389			NA	NA	1999
1380	0.10	40		To:	Cul-de-Sac			147.	177	1000
				From:	33-1386					
1381) Cross Harbor Dr	0.22	150	R			_		NA	NA	1999
				To: From:	33-1382					
1381) Cross Harbor Dr	0.31	210	R			_		NA	NA	1999
				To:	33-1380					
Pay Front Dd	0.05	00	-	From:	Cul-de-Sac			NIA	NIA	4000
Bay Front Rd	0.05	20	R			_		NA	NA	1999
Pay Front Dd	0.06	E0.	R	From:	33-1383	_		NIA	NIA	1000
Bay Front Rd	0.06	50	ĸ	To:	33-1381	7		NA	NA	1999
				From:	33-1382	1				
1383) Bay Breeze Lane	0.10	30	R		33-1302	_		NA	NA	1999
				To:	Cul-de-Sac					
				From:	33-1381					
Harbor View Circle	0.05	20	R	. —		=1		NA	NA	1999
				To:	Cul-de-Sac					
	0.04	20	R	From:	Cul-de-Sac			NA	NA	1999
1385)	0.04	20	IX	To:	33-1381	7		INA	INA	1995
				From:	0.05 MS 33-1381	l				
1386) Lands End Rd	0.05	20	R	<u> </u>	3.55 2.55 2.5	_		NA	NA	1999
				To: From:	33-1381	7				
1386 Lands End Rd	0.07	30	R	riom:		_		NA	NA	1999
				To:	0.07 MN 33-1381					
O 51 11 1		_		From:	Cul-de-Sac					4000
Birdie Lane	0.08	6	R	To:	33-1380	7		NA	NA	1999
				From:		1				
1388) Island View Dr	0.26	130	R	110111	33-1380			NA	NA	1999
1388) 1014114 11011 21	0.20			To:	22 1202	_				
1388) Island View Dr	0.13	80	R	From:	33-1392			NA	NA	1999
1000				To	33-1390	7				
1388) Island View Dr	0.06	20	R	From:	33-1370			NA	NA	1999
				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
1389	0.14	40	R			_		NA	NA	1999
				To	33-1380	1				
	0.06	30	R	From:	Cul-de-Sac			NA	NA	1999
390	0.00	30	ĸ	To:	33-1388	7		INA	INA	1998
				From:	33-654	1				
1391)	0.20	10	R		דינטיינע			NA	NA	1999
				To:	Dead End					
				From:	Dead End					
1392) Island Bay Ct	0.05	30	R	. —		_		NA	NA	1999
				To:	33-1388					

					Franklin Maintenance Area			Design		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Hour	QK AAWDT QW	Year
ranklin County				From:	Dead End					
1393)	0.49	NA				<b>-</b>		NA	NA	
				To:	33-1394 WEST					
	0.19	NA		From:	33-1393 WEST			NA	NA	
1394	0.19	NA		To:	33-1393 EAST	7		INA	INA	
				From:	33-610					
1395) Morgans Mill Dr	0.58	200	R			<u> </u>		NA	NA	1999
				To:	Dead End					
	0.33	80	R	From:	33-1395			NA	NA	1999
1396	0.00	00	IX.	To:	Cul-de-Sac	7		IVA	IVA	1000
				From:	33-1395					
1397) Low Counry Dr	0.18	40	R			_		NA	NA	1999
				To:	Cul-de-Sac					
	0.28	NA		From:	33-00668(B)/			NA	NA	
1398	0.20	IAM		To:	Dead End/	7		INA	INA	
				From:	33-1302	Ī				
1399	0.21	NA				<del>-</del> -		NA	NA	
				To:	Dead End					
Old Croft Chan	0.15	70	R	From:	33-887	_		NA	NIA	1999
Old Craft Shop	0.15	70	ĸ	To:	SR 40	7		INA	NA	1999
				From:	SR 40					
1401)	0.13	100	R			_		NA	NA	1999
				To:	33-1402					
Michael Ave	0.00	40		From:	33-1403			NIA	NIA	1000
Michael Ave	0.09	40	R	To:	33-1401	7		NA	NA	1999
				From:	SR 40					
Nolen St	0.13	100	R			<b>-</b>		NA	NA	1999
				To:	33-1402					
$\bigcirc$	0.44	NIA		From:	33-01405(B)/			NA	NIA	
1404	0.44	NA		To:	33-00665(B)/	7		INA	NA	
				From:	Cul-de-Sac/					
1405)	0.10	NA		-		_		NA	NA	
				To:	Cul-de-Sac/					
$\bigcirc$	0.05	NIA		From:	33-1343			NIA	NIA	
1408	0.05	NA		To:	Cul-de-Sac	7		NA	NA	
				From:	33-1343 EAST	†				
1409	0.17	NA				_		NA	NA	
				To:	33-1343 WEST					
$\overline{}$	0.40		_	From:	Dead End			N.I.O.	NIA	4000
1410	0.10	30	R	To:	33-623	7		NA	NA	1999
				From:	Dead End	1				
Nelson St	0.12	40	R	<u> </u>	Doug Liiu	_		NA	NA	1999
$\bigcup$				To:	33-623; 33-781					
$\overline{}$				From:	33-00665(B)/					
1418	0.63	NA		To:	Dood End/	7		NA	NA	
				From:	Dead End/	1				
1419)	0.24	NA			Dead End/	_		NA	NA	
17.00				To:	33-00668(B)/			<u> </u>		
						-				

					Transmit Maintenance / trea					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		( )( '	Design Hour	QK AAWDT QW	Year
Franklin County				From:						
1420) Indian Trail	0.06	10	R	Piolii.	Dead End			NA	NA	1999
				To: From:	33-1421	<b>—</b>				
1420) Indian Trail	0.40	40	R					NA	NA	1999
				To:	33-990					
1421) Navajo Circle	0.14	1	R	From:	Dead End			NA	NA	1999
1421) Navajo Circle	0.14		K	To:	33-1420			INA	IVA	1999
				From:	Cul-de-Sac	i				
1425)	0.20	20	R					NA	NA	1999
				To:	33-945					
	0.20	20	_	From:	33-945			NIA	NIA	1000
1430	0.20	30	R	To:	Cul-de-Sac			NA	NA	1999
				From:	33-01334(B)/					
1431)	0.08	NA						NA	NA	
				To:	Cul-de-Sac/					
$\bigcirc$	0.10			From:	Cul-de-Sac/			NI C	A I A	
1439	0.10	NA		To:	33-00601(B)/	_		NA	NA	
				From:	33-1441					
1440 Ivy Lane	0.48	90	R		33-1441			NA	NA	1999
				To:	33-938					
				From:	Cul-de-Sac					
Beech Dr	0.04	20	R					NA	NA	1999
O Danah Da	0.00			From:	33-1442			NIA	NIA	4000
Beech Dr	0.23	80	R	To:	33-1440	$\neg$		NA	NA	1999
				From:	33-1441					
1442) Azalea Circle	0.09	40	R					NA	NA	1999
				To:	Cul-de-Sac					
$\bigcirc$	0.00		_	From:	33-949			NIA	NIA	4000
1450	0.20	50	R	To:	Cul-de-Sac	_		NA	NA	1999
				From:	Cul-de-Sac					
1451) Beckys Mill Rd	0.15	20	R		Cur de Sue	_		NA	NA	1999
				To:	33-949					
$\overline{}$	0.10	•••		From:	Cul-de-Sac			<b>.</b>		
1452	0.42	NA		To:	33-949	_		NA	NA	
				From:	Cul-de-Sac					
1460	0.08	40	R		Cui-uc-pac			NA	NA	1999
				To: From:	33-1461					
1460)	0.20	260	R					NA	NA	1999
				To:	33-697	<u> </u>				
$\bigcirc$	0.50	470		From:	Cul-de-Sac			NIA	NI A	1000
1461)	0.50	170	R	To:	33-1460	1		NA	NA	1999
				From:	33-948					
1470)	0.53	250	R	<u> </u>	JJ /TO			NA	NA	1999
				To:	Cul-de-Sac					
$\overline{}$				From:	Cul-de-Sac					
1471)	0.13	40	R	To:	22.1450	_		NA	NA	1999
				rd.	33-1470					

					Franklin Maintenance Area					
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
ranklin County				r	22.1172					
	0.06	20	R	From:	33-1470	_		NA	NA	1999
1472	0.00	20		To:	Cul-de-Sac	7		IVA	IVA	1000
				From:	Cul-de-Sac	<del></del>				
1473)	0.05	30	R		555 555	_		NA	NA	1999
				To:	33-1470					
				From:	Cul-de-Sac					
(480) Chestnut Creek	0.34	380	R					NA	NA	1999
<u> </u>				To: From:	33-1481					
Chestnut Creek	0.16	500	R			_		NA	NA	1999
				To:	33-616					
North Observation	0.00	40	_	From:	Cul-de-Sac	_		N1.0	A I A	4000
North Church Dr	0.38	40	R					NA	NA	1999
				From:	33-1482	<u> </u>				
North Church Dr	0.14	120	R	To:	22.1400	_		NA	NA	1999
					33-1480					
(482) Cambridge Ct	0.28	40	D	From:	33-1481	_		NA	NA	1999
Cambridge Ct	υ.∠δ	40	R	To:	Cul-de-Sac	7		INA	INA	1995
				From:		<del></del>				
483)	0.51	20	R		33-1480	_		NA	NA	1999
463)	0.01		•	To:	33-1481	7			101	1000
				From:	33-938	$\overline{1}$				
490) Cedar Ridge Rd	0.27	90	R		55 750	_		NA	NA	1999
				To:	33-1491					
490) Cedar Ridge Rd	0.29	60	R	From	33-1471	_		NA	NA	1999
4309				To:	Dead End					
				From:	33-1490	1				
491)	0.26	20	R			_		NA	NA	1999
				To:	Cul-de-Sac					
				From:	33-1490					
Cedar Ridge Cir	0.04	20	R			_		NA	NA	1999
				To:	Cul-de-Sac					
				From:	33-1490	_				
493)	0.04	10	R	To:	0.11.0	_		NA	NA	1999
					Cul-de-Sac					
	0.15	280	R	From:	33-681	_		NA	NA	1986
501)	0.15	200	K	To:	33-1502	7		INA	INA	1900
				From:	33-1504					
502) Bailey Blvd	0.07	20	R	<u> </u>	JJ-1JU <del>4</del>	_		NA	NA	1986
,				To:	22 1501					
502) Bailey Blvd	0.38	240	R	From:	33-1501			NA	NA	1986
302) 240, 20	3.00		••	To:	33-1503 LOOP BEGIN	٦				, 500
				From:	33-1502 LOOP BEGIN	$\overline{1}$				
503) Lakeshore Terrace R	1.00	NA				_		NA	NA	
$\mathcal{L}_{\mathcal{L}}$				To:	LOOP END	]				
				From:	Dead End					
504) Dixon Dr	0.08	10	R			_		NA	NA	1986
				To:	33-1502	<b>—</b>				
504) Dixon Dr	0.24	2	R	From:		_		NA	NA	1986
$\mathcal{L}_{\mathcal{L}}$				To:	Dead End	]				
				From:	Dead End					
Oakdale Dr	0.26	60	R			_		NA	NA	1986
				To:	33-639					

					Franklin Maint	enance A	l Ca							
Route	Length	AADT	QA	4Tire	Bus	Trι			QC	Design	QK AAV	VDT	QW	Year
	Ü				2Axle	3+Axle	1Trail	2Trail		Hour				
Franklin County				From:	Dead	End								
1511)	0.21	60	R					_		NA	N	A		1986
				To:	33-6									
	0.10	60	_	From:	Cul-de	e-Sac				NΙΔ	N	٨		1006
1512	0.19	60	R	To:	33-6	30		7		NA	N	A		1986
				From:	33-6			1						
1513) Autumn Circle	0.15	20	R		33-0	137		_		NA	N	Α		1986
				To:	Cul-de	e-Sac		1						
				From:	Cul-de	e-Sac								
1514)	0.22	40	R					_		NA	N	A		1986
				To:	33-6									
$\frown$	0.11	NA		From:	Cul-de	e-Sac				NA	N	٨		
1519	0.11	INA		To:	33-6	584		7		INA	IN.	^		
				From:	Dead			1						
1520	0.16	NA			Deau	-/IM		_		NA	N	Α		
$\bigcup$				To:	33-1:	526		<b>—</b>						
1520	0.47	40	R	From:	33-1.					NA	N	Α		1999
				To	33-1524	WEST								
1520	0.02	80	R	From:						NA	N	Α		1999
				To: From:	33-1:	525		7						
1520	0.03	100	R	rioii.				_		NA	N	Α		1999
				To:	33-1524	EAST		7——						
1520	0.16	200	R					<del>_</del>		NA	N	Α		1999
				To: From:	33-1:	523		]——						
1520	0.14	300	R							NA	N	Α		1999
				To: From:	33-1:	522		]——						
1520	0.02	320	R							NA	N	A		1999
				To: From:	33-1:	521		]						
1520	0.15	350	R					_		NA	N	A		1999
				To:	SR 1									
1521) Ledges Circle	0.04	20	R	From:	33-1:	520				NA	N	٨		1999
1521) Ledges Circle	0.04	20	K	To:	Cul-de	-Sac		7		INA	IN.	^		1999
				From:	Cul-de			1						
1522)	0.04	10	R		Our de	, suc				NA	N	Α		1999
				To:	33-1:	520								
				From:	0.34 MS	33-1520		]						
1523 Bittersweet Lane	0.34	70	R							NA	N	A		1999
<u> </u>				From:	33-1:	520		]——						
1523 Bittersweet Lane	0.10	40	R	To:	0.1.1	. Cos		7		NA	N	A		1999
				From:	Cul-de			<u> </u>						
1524)	0.09	20	R		Cul-de	z-Sac		_		NA	N	Α		1999
1024	0.00			To:	DECRI	LECC								
1524)	0.06	8	R	From:	BEGIN	LEGS				NA	N	A		1999
1324)				To:	33-1520 Ga	ap Termin		1						
$\bigcirc$	0.00	4.5	_	From:	GAP TER BE									400-
1524	0.03	49	R	To:	22 1520	EAST		7		NA	N	А		1999
				From:	33-1520			<del>-</del>						
1525) Boulder Point Dr	0.18	60	R		33-1:	520		_		NA	N	Α		1999
														. 555

Route	Length	AADT	QA	4Tire	Bus 2Axle 3	Truck +Axle 1			QC	Design Hour	QK A	AWDT	QW	Year
Franklin County				r			ITTAII	ZIIali		rioui				
(1526)	0.23	NA		From:	33-01520(R	)/		J		NA		NA		
				To:	Cul-de-Sac	/								
<u> </u>				From:	Cul-de-Sac	;								
(1530) Kristen Forest Rd	0.28	50	R	To:	22 (70			7		NA		NA		1999
				From:	33-679			1						
(1535) Meadow Dr	0.24	200	R	rioin.	33-634			J		NA		NA		1999
(1333)				To:	33-1536			1						
(1535) Meadow Dr	0.03	20	R	From:	33-1330			_		NA		NA		1999
				To:	Cul-de-Sac									
$\widehat{}$				From:	Cul-de-Sac	;								
(1536) Green Valley Rd	0.18	80	R	To:	22.1525			7		NA		NA		1999
					33-1535									
1545) Frederick Circle	0.12	50	R	From:	33-678			J		NA		NA		1993
1545) 1 1545.161 611010	J. 12			To:	Cul-de-Sac	;		<u></u>						.500
Fown of Boones Mill														
	0.00	450	_	From:	Dead End					NIA.		NIA		4000
1601) Easy St	0.23	150	R					=		NA		NA		1986
Casy Ct	0.10	460	R	From:	33-1602					NΙΔ		NIA		1006
Easy St	0.10	460	ĸ	To:	33-684			1		NA		NA		1986
				From:	US 220									
(1602) Boon St	0.05	1100	R		00 220			_		NA		NA		1999
				To: From:	33-1603			Ī						
1602 Boon St	0.01	740	R	Piolii.				_		NA		NA		1986
				To:	33-1601									
O 11 1 01	0.40		_	From:	33-1602									1000
1603 Main St	0.12	990	R	To:	33-684			7		NA		NA		1986
				From:	33-684									
(1604) Church Hill	0.20	70	R		33-064					NA		NA		1986
				To:	Dead End			1						
				From:	US 220									
(1605)	0.23	390	R					7		NA		NA		1986
				To:	33-684									
(1606) Dogwood Hill Rd	0.40	200	R	From:	Dead End			J		NA		NA		1999
1606 Dogwood Hill Rd	0.40	200	K	т	22.1.02			7		INA		INA		1999
(1606) Dogwood Hill Rd	0.10	560	R	From:	33-1607					NA		NA		1999
- 13.1000 7 1111 7 10				To:	33-739			<u></u>						
Franklin County														
_	0.05	200	Г	From:	Dead End			]				NIA.		1000
1607 Heatherwood Dr	0.25	320	R	To:	WCL BOONES	MILI.		1		NA		NA		1999
Town of Boones Mill				<u> </u>	CL DOUNES			1						
				From:	WCL BOONES	MILL								
(1607) Heatherwood Dr	0.18	350	R	т				7		NA		NA		1999
				To:	33-1606									
Franklin County				From:	Dead End			l						
(1608) Mountainaire Rd	0.55	60	R	<u> </u>	Doug End			_		NA		NA		1989
$\bigcirc$				To:	WCL BOONES	MILL								

					Franklin Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	OC	Design Hour	QK AAWDT QW	Year
Town of Boones Mill				From:	WCL BOONES MILL	1			
1608) Mountainaire Rd	0.14	60	R		WCL BOONES MILL	_]	NA	NA	1989
				To:	33-739				
				From:	33-739				
(1609) Oakwood Dr	0.25	40	R			=	NA	NA	1999
				To:	Dead End				
1610) Angell Lane	0.20	50	R	From:	WCL BOONES MILL		NA	NA	1999
Angell Lane	0.20	50	K	To:	US 220	7	INA	INA	1999
				From:	US 220	1			
(1611)	0.35	120	R				NA	NA	1986
				To:	NCL BOONES MILL				
Franklin County									
	0.30	120	R	From:	NCL BOONES MILL		NA	NA	1986
(1611)	0.50	120	IX.	To:	Dead End	1	IVA	INA	1300
				From:	33-684				
1612)	0.03	130	R		***	<u> </u>	NA	NA	1986
				To: From:	33-1613	1			
1612)	0.10	50	R	710III.		_	NA	NA	1993
				To:	Dead End				
$\sim$				From:	Dead End				
1613)	0.22	110	R	To:	22.1612	7	NA	NA	1986
				10.	33-1612				
Town of Boones Mill				From:	Dead End				
1615) Murray Hill Rd	0.02	20	R			<u></u> 1	NA	NA	1991
				To:	33-1611				
Franklin County									
1620) Mill Race Rd	0.16	20	R	From:	33-919		NA	NA	1999
Mill Race Rd	0.10	20	IX.	To:	Dead End	1	IVA	INA	1000
				From:	US 220				
1630) Glen Dr	0.18	60	R		0.0 = 2.0	_	NA	NA	1995
				To:	Cul-de-Sac				
$\overline{}$				From:	Cul-de-Sac				
1640 Island Pointe Lane	0.75	270	R	To:	22.616	_	NA	NA	1999
					33-616				
1641)	0.65	80	R	From:	33-1645 SOUTH		NA	NA	1999
1041)				To:	33-1640	1			
				From:	Dead End				
1645)	0.33	50	R			<b>-</b>	NA	NA	1999
				To:	33-1641 NORTH				
$\overline{}$			_	From:	33-942				4
1650	0.14	40	R	To:	Cul do Coo	7	NA	NA	1999
				From:	Cul-de-Sac	1			
1651) Harbor Landing Dr	0.51	30	R		33-1650		NA	NA	1999
1031)				To:	Cul-de-Sac	1			
				From:	33-674				
1660) Blue Lake Rd	0.41	40	R				NA	NA	1999
				To:	Cul-de-Sac				
$\overline{}$				From:	Cul-de-Sac				
1661	0.10	10	R	Tar	22.1772	_	NA	NA	1999
				To:	33-1660	]			

Length	AADT	QA	4Tire	Bus				QC	Design Hour	QK AA	WDT	QW	Year
			From:	33 66	55		ı						
0.32	40	R		33-00	13				NA	1	NΑ		1999
			To:										
0.12	NΛ		From:	Cul-de-	Sac				NΔ	,	NΔ		
0.12	NA.		To:	33-167	70				14/3	'	<b>1</b> /~		
			From:	33-66	55								
0.21	30	R	To:	0.1.1	C		<b>-</b> 1		NA	1	NΑ		1999
				Cui-de-	Sac								
			From:	Bus US	220								
0.51	1000	R	To:	Franklin Midd	dle School		7		NA	ľ	NA		1995
				Trankim wirde	ne senoor								
			From:	33-64	1								
0.05	250	R	To:	Dead F	End		7		NA	ſ	NA		1995
			<u> </u>	Dead I	JII C		<u> </u>						
		_	From:	Dead E	End								
0.04	10	R	To:	Dead F			1		NA	Г	NA		1986
			•	Deua	, and								
0.00			From:	33-67	0								4005
0.08	260	R	To:	BURNT CHIM	NEY EL SO	2	1		NA	ſ	NA		1995
			From:			-							
0.05	80	R	_				_		NA	1	NΑ		1995
						H							
0.15	180	R	From:	SR 40	0				NA	1	NA		1995
			To:	GLADE HILL	SCHOOL								
			From:	33-69	1								
0.05	120	R	To:	BOONES MILL	I ELE SCH	ī	7		NA	ſ	NA		1995
			From:				1						
0.13	140	R							NA	1	NΑ		1995
0.35	210	R	From:	HENRY ELEM	I SCHOOL	,			NA	1	NΑ		1995
			To:	33-76	50								
			From:	Patrick Cour	nty Line								
0.05	10	N	To:	Franklin Cou	ınty Line		7		NA	ſ	NA		1994
				танкіні Соц	inty Line		I						
		_	From:			201							
0.80	3200	G	92%			3%	0% <del></del>	C	NA	3:	200	G	2001
0.54	3300	G	From: 92%			3%	0%	F	NA	3:	300	G	2001
0.01			To:			070	7						2001
			From:										
0.45	2700	G				0%	□ 0%	С	NA	2	700	G	2001
0.40			10.	1.3011/9471									
0.40			From:										
0.26	2800	G		Orchard 1% 1%		1%	0%	С	NA	2	800	G	2001
		G	95% To:	Orchard 1% 1% Donald	Ave 3%	1%	0%	С	NA	2	800	G	2001
		G	From: 95%	Orchard 1% 1%	Ave 3%	1%	0%	C F	NA NA		800	G G	2001
	0.32 0.12 0.21 0.51 0.05 0.04 0.08 0.05 0.15 0.05 0.13 0.35 0.05	0.32 40  0.12 NA  0.21 30  0.51 1000  0.05 250  0.04 10  0.08 260  0.05 80  0.15 180  0.15 180  0.15 120  0.13 140  0.35 210  0.05 10	0.32 40 R  0.12 NA  0.21 30 R  0.51 1000 R  0.05 250 R  0.04 10 R  0.08 260 R  0.05 80 R  0.15 180 R	0.32 40 R   From:	Dead From   Cul-de-   Cul-de-   Cul-de-	Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   Californ   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Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End	

Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		. QC	Design	QK	AAWDT	QW	Year
Noute	Lengui	AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QI	AAWDI	QVV	i cai
Town of Rocky Mount															
Orchard Ave	0.59	1300	G	97%	0%	Cliff	1%	1%	0%	С	NA		1300	G	2001
Orchard Ave	0.59	1300	G	91 70 To:	0 %	Court		1 70	7	C	INA		1300	G	2001
				From:	,				1						
5 Diamond Ave	0.32	1500	G	84%	1%	WCL Rocks	12%	1%	0%	F	NA		1600	G	2001
5 Diamond Ave	0.52	1500	G	04 /0	1 /0			1 /0	<b>-</b> 0 70	'	INA		1000	O	2001
O				From:		W. End				_					
5 Diamond Ave	0.31	1600	G	84%	1%	2%	12%	1%	0%	С	NA		1600	G	2001
				To:		Frankli	n St								
				From:		WCL Rock									
(390) Scuffling Hill Rd	0.87	1900	G	79%	0%	1%	11%	8%	0%	С	NA		1900	G	2001
				To: From:	,	W. Knollwo	ood Ave		7——						
390 Scuffling Hill Rd	0.52	2300	G	79%	0%	1%	11%	8%	0%	F	NA		2300	G	2001
157				To:		Main	St								
				From:	1	WCL Rock	y Mount								
392 Grassy Hill Rd	0.35	3000	G	92%	1%	2%	3%	2%	0%	С	NA		3000	G	2001
(157)				To:		North Ma	ain St								
				From:		Main	St								
2314 Tanyard Rd	0.69	8100	G	91%	1%	4%	3%	1%	0%	С	NA		8100	G	2001
157				To:		Pell A	ve		]						
				From:		Frankli	n St								
2315 Floyd Ave	0.22	3600	G	P.							NA		3600	G	2001
157				To:		Main	St								