### 2002

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

where available

### **Jurisdiction Report**

38

Grayson County
Town of Fries
Town of Independence
Town of Troutdale

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

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

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

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

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

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

### **Publication Notes**

### Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

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

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

QW: Quality of AAWDT:

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

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

### Route Shield Legend

### Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 US Route

7 Virginia State Route

(600) Secondary Route

### **Special Routes**

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

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					Gr	ayson Maintenar	ice Area	1							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gravson County				From:				-							
16	4.06	1200	F	86%	0%	North Carolina State 7% 2%	5%	0%	С	0.085	F	0.505	1200	F	2002
	2.00	4600	F	From: 88%	00/	US 58 Mouth of W 3% 3%		00/	F	0.002	F	0.566	1600	F	2002
16 [58]	3.99	1600	Г	00%	0%		5%	0%	Г	0.093	Г	0.566	1600	Г	2002
	F 00	4400		From:	00/	US 58 VOLNE		00/		0.000		0.500	1400		2002
16	5.66	1400	F	86% To:	0%	7% 2% ECL Troutdale	5%	0%	F	0.092	F	0.526	1400	F	2002
T 6T 411						ECE Houlday		<u> </u>							
Town of Troutdale				From:		ECL Troutdale									
(16)	2.26	1500	F	86%	0%	7% 2%	5%	0%	F	0.091	F	0.55	1600	F	2002
				To:		WCL Troutdal	e								
Gravson County															
	0.00	4000	_	From:	00/	WCL Troutdal		00/	_	0.00-	_	0.500	4000	_	0000
16	0.82	1300	F	86% To:	0%	7% 2%	5%	0%	F	0.097	F	0.568	1300	F	2002
						Smyth County L		l							
$\sim$	0.00	4000	_	From:	00/	North Carolina State		00/	_	0.005	_	0.544	4000	_	0000
[21]	3.39	1900	F	92% To:	0%	2% 1%	4%	0%	С	0.085	F	0.544	1900	F	2002
						SCL Independer	ice								
Town of Independence				From:		SCL Independer	nce	I							
(21)	0.47	1900	N	92%	0%	2% 1%	4%	0%	Ν	0.085	Ν	0.544	1900	Ν	2002
21)				To		US 58									
21	1.64	2100	Α	92%	0%	4% 1%	3%	0%	Α	0.11	Α	0.629	2100	Α	2002
(21)	1.04	2100	^	To:	070	NCL Independer			,,	0.11	,,	0.020	2100	,,	2002
Gravson County						•									
Gravson County				From:		NCL Independer	nce								
21	8.72	2100	N	92%	0%	4% 1%	3%	0%	Ν	0.11	Ν	0.629	2100	Ν	2002
$\overline{}$				To: From:		38-791		-							
21	1.45	1400	F	92%	0%	4% 1%	3%	0%	F	0.095	F	0.517	1400	F	2002
$\bigcirc$				To:		38-805 Turkey F	ork								
(21)	1.37	1300	F	From: 92%	0%	4% 1%	3%	0%	F	0.092	F	0.526	1300	F	2002
<u></u>				To:		Wythe County L	ine								
				From:		North Carolina State	e Line								
48 Blue Ridge Parkway	4.69	2000	0	<u> </u>						NA			NA		2002
				To:		Carroll County L	ine								
				From:		Washington County	Line								
(58)	9.57	650	F	95%	0%	2% 1%	1%	0%	F	0.095	F	0.529	660	F	2002
$\bigcirc$				Ta		SR 362		1							
58	3.76	340	F	95%	0%	2% 1%	1%	0%	F	0.107	F	0.623	340	F	2002
				To		38-740 North of R	nohv	I.							
58	3.99	640	F	95%	0%	2% 1%	1%	0%	F	0.110	F	0.577	660	F	2002
58															
(F0)	3.99	1600	F	From: 88%	0%	SR 16 Volney 3% 3%	5%	0%	F	0.093	F	0.566	1600	F	2002
58	0.00	1000	•		070				•	0.000	•	0.000	1000	•	2002
	3.79	1800	F	From: 88%	0%	SR 16 Mouth of W 3% 3%	ilson 5%	0%	F	0.007	F	0.627	1800	F	2002
58	3.19	1000	Г	00%	U%		ე%	U%	Г	0.087	Г	0.027	1000	٢	2002
~~~	• • •	0=4-		From:	201	38-711	==:			0.05=	_	0.05-	C=: -		0005
[58]	8.04	2700	F	88% To:	0%	3% 3%	5%	0%	С	0.087	F	0.662	2700	F	2002
				10.		WCL Independe	nce								
Town of Independence				From:		WCI Ind1	200	-							
(50)	0.86	2700	N	88%	0%	WCL Independer	5%	0%	N	0.087	N	0.662	2700	N	2002
[58]	0.00	50	. •	. F	<b>U</b> /0			J /0	. 4	0.007	. 4	0.002	2,00		2002
	1.20	6500	F	From: 91%	1%	US 21 Independe 2% 2%	3%	0%	F	0.101	F	0.548	6600	F	2002
(58)	1.20	0000	Г	91% Tn:	170	ECL Independer		U%	Г	0.101	F	0.040	0000	٢	2002
						ECT machender	icc								

						ayson Maintenance Ar								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tra		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gravson County				From:		ECI Indonondonos	-							
58	1.55	6500	N	91%	1%	ECL Independence 2% 2% 3%		N	0.101	N	0.548	6600	N	2002
58	8.68	5000	F	91%	1%	SR 274 East of Independenc 2% 2% 3%		С	0.089	F	0.517	5100	F	2002
58	1.36	8900	F	From: 91% To:	1%	SR 94 West of Galax  2% 2% 3%  WCL Galax	6 0%	F	0.094	F	0.632	9000	F	2002
89	4.89	4700	F	From: 93%	0%	North Carolina State Line 2% 1% 4%	6 0%	С	0.085	F	0.545	4800	F	2002
				To: From:		SCL Galax  North Carolina State Line								
93	0.92	760	F	88% To:	<b>0</b> %	5% 1% 6% US 58 Near Mouth Of Wilso		С	0.09	F	0.561	780	F	2002
94)	4.22	2300	F	97%	0%	US 58 West of Galax 2% 0% 1%	ő 0%	С	0.103	F	0.699	2300	F	2002
94)	2.05	2300	F	From: 96%	1%	SR 274 2% 0% 1%	6 0%	F	0.102	F	0.718	2300	F	2002
94)	2.20	1900	F	From: 96% To:	1%	38-805 Southwest of Fries           2%         0%         1%           WCL Fries	ő 0%	С	0.096	F	0.546	2000	F	2002
Town of Fries				•										
94)	0.48	1900	N	96%	1%	WCL Fries 2% 0% 1%	6 0%	N	0.096	N	0.546	2000	N	2002
94)	0.56	1900	F	From: 96% To:	1%	38-1001 2% 0% 1% NCL Fries	ő 0%	F	0.093	F	0.668	2000	F	2002
Gravson County														
94)	0.63	1900	N	96% To:	1%	NCL Fries 2% 0% 1% Carroll County Line	6 0%	N	0.093	N	0.668	2000	N	2002
				From:		ECL Galax								
97)	0.78	2900	F	98%	0%	1% 0% 1%	6 0%	С	0.092	F	0.631	3000	F	2002
				To:		Carroll County Line								
(221) (21)	3.39	1900	F	92% To:	0%	North Carolina State Line 2% 1% 4% CL Independence	6 0%	C	0.085	F	0.544	1900	F	2002
Town of Independence						•								
<u>(221)</u> <u>(21)</u>	0.47	1900	N	92% To:	0%	CL Independence 2% 1% 4% RT 58 INDEPENDENCE	6 0%	N	0.085	N	0.544	1900	N	2002
(221) (58)	1.20	6500	F	91%	1%	US 58 INDEPENDENCE 2% 2% 3%	ú 0%	F	0.101	F	0.548	6600	F	2002
<u> </u>				To:		CL Independence								
Gravson County				From:		CL Independence								
221 58	1.55	6500	N	91% To: From:	1%	2% 2% 3% 74 EAST OF INDEPENDE		N	0.101	N	0.548	6600	N	2002
221 58	8.68	5000	F	91%	1%	2% 2% 3%		С	0.089	F	0.517	5100	F	2002
221 58	1.36	8900	F	91% To:	1%	SR 94 WEST OF GALAX 2% 2% 3% WCL GALAX	0%	F	0.094	F	0.632	9000	F	2002
274	7.36	790	F	96% To:	1%	US 58 2% 0% 0% SR 94	ú 0%	С	0.126	F	0.887	800	F	2002
				From:		38-606								
732	0.40	20	R	To:		Grayson County Line			NA			NA		10/15/2001

					Gr	ayson Mainten									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax			$\circ$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gravson County				From:		North Carolina St	tate I ine	1							
600	0.30	80	R				tate Line			NA			NA		07/18/2002
	2.20	440		From:		38-751				NΙΛ			NΙΔ		07/10/2000
600	2.30	110	R	To		US 58 EAS	ST			NA			NA		07/18/2002
				From:		US 58 WES									
(600)	3.00	110	F	95%	0%	4% 0%		0%	С	0.138	F	0.75	110	F	2002
				To:		Smyth County									
	7.40	400	_	From:	00/	Smyth County		00/	_	0.405	_	0.500	400	_	2002
601)	7.43	190	F	97%	0%	2% 0% 38-658 NOR		0%	F	0.105	F	0.523	190	F	2002
				From:		38-658 SOU									
601)	1.32	190	F	97%	0%	2% 0%	1%	0%	F	0.097	F	0.7	190	F	2002
				To:		38-679									
601	3.60	270	F	97%	0%	2% 0%	1%	0%	F	0.116	F	0.672	270	F	2002
				To:		38-803									
601)	1.84	320	F	97%	0%	2% 0%	1%	0%	С	0.104	F	0.594	330	F	2002
				To:		US 58									
601)	1.62	90	F	97%	0%	2% 0%	1%	0%	F	0.18	F	0.5	90	F	2002
(001)				To:		38-711 NOR									
601	1.41	160	F	From: 91%	2%	5% 2%		0%	С	0.135	F	0.739	160	F	2002
601)	1.41	100	•	T	270			070		0.100	•	0.700	100	•	2002
	0.06	160		97%	Λ0/	38-708 NOR		Ω0/	_	0.161	F	0.596	160	Г	2002
601)	0.96	160	F	97%	0%	2% 0%		0%	F	0.161	F	0.586	160	F	2002
				From:		38-708 SOU	TH								
(601)	0.25	80	R	To:		N 4 C F C	T.	I		NA			NA		1999
						North Carolina St									
	0.50	440	_	From:		Wythe County	Line			NIA			NIA		4000
602	0.50	110	R					_		NA			NA		1999
				From:	201	38-653	10/	201		0.400			4=0		
602	3.30	170	F	94%	2%	3% 0%		0%	С	0.138	F	0.522	170	F	2002
						Carroll County									
$\bigcirc$	4.00	200	_	From:	40/	Smyth County		00/	_	0.445	_	0.054	040	_	2002
603	1.90	200	F	92%	1%	5% 0%	2%	0%	F	0.115	F	0.654	210	F	2002
$\bigcirc$				From:		38-741									
603	2.87	210	F	92%	1%	5% 0%		0%	F	0.119	F	0.64	210	F	2002
				To:		WCL Troute	lale								
Town of Troutdale				From:		WCL Troute	lala								
603	1.00	280	F	92%	1%	5% 0%		0%	С	0.119	F	0.629	280	F	2002
603	1.00	200	•	To:	170	SR 16 Nor		070		0.110	•	0.020	200	•	2002
_				From:		SR 16 Sou									
603	0.85	440	R							NA			NA		1999
				To:		ECL Troutd	lale								
Gravson County				_											
	1.60	440	NI.	From:		ECL Troutd	lale			NIA			0	NI	1000
603	1.60	440	N					_		NA			0	N	1999
$\overline{}$			_	From:		38-732									00//0/555
603	2.00	80	R							NA			NA		06/18/2002
				To: From:		Jefferson Forest I	Boundary								
(603)	2.00	70	R							NA			NA		06/18/2002
				To: From:		38-601 NOR									
(00)	1.90	80	R	. 10111.		38-601 SOU	111			NA			NA		06/18/2002
603	1.50	00	iX.	To:		38-675				INA			INA		JUI 1012002
						30-073			-						

				Gra					Dook		Dir			
Length	AADT	QA	4Tire	Bus				QC	Peak Hour	QK	Factor	AAWDT	QW	Year
			From:		38-805 WEST		i							
0.10	70	R					•		NA			NA		04/22/2002
0.90	30	R	To: From:		38-655				NA			NA		04/22/2002
			To: From:		38-805 MID									
0.60	60	R	<u> </u>		38-803 EAST				NA			NA		04/22/2002
1.00	60	R	From:		38-776				NA			NA		04/22/2002
			To: From:		38-760		-							
4.60	60	F	97%	1%		0%	0%	F	0.152	F	0.818	60	F	2002
1.10	310	F	97%	1%	1% 0%	0%	0%	С	0.102	F	0.515	320	F	2002
			To- From:		38-647									
0.20	560	R	To:		Carroll County L	ine			NA			NA		1999
			From:		38-644									
0.60	280	R							NA			NA		1999
0.20	140	R	From:		0.60 MN 38-64	4			NA			NA		1999
			То:			ine								
0.54	200	F	97%	0%	NCL Galax 2% 0%	0%	0%	С	0.101	F	0.571	200	F	2002
1.05	110	R	To: From:		38-634		-		NA			NA		1999
			To: From:		38-809									
0.15	90	R	To:		29 (42				NA			NA		1999
0.75	80	R	From:		36-042				NA			NA		1999
0.65	30	R	To: From:		17-732		-		NΑ			NΑ		1999
0.00			To- From:		Road				14/1			10.0		1000
0.35	NA				Dood End: Con Tor	minus			NA			NA		
0.15	NA		From:		SCL Fries; Gap Ter	minus			NA			NA		
			To: From:		38-1001		-							
0.18	3200	F	97% To:	0%	2% 0% ECL Fries	1%	0%	С	0.110	F	0.769	3200	F	2002
			F		20.612									
3.00	180	F	95%	1%	38-613 3% 0%	1%	0%	F	0.088	F	0.546	180	F	2002
1.70	F20		From:	10/	38-787	10/	00/		0.117		0.571	F20		2002
1.70	520	Г	To:	170		170	0%	Г	0.117	Г	0.571	520	Г	2002
1.40	360	F	95%	1%	3% 0%	1%	0%	F	0.109	F	0.569	360	F	2002
1.62	290	F	From: 95%	1%	38-617 3% 0%	1%	0%	С	0.101	F	0.607	300	F	2002
			To: From:		US 58 Dead End; Gap Ter	minus								
0.12	240	R			, Sup 101				NA			NA		1999
0.26	1000	F	From: 99%				0%	C.	0 107	F	0.586	1000	F	2002
0.20	.000	•	79 70 To:	J /0			370		0.101	'	0.000	1000	'	2002
	0.10 0.90 0.60 1.00 4.60 1.10 0.20 0.60 0.20 0.54 1.05 0.15 0.75 0.65 0.35 0.15 0.18 3.00 1.70 1.40 1.62	0.10 70 0.90 30 0.60 60 1.00 60 1.00 310 0.20 560 0.60 280 0.20 140 0.54 200 1.05 110 0.15 90 0.75 80 0.65 30 0.35 NA 0.18 3200 1.70 520 1.40 360 1.62 290 0.12 240	0.10 70 R 0.90 30 R 0.60 60 R 1.00 60 R 4.60 60 F 1.10 310 F 0.20 560 R 0.20 140 R 0.54 200 F 1.05 110 R 0.15 90 R 0.75 80 R 0.65 30 R 0.35 NA 0.18 3200 F 1.70 520 F 1.40 360 F 1.62 290 F	0.10 70 R  0.90 30 R  1.00 60 R  1.00 60 R  1.10 310 F 97%  1.10 310 F 97%  0.20 560 R  0.60 280 R  0.20 140 R  0.15 110 R  0.15 90 R  0.75 80 R  0.35 NA  0.15 NA  0.15 NA  0.16 NA  0.18 3200 F 97%  1.70 520 F 95%  1.70 520 F 95%	Length   AADT   QA   4Tire   Bus	Length AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus   Truck   2Axde   3+Axde   1Trail   38-805 WEST	Carroll County Line	Length   AADT   QA   4Tire   Bus   2Axie   34Axie   1Trail   2Trail   2Trail   38.453   38.805 WEST	Length   AADT   QA   4Tire   Bus     SA-8018   Truck   Truck   Hour   ADT   QC   Hour	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus   2Aside 3+Axide   1Trail   2Trail   2Trail   CC   Peak   Hour   QK   Factor	Length   AADT   QA   4Tire   Bus   Truck   2AMe   37-40e   17rail   2Trail   QC   Peak   QK   Dir   AAWUT	Length AADT   QA   4Tire   Bus   2Add 3+Add   Tiral   2Tral   QC   Peak   QK   Dir   Factor   AAWDT   QW

					Gi	ayson iviali	ntenance Are	<del>z</del> a							
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tra		$\cap$ C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gravson County				From:		SD 07: C	II County Line	-							
608)	1.10	410	F	97% To-	1%	1%	0% 1% ounty Line	0%	С	0.123	F	0.652	410	F	2002
				From:		Blue Ridg	ge Parkway								
609	2.60	100	R							NA			NA		07/12/2002
				To: From:		38-	799		ļ						
609	0.30	70	R						_	NA			NA		07/12/2002
			_	From:		38-	-613								1000
609	2.20	140	R	To:		Carroll C	ounty Line			NA			NA		1999
				From:			785								
610	0.50	340	R	<u> </u>		30	.763			NA			NA		1999
				To:		SF	1 89								
				From:		US	3 21								
611)	1.50	120	R							NA			NA		1999
				From:		38-	-668		-						
611)	1.00	40	R							NA			NA		06/11/2002
				To: From:		38-	-665								
611)	0.80	60	R							NA			NA		06/11/2002
				From:		38-	-664								
<b>611</b> )	1.30	80	R						_	NA			NA		06/11/2002
	4.00			From:		38-	-662			NIA.			NIA		4000
<b>611</b> )	1.20	90	R							NA			NA		1999
	0.70	440	_	From:		38-	671			NIA			NIA		4000
611)	0.70	140	R	To:		38	-658			NA			NA		1999
				From:			ge Parkway								
612	1.20	70	R	<u>.                                    </u>		Diae rau	,e 1 a.r., a.y			NA			NA		07/12/2002
				To:		Carroll C	ounty Line								
				From:			C State Line								
613)	1.56	1600	F	96%	0%	1%	2% 1%	0%	F	0.076	F	0.627	1600	F	2002
				From:			785		<u> </u>						
613)	1.14	1500	F	96%	0%	1%	2% 1%	0%	С	0.111	F	0.565	1500	F	2002
	0.11	4=0		From:		SF	1 89								1000
613)	2.41	470	R	To:		38.	-609		1	NA			NA		1999
				From:			.659								
614)	0.40	220	R	<u> </u>		30	-037			NA			NA		1999
				To:		US 21	38-791								
				From:		Dea	d End								
615)	1.30	130	R							NA			NA		07/16/2002
				From:			-624		-						
615)	3.10	490	F	84% To:	0%	10%	5% 0% C State Line	0%	С	0.082	F	0.761	500	F	2002
				From:											
616	2.00	230	R			38	-622		l	NA			NA		07/16/2002
0.10				To:		38-	-626						· ·· ·		
				From:		38	-622								
617)	1.20	170	R							NA			NA		1999
				To: From:		38-	-621								
617)	0.70	150	R						ı	NA			NA		07/16/2002
				To:		38-	-607								

					Gr	ayson Maintena —									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gravson County				From:		38-607		1							
(618)	0.60	590	R							NA			NA		1999
				To		SR 89									
$\bigcirc$	0.00	000	_	From:		38-607				NIA			NIA		4000
619	0.80	320	R							NA			NA		1999
	1.49	90	R	From:		38-643				NA			NA		07/16/2002
619	1.49	90	K	To:		SCL Galax				INA			INA		07/10/200
				From:		38-604									
620	0.21	40	R							NA			NA		04/22/200
				To:		38-604									
$\bigcirc$				From:		38-622									0=/40/000
621)	0.70	110	R	To:		38-617				NA			NA		07/16/200
				From:		38-625									
622	2.00	130	R			38-023				NA			NA		07/16/2002
022				To:		38-624 WES									
	1.70	760	F	98%	0%	38-624 EAS	<u>г</u> 0%	0%	F	0.101	F	0.518	780	F	2002
622	1.70	700	r	90 /0	0 76		0 /0	0 /0		0.101	,	0.516	700	,	2002
(622)	0.90	820	F	From: 98%	0%	38-616 1% 0%	0%	0%	F	0.093	F	0.516	830	F	2002
622	0.00	020	•	To:	070		0 70	070	•	0.000	•	0.010	000	•	2002
622	1.50	830	F	From: 98%	0%	38-617 1% 0%	0%	0%	F	0.100	F	0.543	840	F	2002
022				To		38-621									
622	0.70	940	F	From: 98%	0%	1% 0%	0%	0%	С	0.1	F	0.53	950	F	2002
				To:		38-626									
				From:		38-622									
623)	3.04	140	R	To		20 (2( 00)		1		NA			NA		1999
				From:		38-626 SOUT 38-626 NORT									
623	0.31	60	R							NA			NA		1999
				To: From:		US 58									
623)	1.09	640	F	98%	0%	1% 0%	1%	0%	С	0.106	F	0.698	650	F	2002
				To:		38-636									
	1 30	1100	F	From:		North Carolina Sta		Ω% 	C	0 117	E	0.602	1100	F	2002
624)	1.30	1100	F	88%	1%	2% 8%	2%	0%	С	0.117	F	0.602	1100	F	2002
624)	3.30	500	F	From: 88%	1%	38-622 EAS' 2% 8%	2%	0%	F	0.098	F	0.5	510	F	2002
(624)				To:		38-626									
624)	0.38	560	R	From:		36-020				NA			NA		1999
				To:		US 58									
				From:		North Carolina Sta	te Line								
625	0.20	NA								NA			NA		
				To: From:		0.20 MN NC State	e Line								
625	0.50	8	R							NA			NA		07/16/2002
	0.45			From:		38-622				NIA.			NIA		07/40/000
625	0.45	20	R							NA			NA		07/16/2002
(a)	0.45	50	R	From:		38-707				NA			NA		07/16/2002
625	0.40	30	ĸ	т		***				INA			INA		0111012002
	1.60	110	R	From:		38-633				NA			NA		07/16/2002
625	1.00			To:		38-626							13/5		317 137Z00Z
				From:		38-632 SOUT	Н								
626	1.60	50	R							NA			NA		1999
				To:	-	38-627									

Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gravson County				From:		38-627		1							
626	1.51	60	R							NA			NA		1999
	0.10	70	R	To: From:		1.51 MN 38-6	27			NA			NA		1999
626	0.10	70	K	To:		38-629				INA			INA		1999
626	2.49	480	R	From:						NA			NA		1999
626	0.30	620	F	96%	0%	38-624 3% 0%	0%	0%	С	0.109	F	0.662	630	F	2002
626	3.40	210	R	To: From:		38-636				NA			NA		1999
				To: From:		38-622									
626	0.09	1100	F	96% To:	0%	3% 0%	0%	0%	F	0.106	F	0.585	1200	F	2002
				From:		US 58  Dead End									
627	0.25	30	R							NA			NA		1999
				To: From:		38-626									
628)	1.90	20	R	From:		North Carolina Stat	e Line			NA			NA		1999
				To: From:		38-629 EAST 38-629 WEST									
628)	0.50	NA				36-029 WES	l			NA			NA		
				To:		Dead End									
(620)	3.20	30	R	From:		North Carolina Stat	e Line			NA			NA		1999
629	0.20			To:		38-628 WES	Γ			147 (			1473		1000
629 629	0.20	40	R	From:		30 020 WES				NA			NA		1999
				From:		38-628 EAST									
629)	1.02	50	R	To:		1.02 MN 38-6	28			NA			NA		1999
	0.00		_	From:		1.03 MN 38-6									1000
629	0.22	50	R	To:		38-626				NA			NA		1999
				From-		38-824									
630	0.16	47	R	To:		D IF I		1		NA			NA		1999
				From:		Dead End US 58									
(631)	0.03	200	R			0550				NA			NA		1999
				From:		0.03 MN US :	58								
631)	0.92	160	R	_						NA			NA		06/06/2002
(631)	1.70	30	R	From:		38-634				NA			NA		06/06/2002
(031)				To: From:		38-635									
(631)	1.30	20	R	rion.						NA			NA		06/06/2002
	0.55	40		From:		38-779				NIA			NIA		06/00/000
631)	0.55	40	R	To:		38-636 WES	Γ			NA			NA		06/06/2002
	1.00	00	Р	From:		38-636 EAST				NIA			NIA		06/06/202
(631)	1.20	90	R	To:		38-637				NA			NA		06/06/200
				From:		Dead End									
632	0.12	2	R							NA			NA		1999
	1.04	40	В	To: From:		0.12 MW Dead	End	ŀ		NI A			NIA		1000
632	1.01	40	R	To:		38-626 SOUT	Н	1		NA			NA		1999

					Gi	ayson ivid	annenan	CE AI C	1							
Route	Length	AADT	QA	4Tire	Bus	2Axle			2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gravson County				From:		38-62	26 SOUTH	[	1							
632	1.70	100	R								NA			NA		1999
				Tn-			6 NORTH	I								
(22)	0.80	50	R	From:		3	8-625				NA			NA		07/16/2002
633	0.00	50		To:		38-62	4 SOUTH	[			INA			14/3		0771072002
	0.05	60	_	From:		38-62	4 NORTH	I			NIA			NIA		07/16/2004
633	0.85	60	R	To:		3	8-623				NA			NA		07/16/2002
				From:			ead End									
634	1.80	130	R								NA			NA		06/06/2002
				From:		3	8-631									
634)	1.40	330	R								NA			NA		1999
	0.40			From:	00/		36 WEST	00/	20/		0.400		0.005			2000
634)	0.10	620	F	98%	0%	1%	0%	0%	0%	С	0.109	F	0.635	630	F	2002
	1.40	120	R	From:		38-6	36 EAST				NA			NA		1999
634)	1.40	120	K	т			0.627				INA			INA		1999
634)	2.30	100	R	From:			8-637				NA			NA		05/29/2002
034)	2.00			To			Gap Termi									00/20/200
	0.20	450		From:		38-882;	Gap Termi	inus			NIA			NIA		1000
634)	0.30	150	R								NA			NA		1999
(624)	0.40	140	R	From:		3	8-868				NA			NA		05/29/2002
634)	0.40	140		To		0.40.1	ATE 20 060	)			147 (			147 (		00/20/2002
634)	0.20	110	R	From:		0.40 1	ME 38-868	<u> </u>			NA			NA		1999
004)				To:			40 WEST									
(24)	1.07	310	F	From: 97%	1%	38-6 1%	40 EAST 0%	0%	0%	С	0.115	F	0.556	320	F	2002
634)	1.07	310	•	77 70	170		8-893	0 70	070	O	0.115	•	0.000	320		2002
634)	0.19	140	F	From: 97%	1%	1%	0%	0%	0%	F	0.110	F	0.5	140	F	2002
004)				To:			8-641									
634)	0.50	170	F	97%	1%	1%	0%	0%	0%	F	0.157	F	0.52	170	F	2002
				To		3	8-606									
$\bigcirc$	0.50	•		From:		De	ead End				NIA			NIA		00/00/000
(635)	0.50	9	R								NA			NA		06/06/2002
	1.70	120	R	From:		3	8-631		ļ		NA			NA		06/06/2002
(635)	1.70	120		To:		3	8-634				INA			INA		00/00/2002
				From:		3	8-9513									
636	0.15	160	R								NA			NA		1999
				To: From:			8-626									
636	0.39	820	F	95%	1%	3%	0%	0%	0%	С	0.122	F	0.551	830	F	2002
				To: From:			JS 58									
636	0.94	230	F	98%	0%	1%	0%	0%	0%	С	0.149	F	0.657	230	F	2002
$\bigcirc$	0.70	750		From:	40/		8-623	00/	00/		0.400		0.507	700		2002
636	0.70	750	F	95%	1%	3%	0%	0%	0%	F	0.108	F	0.527	760	F	2002
(626)	0.80	340	R	To: From:		38-6	34 WEST		·		NA			NA		1999
636	0.00	<del>0-1</del> 0		To		20.0	21 E A OT							13/5		1000
636)	0.50	110	R	From:		38-6	31 EAST				NA			NA		06/06/2002
636)		-		To:		38_6	31 WEST				-			-		
636	0.20	70	R	From:		30-0	or WEST				NA			NA		06/06/2002
				To:		3	8-779									

					0.0	iyson ivian	itoriai ioo									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				()()	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gravson County				From:		20	770		ı							
636)	1.00	50	R			38-	779				NA			NA		06/06/2002
	1.00	_		From:		38-	637									00/00/000
636	1.06	5	R	To:		Dead	l End		1		NA			NA		06/06/2002
				From:												
637)	1.60	40	R			38-	634				NA			NA		06/06/2002
				To: From:		38-	631									
637)	1.40	40	R	To:		38-	636				NA			NA		06/06/2002
				From:		SR 94 S										
638)	1.70	260	R								NA			NA		05/29/200
				To: From:		38-640	SOUTH									
638	0.20	120	R	т		20.6403	I O D TI I				NA			NA		05/29/2002
638)	0.50	150	R	From:		38-6401	NORTH				NA			NA		05/29/2002
				To: From:		38-	639									
638	0.80	460	R	To:		CD 043	IODTH				NA			NA		05/29/2002
							NORTH									
639	0.40	220	R	From:		38-	638				NA			NA		1999
				To: From:		38-	880									
639	0.90	70	R								NA			NA		05/29/2002
				To:		Deac	l End		J							
				From:		SR	.94									
640	0.80	40	R								NA			NA		05/29/2002
				To: From:			SOUTH NORTH									
(640)	0.90	40	R			36-036	NOKIII				NA			NA		05/29/200
040	0.00			To:	]	Dead End; C	ap Termin	us								00/20/200
				From:		Dead End; C										
640	2.30	130	R								NA			NA		05/29/2002
				To: From:		38-634	WEST									
640	0.15	340	R								NA			NA		1999
_				To: From:		38-634	EAST									
640	0.59	540	F	92%	1%	4%	2%	1%	0%	F	0.089	F	0.64	550	F	2002
<u> </u>				To: From:		38-										
640	0.15	810	F	92%	1%	4%		1%	0%	С	0.099	F	0.59	820	F	2002
				To:			Galax									
			_	From:		38-	634									0=1001000
641)	1.60	180	R								NA			NA		05/29/2002
				From:		38-	642									
641)	1.42	110	R								NA			NA		05/29/2002
				To: From:		38-	869									
641)	0.88	8	R								NA			NA		05/29/2002
				To:		Dead										
	0.04	00	_	From:		38-	641							NIA		05/00/0000
642)	0.94	80	R								NA			NA		05/29/2002
				From:		38-	823									<b>A</b> = (C = : : :
642	0.06	90	R	т		-					NA			NA		05/29/2002
				To:			606									
$\overline{}$			_	From:		38-	619								· <u> </u>	
643)	1.07	320	R			****	6.1				NA			NA		1999
~				To		WCL	Galax									

					Gr	ayson Maintenan									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gravson County				From:				i							
644)	0.40	730	F	97%	1%	SR 94 2% 0%	0%	0%	С	0.097	F	0.528	740	F	2002
				To: From:		38-605									
644)	0.12	640	F	97%	1%	2% 0%	0%	0%	F	0.114	F	0.691	650	F	2002
	0.40	200		From:	1%	38-770	00/	00/	F	0.110	F	0.510	200	F	2002
644)	0.49	380	F	97%	170	2% 0% 38-647	0%	0%	Г	0.119	Г	0.510	380	Г	2002
644)	1.43	200	R	From:		36-047				NA			NA		1999
				From:		38-604									
644)	0.04	170	R							NA			NA		04/22/2002
	0.06	130	R	From:		38-855				NA			NA		04/22/2002
644)	0.00			To:		38-645		<u> </u>		107					
644)	0.40	90	R	From:		20 0.5				NA			NA		04/22/2002
				To:		Dead End									
645)	0.40	60	R	From:		38-644				NA			NA		04/22/2002
040				To:		Dead End									
	2.60	350	R	From:		38-648				NA			NA		1999
646)	2.00	350	K	To:		38-604				INA			INA		1999
				From:		38-815									
647)	0.70	390	F	98%	0%	1% 0%	0%	0%	F	0.115	F	0.670	400	F	2002
•	0.70	440	F	From: 98%	0%	38-759 1% 0%	0%	0%	С	0.125	F	0.5	440	F	2002
647	0.70		•	To:		38-644	070			0.120		0.0	7-10		
647)	0.50	280	F	98%	0%	1% 0%	0%	0%	F	0.106	F	0.581	280	F	2002
				To: From:		38-770									
647)	0.40	400	F	98% To-	0%	1% 0% 38-604	0%	0%	F	0.107	F	0.584	410	F	2002
				From:		SR 94 SOUTH	[								
648)	0.10	90	R							NA			NA		1999
	1.40	400		From:		SR 94 NORTH	I			NΙΔ			NIA		1000
(648)	1.40	400	R	To:		38-805				NA			NA		1999
				From:		38-805 SOUTH	I								
(649)	3.25	180	R							NA			NA		1999
640	0.70	240	R	From:		38-713				NA			NA		05/07/2002
649				To:		38-805 MID									
649	2.10	260	R	From:		38-805 NORTH	<u> </u>			NA			NA		1999
040				To:		38-646									
$\bigcirc$	0.45	20		From:		Dead End				NIA			NIA		05/07/2002
650	0.45	30	R	To:		38-660 WEST				NA			NA		05/07/2002
650	1.76	46	R	From:		38-660 EAST				NA			NA		05/07/2002
650	1.70	70		To:		1.76 MN 38-66	0			INA			IN/A		33/01/2002
650	0.11	60	R	From:		1./U IVIIN 30-00				NA			NA		05/07/2002
				From:		1.87 MN 38-660 E	AST								
650	0.15	50	R							NA			NA		05/07/2002
	1.28	70	R	From:		38-833				NA			NA		05/07/2002
(650)	1.20		.,	To:		38-805				14/7			14/3		33,3172002
·						<del></del>									

Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gravson County				From:		38-805	SOUTH									
651)	0.32	90	R								NA			NA		05/07/2002
	0.77			To: From:		38-	773				NIA			NIA		05/07/200
<b>651</b> )	0.77	60	R	Ta		20	002				NA			NA		05/07/2002
<b>651</b>	0.11	80	R	From:		38-	892				NA			NA		05/07/2002
				To: From:		38-805 N	ИIDDLI	Ξ								
651)	0.70	120	R	_							NA			NA		05/07/2002
	0.70	40	R	From:		38-	652				NA			NA		05/07/2002
651)	0.70			To:		38-805	NORTH				107					00/01/200/
$\bigcirc$				From:		38-	660									0=10=1000
652	3.60	60	R	To:		38-	651		1		NA			NA		05/07/2002
				From:			604									
653	4.60	60	R			-	co.				NA			NA		04/22/2002
				To: From:			602									
654)	2.30	230	F	89%	1%	7%	2%	1%	0%	С	0.135	F	0.594	240	F	2002
				To: From:		38-686	WEST									
654)	1.40	80	F	89%	1%	7%	2%	1%	0%	F	0.158	F	0.536	80	F	2002
	0.00			From:	40/	38-		40/	20/		0.400	_	0.504	70		
654)	2.20	70	F	89%	1%	7%	2%	1%	0%	F	0.138	F	0.524	70	F	2002
654)	2.60	70	F	From: 89%	1%	7%	695 <b>2</b> %	1%	0%	F	0.169	F	0.81	70	F	2002
004)				To: From:		38-660	WEST									
654)	1.00	90	R	Piolii.		38-660	EAST				NA			NA		1999
				To: From:		1.00 MN 38	8-660 E	AST	-							
654)	2.30	47	R								NA			NA		05/07/2002
				To:			805									
(655)	3.00	60	R	From:		38-	656				NA			NA		04/22/2002
				To:		38-	604									
$\bigcirc$	0.00	20	_	From:		38-	660				NIA			NIA		05/07/000
656	0.20	60	R	Ta		20	655				NA			NA		05/07/2002
656	1.60	40	R	From:		38-	655				NA			NA		04/22/2002
				To: From:		38-	657									
656	0.40	90	R								NA			NA		04/22/2002
				To: From:		38-										
657)	1.20	100	R	1101111		US	21				NA			NA		04/22/2002
				To: From:		38-	791									
657	0.69	80	R	riom.							NA			NA		04/22/2002
			_	To: From:		0.69 MI	E 38-791									0.4/00/2023
657	0.51	40	R	To:		38-	656				NA			NA		04/22/2002
				From:		SR										
658)	2.08	180	F	91%	0%	6%	1%	2%	0%	F	0.114	F	0.558	190	F	2002
_				To: From:		38-731										
658	2.10	70	F	91% To:	0%	6% 38-	1%	2%	0%	F	0.156	F	0.7	70	F	2002

					Gr	ayson Main	ntenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3			2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gravson County				From:		38-	733		ī							
658)	3.58	190	F	91%	0%	6%	1%	2%	0%	С	0.130	F	0.63	190	F	2002
658)	3.23	50	F	From: 91%	0%	38-672 S	1%	2%	0%	F	0.176	F	0.579	50	F	2002
658)	3.60	120	F	From: 91%	0%	38-673 <b>6</b> %	EAST 1%	2%	0%	F	0.139	F	0.571	120	F	2002
658	2.10	300	F	From: 90%	1%	38-i 7%	670 0%	2%	0%	F	0.094	F	0.531	300	F	2002
	0.20	330	F	From: 90%	1%	38-672 ì	NORTH 0%	2%	0%	F	0.099	F	0.594	340	F	2002
658	0.20			To:	170	38-					0.000		0.001	0.10	•	2002
658	2.59	510	F	90%	1%	7%	0%	2%	0%	F	0.114	F	0.722	520	F	2002
658)	2.70	1100	F	90% To:	1%	7% US	0%	2%	0%	С	0.104	F	0.55	1100	F	2002
				From:		38-			ĺ							
659	0.70	180	R	To:		38-					NA			NA		1999
659	0.20	40	R	From:							NA			NA		05/03/2002
(659)	1.95	200	R	From:		38-791	WEST				NA			NA		1999
659	0.30	NA		From:		1.95 MS 38	-791 WE	ST			NA			NA		
				To:		Dead	d End									
(660)	3.30	420	F	97%	0%	2%	0%	1%	0%	F	0.09	F	0.638	420	F	2002
				From:		38-654										
660	3.78	260	F	97%	0%	2% 38-650	0% EAST	1%	0%	F	0.093	F	0.582	270	F	2002
660	1.09	390	F	97%	0%	2%	0%	1%	0%	F	0.1	F	0.65	390	F	2002
660	2.60	740	F	97% To:	0%	38-i 2% SR	0%	1%	0%	С	0.098	F	0.733	750	F	2002
				From:		Dead										
(661)	0.25	170	R								NA			NA		1999
				To: From:			728									
662	0.80	30	R			Dead					NA			NA		1999
(662)	0.04	70	R	From:		38-668	SOUTH				NA			NA		1999
(662)	0.20	50	R	To: From:		38-6681	NORTH				NA			NA		1999
(662)	0.30	30	R	From:		38-673	SOUTH		<u>_</u>		NA			NA		1999
<u> </u>				To: From:		38-6731	NORTH									
(662)	2.00	40	R	To: From:		38-	664				NA			NA		1999
662	0.30	80	R	To:			670				NA			NA		06/11/2002
662	1.26	60	R	From:							NA			NA		06/11/2002
(662)	0.13	80	R	From:		1.26 MN			<u>_</u>		NA			NA		06/11/2002
				To:		38-611	WEST									

					Gra	yson Maintena	nce Area							
Route	Length	AADT	QA	4Tire	Bus		ruck e 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gravson County														
662	1.60	290	R	From:		38-611 EAST	Γ		NA			NA		1999
002	1.00			To:		38-663								1000
$\overline{}$				From:		38-658								
(663)	1.15	190	R						NA			NA		1999
	2.10	90	R	From:		38-662			NA			NA		1999
663	2.10	90	K	To:		38-665			INA			INA		1999
				From:		38-662								
664	0.05	70	R						NA			NA		06/11/200
				To: From:		38-764								
664	2.50	60	R	To:		38-611			NA			NA		06/11/200
				From:		38-611								
665)	0.20	60	R			36-011			NA			NA		06/11/200
				To: From:		38-864								
665	2.20	160	R	rioii.					NA			NA		06/11/200
				To: From:		38-663								
665)	0.90	310	R	To:		20.650			NA			NA		1999
				From:		38-658	l.							
666	0.40	30	R			Dead End			NA			NA		05/03/200
000				To:		US 21								
$\widehat{}$				From:		US 21								
667)	0.25	20	R	To:		Dead End			NA			NA		05/03/200
				From:		38-658								
668	1.60	40	R	<u> </u>		36-036			NA			NA		06/11/200
				To: From:		38-662 WES								
668	0.70	90	R			38-662 EAST	l.		NA			NA		06/11/200
(000)				To:		38-673								
668)	1.00	70	R	From:					NA			NA		06/11/200
				To: From:		38-764								
668	2.20	170	R			20.514			NA			NA		06/11/2002
				To: From:		38-611								
(660)	3.10	120	R	From:		Dead End			NA			NA		05/03/2002
669				To:		38-825								
				From:		38-658								
(670)	0.50	30	R						NA			NA		06/11/2002
(670) (670)	4.00	20		From:		0.50 ME 38-65	58		NI A			NI A		06/11/2000
(670)	1.30	20	R	To:		38-662			NA			NA		06/11/2002
				From:		38-658								
(671) (671)	1.29	90	R	<u> </u>		20 000			NA			NA		06/11/2002
				To:		1.29 ME 38-6	58							
(671)	0.21	70	R						NA			NA		06/11/2002
				To:		38-611								
070	0.05	80	P	From:		38-658			NA			NA		1999
672)	0.05	ου	R	т		0.051.51.50	50		NA			INA		1999
672       672	0.20	80	R	From:		0.05 MN 38-6	58		NA			NA		1999
012)				To:		38-768	1							
<del></del>			_		_					_				

Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	UC. UK	Dir AAWDT QW	/ Year
Gravson County				From:	38-768			
672	1.10	20	R		30 700	NA	NA	06/18/2002
	0.30	50	R	To: From:	38-674 SOUTH	NA	NA	06/18/2002
<u>(672)</u>				To: From:	38-674 NORTH			
672	0.80	40	R			NA	NA	06/18/2002
672)	1.70	40	R	From:	0.80 MN 38-674	NA	NA	06/18/2002
672	3.30	10	R	To: From:	Jefferson Forest Boundary	NA	NA	06/18/2002
				To:	38-675			
672	1.30	20	R			NA	NA	06/18/2002
	2.90	30	R	From:	38-798	NA	NA	06/18/2002
672	2.90	30	K	To:	38-658	INA.	INA	00/10/2002
				From:	Dead End			
673)	1.00	40	R			NA	NA	06/18/2002
				To: From:	38-658 WEST			
673	1.20	70	R		38-658 EAST	NA	NA	1999
673				To:	38-662 SOUTH			
$\bigcirc$	0.40	40	_	From:	38-662 NORTH	NIA.	NA	4000
673	0.40	40	R	To:	38-668	NA	NA	1999
				From:	38-768			
674)	1.65	80	R	<u> </u>	36-700	NA	NA	06/18/2002
<u> </u>				To:	38-672 SOUTH			
	1.80	30	R	From:	38-672 NORTH	NA	NA	06/18/2002
674)	1.00	30	K	To:	38-658	INA	INA	00/10/2002
				From:	38-601			
675)	1.20	30	R			NA	NA	06/18/2002
				From:	38-846 WEST			
675)	0.40	30	R			NA	NA	06/18/2002
				To: From:	38-676			
(675)	0.80	30	R	. —		NA	NA	06/18/2002
675)	1.55	9	R	From:	38-603	NA	NA	06/18/2002
				To: From:	38-846 EAST			
(675)	3.95	8	R	rioiii.		NA	NA	06/18/2002
				To:	38-672			
$\bigcirc$				From:	38-677			00//0/0000
676	0.20	30	R			NA	NA	06/18/2002
	2.00			From:	38-762	<b></b>		00/40/0000
676	3.90	46	R	To:	38-601 SOUTH	NA	NA	06/18/2002
				From:	38-601 NORTH			
676	1.30	50	R	_		NA	NA	06/18/2002
				To:	38-675			
(677)	0.20	100	R	From:	38-739	NA	NA	1999
677)	0.20	100	^	т	0.00 101 20 520	I N/A	INA	נטטו
677	1.10	80	R	From:	0.20 MN 38-739	NA	NA	1999
677	1.10			To:	29 674			1000
677)	0.90	80	R	From:	38-676	NA	NA	06/18/2002
				To:	38-762			

						ayson Mantena									
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gravson County				From:		38-762		1							
677)	1.80	60	R							NA			NA		06/18/200
_	4.00			To: From:		38-732									00/40/00
677)	1.20	70	R	To:		38-601		1		NA			NA		06/18/200
				From:		US 58									
678	2.10	49	R							NA			NA		06/25/20
				To: From:		38-711 EAST					_			_	
678	3.20	200	F	85% To:	0%	3% 11% 38-658	1%	0%	С	0.107	F	0.625	200	F	2002
				From:		38-601		·							
679	2.40	40	R							NA			NA		06/13/20
				To:		38-658									
690)	2.20	60	R	From:		38-711				NA			NA		06/13/20
680				To:		38-601 EAST									
000	1.10	60	R	From:		38-601 WEST				NA			NA		06/13/20
680	1.10			To:		Dead End				1471			147.		00/10/20
<u> </u>				From:		38-711									
681)	0.95	210	R	To:		US 58 WEST				NA			NA		1999
				From:		US 58 EAST									
681)	1.30	130	R	To		20.001				NA			NA		06/13/20
				From:		38-601 US 58		<u> </u>							
682	1.00	120	R	<u>.                                    </u>		03 36				NA			NA		06/13/20
				To: From:		38-683									
682	0.85	70	R							NA			NA		06/13/20
				To: From:		Dead End									
683	1.00	50	R	r toni.		US 58				NA			NA		06/13/20
				To:		38-682									
$\overline{}$			_	From:		Dead End									00//0/00
684)	1.04	90	R							NA			NA		06/13/20
684)	0.29	210	R	From:		1.04 ME Dead E	End			NA			NA		06/13/20
004)				To:		38-883									
684)	0.82	280	R	From:						NA			NA		1999
				To:		WCL Independe	nce								
Town of Independence				From:		WCL Independe	nce	1							
684)	0.25	320	R							NA			NA		1999
				To: From:		US 21									
684)	0.22	160	R	To:		Dead End				NA			NA		1999
				From:				1							
685)	0.74	670	R	<u> </u>		US 58				NA			NA		1999
				To: From:		38-1124									
685)	0.14	700	R							NA			NA		1999
				To:		ECL Independer	nce	]							
Gravson County				From:		ECL Independer	nce	1							
685	0.91	700	N	<u> </u>						NA			0	Ν	1999
				To		38-686; 38-68	7								

					Grayson Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	CC	QK Dir Factor	AAWDT	QW Year
Gravson County				From:	38-686; 38-687	1			
685	0.60	150	R	<u> </u>	38-080, 38-087	NA		NA	06/04/200
				To: From:	38-688	<b> </b>			
685	0.20	200	R	110111.		NA		NA	06/04/2002
				To: From:	38-888	]			
685	1.20	160	R	To:	SR 274	NA <b>1</b>		NA	1999
				From:	38-685	I			
686	1.80	140	R	<u> </u>	36-063	NA NA		NA	06/04/200
				To: From:	38-654 WEST				
(686)	0.30	30	R		38-654 EAST	J NA		NA	06/04/200
000				To:	Dead End	]			
				From:	38-685; 38-686				
687	1.10	220	R			NA		NA	1999
	0.00	400		From:	38-688	<u> </u>			00/04/000
687	0.30	100	R			NA •		NA	06/04/2002
	0.10	70	R	From:	38-689 SOUTH	NA NA		NA	06/04/2002
687)	0.10	70	K	Tai	20 (00 NODTH	1		INA	00/04/2002
687)	1.70	60	R	From:	38-689 NORTH	NA		NA	06/04/2002
001)				To:	38-691	]			
				From:	38-685				
688	0.80	60	R	To:	20.607	NA 1		NA	06/04/2002
				From:	38-687 38-691	l			
(689)	1.50	90	R		38-091	I NA		NA	06/04/2002
000				To:	38-687 SOUTH				
(200)	1.00	30	R	From:	38-687 NORTH	NA		NA	06/04/2002
689	1.00			To:	38-654	]		147 (	00/04/2002
				From:	Dead End				
(690)	0.30	40	R			NA		NA	07/26/2002
				To: From:	38-706	1			
601)	0.50	140	R	Piolii.	SR 274	J NA		NA	1999
691)	0.00			To:	38-689				
691)	1.40	150	R	From:	30-007	NA NA		NA	06/04/2002
				To	38-687	<b> </b>			
691)	1.50	140	R	Prom.		NA		NA	06/04/2002
				To: From:	38-692 WEST	}			
691)	0.10	150	R			NA		NA	1999
				To: From:	38-692 EAST	<del></del>			
691)	0.80	40	R			NA -		NA	06/04/2002
	1.10	430	R	From:	38-694	NA		NA	1999
691)	1.10	430	K	To-	38-660	]		INA	1999
				From:	38-694				
(692)	0.70	190	R			NA		NA	1999
				To: From:	38-691 WEST 38-691 EAST				
(692)	1.30	220	R	<u> </u>	50 0/1 LA101	NA NA		NA	1999
				To:	SR 274	1			
$\bigcirc$			_	From:	US 58				,
693	0.14	110	R	To:	0.14 MN US 58	NA 1		NA	1999
					U.14 IVIN U.S 38	l			

Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trai	$\cap$ C	(.)K	Dir Factor	AAWDT	QW	Year
Gravson County				From:		1100		. 40101			
(693)	1.06	70	R		0.14 MN US 58	J NA			NA		06/06/2002
				To:	SR 274	1					
$\bigcirc$	0.00	400		From:	38-654	, NA			NIA		00/04/0000
694)	0.80	120	R			NA			NA		06/04/2002
(604)	1.20	200	R	From:	38-692	NA			NA		1999
694)				To:	38-691	1					
$\overline{}$				From:	38-654	]					
695)	3.30	160	R	To:	38-691	NA 1			NA		1999
				From:	Dead End	<u> </u>					
696)	0.40	60	R		Dead Elid	NA			NA		1999
				To: From:	38-654 NORTH	<b></b>					
606)	1.50	30	R	FIOIII.	38-654 SOUTH	J NA			NA		05/07/2002
696)				To:	38-830	1					
696)	1.70	90	R	From:	30 030	NA			NA		05/07/2002
				To:	38-660	<u> </u>					
$\bigcirc$	4.40	500	,	From:	US 21	]			NIA		4000
697	1.19	580	R	_		NA			NA		1999
<u> </u>	1.90	90	R	From:	38-763	NA			NA		07/26/2002
697)	1.50	30		To	29.745	1			14/-3		0172072002
697)	0.40	80	R	From:	38-765	NA			NA		07/26/2002
				To:	38-698	1					
(697)	1.10	60	R	From:	20 27 2	NA			NA		07/26/2002
				To:	38-700						
	0.00	420	_	From:	38-697	]			NIA		07/26/2003
698)	0.90	120	R	т	20.74	NA 1			NA		07/26/2002
698)	0.57	320	R	From:	38-715	NA			NA		1999
(696)	0.07	020		To:	US 58	1					1000
				From:	Dead End						
699)	0.80	20	R	To:	20.700	NA			NA		07/26/2002
				From:	38-700	<u> </u>					
(700)	1.00	90	R		68-706	J NA			NA		07/26/2002
(700)				To:	38-702 NORTH	1					
(700)	0.40	170	R	From:	20 102 1100 1100	NA			NA		07/26/2002
				To: From:	38-705	]					
(700)	0.60	140	R			NA			NA		07/26/2002
<u> </u>				To: From:	38-702 SOUTH	]					
(700)	2.00	100	R			NA -			NA		07/26/2002
<u></u>	0.80	130	R	From:	38-701	NA			NA		07/26/2002
700	0.80	130	ĸ	т	At all Control of the	NA T			INA		0112012002
(700)	2.60	110	R	From:	North Carolina State Line	NA			NA		07/26/2002
(100)				To:	38-701	1					32002
(700)	0.80	70	R	From:	J0-/U1	NA			NA		07/26/2002
				To:	38-697	<u> </u>					
(700)	0.10	30	R	From:		NA			NA		07/26/2002
$\smile$				To:	0.10 ME 38-697	<u> </u>					

					Grayson Maintenance Area						
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	- QC Pea	Ωk	Dir Factor	AAWDT	QW	Year
Gravson County					_						
700	0.40	30	R	From:	0.10 ME 38-697	N/	١		NA		07/26/2002
100				To: From:	38-699						
700	0.20	NA				N/	١		NA		
				To: From:	Dead End						
701)	0.24	10	R	rioin.	US 21 SOUTH	N/	١		NA		1999
				To: From:	38-700 SOUTH						
701)	0.10	90	R	rioin.		N/	١		NA		1999
				From:	38-700 NORTH						
701)	0.49	110	R	To:	US 21 NORTH	N/	١.		NA		1999
				From:	US 21 MID						
701)	0.05	90	R			N/	١		NA		1999
700	1.96	40	R	From:	0.05 ME US 21 MID	N/			NA		1999
(701)	1.50	70		To:	38-756	147	`		IVA		1000
701)	0.50	70	R	From:	30-730	N/	١		NA		07/26/2002
				To:	38-757						
701)	0.10	10	R		_	N/	١		NA		1999
				To: From:	38-761						
701)	1.80	90	R	To:	38-700	N/	١		NA		07/26/2002
				From:	North Carolina State Line						
(702)	0.20	30	R		North Caronia State Line	N/	١		NA		07/26/2002
				To: From:	38-700 SOUTH 38-700 NORTH						
702)	1.90	280	R	<u> </u>	36-700 NOKIII	N/	١		NA		1999
				To: From:	38-703 NORTH						
702	1.41	500	R			N/	١		NA		1999
				To:	SCL Independence						
Town of Independence				From:	SCL Independence						
(702)	0.56	500	N		***	N/	١		0	Ν	1999
				To:	US 58						
Gravson County				From:	US 21						
(703)	0.80	240	R	To:	20 702 COUTH	N/	١		NA		1999
				From:	38-702 SOUTH 38-702 NORTH						
703)	1.10	340	R			N/	١.		NA		1999
				To: From:	US 58						
(704)	0.60	NA		rioiii.	38-703	N/			NA		
704)				Ta	0.60 ME 38-703						
704)	0.20	30	R	From:		N/	١		NA		07/26/2002
				To:	US 21						
	0.93	60	R	From:	Dead End	N/			NA		07/26/2002
705)	0.93			To:	38-700		`		11/7		0112012002
				From:	Dead End						
706)	1.25	20	R	<del></del>		N/	١.		NA		07/26/2002
	<b>.</b> . =			From:	38-690						07/00/5555
706	0.15	60	R	To:	38-700	N/	١.		NA		07/26/2002
					30-700						

					Gr	ayson Mai	ntenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3	Truc 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gravson County				From:		38	-700		Ī							
706	1.90	200	R								NA			NA		1999
				To- From:			WEST									
706)	0.60	50	R	<u> </u>		05 30	8 EAST				NA			NA		06/13/200
(100)				To:		Dea	d End									
$\sim$				From:		38	-625									
707	0.12	10	R	To:		Dao	d End		i		NA			NA		07/16/200
				From:			R 93									
708)	1.88	110	R	<u> </u>							NA			NA		1999
				To: From:		38-766	6 WEST		-							
708)	0.31	70	R	110							NA			NA		1999
				From:		38-76	6 EAST		<u> </u>							
708	0.39	90	R								NA			NA		1999
				From:			-712									
708	2.24	80	F	90% To:	0%	9% 38 601	0% SOUTH	1%	0%	С	0.141	F	0.583	80	F	2002
				From:			)1 MID									
708)	0.66	80	R								NA			NA		1999
				From:		38	-709		}							
708	3.59	40	R	To:		29 601	NORTH		1		NA			NA		1999
				From:		North Carol		ino	! T							
709	0.50	10	R	<u>                                     </u>		Norui Caioi	ilia State I	AHE			NA			NA		1999
				To:		38	-708									
				From:		North Carol	ina State I	ine								
710	0.80	20	R	To:		20	-712		1		NA			NA		06/27/2002
				From:			-712		<u>_</u>							
711)	0.80	60	R	<u> </u>		30	-121				NA			NA		06/25/200
				To:			NORTH									
(711)	2.10	390	F	90%	0%	3%-6/8	7%	0%	0%	С	0.103	F	0.659	390	F	2002
711)	2.10		•	To:			S 58	070			0.100		0.000	000	•	2002
711)	0.20	100	R	From:		0,	3 30				NA			NA		1999
				To:		38	-714									
711)	2.10	47	R	From:			•				NA			NA		06/27/2002
				To: From:		38	-681		}							
711)	1.00	170	R								NA			NA		1999
				From:		38	-844									
711)	1.60	110	R	To:		29 (01	COLITII		1		NA			NA		06/27/2002
				From:			SOUTH NORTH									
711)	3.60	230	R								NA			NA		1999
				To:			S 58									
(712)	0.70	10	R	From:		North Carol	ına State I	ine	<u> </u>		NA			NA		06/27/2002
( 12)	0.70			To		20	-710		<u>1</u>		14/7			11/1		33,21,2002
(712)	0.30	30	R	From:		38	-/10				NA			NA		06/27/2002
712				To:		38	-708									
$\overline{}$				From:		Dea	d End									
713)	0.20	20	R								NA			NA		05/07/2002
	4.00			From:		0.20 ME	Dead End				N: A			N.1.0		05/07/066
713)	1.00	90	R	To:		20	-649		<del></del> 1		NA			NA		05/07/2002
						38	ーいサブ									

					Grayson Maintenance Area		Dazt		D:-			
Route	Length	AADT	QA	4Tire	Bus	()(;	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gravson County				From:	Dead End	1						
(714)	0.70	70	R		Dead End	J	NA			NA		06/27/200
				To-	38-711							
$\bigcirc$	4.00	470		From:	38-698		NIA			NIA		1000
715)	1.20	170	R	_		7	NA			NA		1999
715	3.08	120	R	From:	1.20 ME 38-698	]	NA			NA		07/26/200
715)	0.00			To:	4.28 ME 38-698	1						
715	0.12	80	R	From:	4.26 IVIL 30-070	1	NA			NA		1999
				To:	US 58							
$\bigcirc$	4.00	<b>50</b>		From:	North Carolina State Line		N10			NIA		00/07/00/
(716)	1.00	50	R	To:	38-767	1	NA			NA		06/27/200
				From:	38-660	 						
717)	0.25	90	R	_	20 333	-	NA			NA		05/07/20
				To:	Dead End							
	0.00	00	_	From:	North Carolina State Line	]	NIA			NIA		00/07/00
718	0.20	90	R	To:	38-767	1	NA			NA		06/27/200
				From:	North Carolina State Line							
719	0.20	100	R			_	NA			NA		06/27/20
				To:	38-767							
	2.10	260	_	From:	38-821		NIA			NIA		1000
720	2.10	260	R	т	40.700	1	NA			NA		1999
(720)	0.50	160	R	From:	38-609		NA			NA		1999
720	0.00			To:	Carroll County Line; 17-720	]						1000
				From:	SR 16							
(721)	1.13	60	R				NA			NA		07/09/20
				To:	38-745	}						
721)	1.00	20	R				NA			NA		07/09/200
	0.20	20	R	From:	38-722 SOUTH	<u> </u>	NIA			NΙΔ		07/00/20
721)	0.30	30	K	т	40 <b></b> 100 DWV	7	NA			NA		07/09/200
(721)	1.80	40	R	From:	38-722 NORTH	]	NA			NA		07/09/20
(721)				To:	38-769	1						
721	0.60	70	R	From:	36-707	1	NA			NA		07/09/20
				To:	US 58							
$\bigcirc$				From:	38-856							
722	0.02	NA				_	NA			NA		
	1.65	60	R	From:	SR 16	<u> </u>	NA			NA		07/09/200
722	1.00	60	K	To:	38-721 SOUTH	1	INA			INA		07/09/200
$\bigcirc$			_	From:	38-721 NORTH							
722	1.20	20	R			_	NA			NA		07/09/20
	4.05	440		To: From:	38-723	}	NI A			NIA		1000
722	1.05	110	R	To:	US 58	1	NA			NA		1999
				From:	38-743	<u> </u>						
723	0.50	110	R	ш	JU-1-J	1	NA			NA		1999
				To:	38-879	1						
723	3.20	40	R	From:		<u>.</u>	NA			NA		07/09/200
$\bigcirc$				To:	38-722							

						ayson Maintenar Tr			_	Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			$\cap$ C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gravson County				From:		Dead End		Ī							
(724)	0.85	20	R	<u> </u>		Dead Elid				NA			NA		1999
				To: From:		North Carolina State	e Line								
724	0.05	10	R	To		38-725				NA			NA		1999
				From:		US 58									
725)	0.80	120	F	93%	0%	2% 4%	1%	0%	F	0.106	F	0.571	120	F	2002
				To: From:		38-743 SOUTI 38-743 NORTI									
725)	2.70	190	F	93%	0%	2% 4%	1%	0%	F	0.108	F	0.622	190	F	2002
				To: From:		38-806									
725)	0.80	260	F	93%	0%	2% 4%	1%	0%	F	0.105	F	0.597	260	F	2002
				From:		38-745 WEST									
725	1.04	430	F	93%	0%	2% 4%	1%	0%	С	0.089	F	0.558	440	F	2002
$\overline{\bigcirc}$	0.40			From:		SR 16		ŀ							1000
725)	0.16	270	R	To:		North Carolina State	Line	1		NA			NA		1999
				From:		North Carolina State									
726	1.22	140	F	94%	0%	5% 0%	1%	0%	С	0.146	F	0.524	140	F	2002
				To: From:		38-755 NORTI	I								
726	1.60	230	R							NA			NA		1999
				To:		US 58									
	1.10	46	R	From:		38-728				NA			NA		06/25/200
727)	1.10	40	K	To		1 10 10 10 70	0			INA			INA		00/23/200
(727)	2.10	20	R	From:		1.10 MN 38-72	.8			NA			NA		06/25/200
(121)				To		38-711									
(727) (727)	0.20	20	R	From:		30 /11				NA			NA		06/25/200
				To- From:		38-733									
(727)	0.30	60	R							NA			NA		06/25/200
				To:		38-678									
(720)	0.45	400	R	From:		US 58 WEST				NA			NA		1999
728	0.40	400		To:		29 441				10/1			147 (		1000
(728)	0.05	70	R	From:		38-661				NA			NA		1999
				To: From:		0.05 MN 38-66	1								
728)	0.70	60	R	FIOIII.						NA			NA		1999
				To: From:		38-796									
728	0.20	80	R							NA			NA		1999
		465		To: From:		38-727									4005
728	1.80	160	R	To:		US 58 EAST		1		NA			NA		1999
				From:		Dead End									
729	0.20	8	R			Dead Elid				NA			NA		05/03/200
				To: From:		0.20 ME Dead E	nd	1							
729	0.68	90	R	rrom:						NA			NA		05/03/200
				To: From:		38-894									
729	0.32	140	R							NA			NA		05/03/200
				To:		US 21									
730)	0.90	80	R	From:		38-740				NA			NA		06/25/200
(130)	0.90	00	11	To:		SR 16				INA			INA		00,20,200

Route	Lenath	AADT	QA	4Tire	Grayson Maintenance AreaTruckBus	$\cap$	()K	Dir	AAWDT	QW	Year
Gravson County	- 3			_	2Axle 3+Axle 11raii 21raii	Hour		Factor			
	2.60	80	R	From:	38-658 WEST	NA			NA		06/13/2002
(731)	2.00	00	IX	To	20 775	1			INA		00/13/2002
731)	0.30	20	R	From:	38-775	NA			NA		06/13/2002
(0)				To:	38-794	ļ					
731)	1.00	50	R	From:		NA			NA		06/13/2002
				To:	38-658 EAST						
	0.90	60	R	From:	38-603	] NA			NA		06/21/2002
732	0.90	00	IX.	To:	29.7/2	1			INA		00/21/2002
(732)	1.30	30	R	From:	38-762	NA			NA		06/21/2002
(102)				To:	38-677	1					
$\sim$				From:	38-727						
733	2.80	40	R	To:	38-658	NA 1			NA		06/13/2002
				From:							
734)	0.62	100	R	. 1011.	US 58	I NA			NA		06/25/2002
(734)				To:	38-835	1					
734)	1.08	100	R	From:	30-633	NA			NA		06/25/2002
				To:	38-735	1					
734	0.70	90	R	riom.		NA			NA		06/25/2002
				To: From:	38-736	]					
(734)	1.10	80	R			NA			NA		06/25/2002
				To: From:	38-658						
725	1.29	150	R	From:	SR 16	NA			NA		06/25/2002
735)	1.20	100		To:	38-734	]			14/ (		00/20/2002
				From:	SR 16 S; 38-738						
736	1.30	50	R	•		NA			NA		06/25/2002
<u> </u>				To: From:	SR 16 N; 38-740	]					
736	1.00	90	R			NA			NA		06/25/2002
	0.50		_	From:	1.00 MN SR 16 N	<u> </u>			NIA		00/05/000
736)	0.50	20	R	To:	38-734	NA 1			NA		06/25/2002
				From:	SR 16						
(737)	1.00	130	R		200	NA			NA		06/26/2002
				To:	38-658						
	4.50	400	_	From:	38-740	NIA.			NIA		06/05/0000
738	1.50	160	R	To:	SR 16; 38-730	NA 1			NA		06/25/2002
				From:	38-603						
739	3.85	100	R	<u> </u>	30 003	NA			NA		06/21/2002
				To: From:	38-836	1					
(739)	0.85	110	R	rioin.		NA			NA		06/21/2002
				To: From:	SR 16 SOUTH SR 16 NORTH						
739	0.90	60	R		SK IO NORTH	NA			NA		06/21/2002
				To	38-677	<b> </b>					
739	0.20	150	R	From:		NA			NA		06/21/2002
				To:	38-658						
	. =-		_	From:	US 58	]					00/05/005
740	2.70	90	R			NA •			NA		06/25/2002
	0.40	400		To: From:	38-738	NIA			NIA		06/25/2002
740	0.40	100	R	To:	38-730	NA 1			NA		06/25/2002
					50,50	!					

					Oil	ayson ivi	aintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gravson County				From:		-	38-730		Ī							
740	0.70	140	R	_							NA			NA		06/25/200
				To-			6; 38-736									
<del></del>	3.70	40	R	From:			38-603				NA			NA		06/21/20
741)	3.70	70		To:			SR 16				INA			INA		00/21/20
				From:		North Car	olina State	Line								
742	2.60	120	R								NA			NA		07/09/20
				To: From:			8 SOUTH 8 NORTH									
742)	1.40	50	R								NA			NA		07/09/20
				To:		D	ead End									
$\bigcirc$	0.00	400	_	From:	00/		olina State		00/	_	0.405	_	0.000	400	_	2222
743)	2.60	160	F	93%	0%	4%	1%	1%	0%	F	0.135	F	0.630	160	F	2002
	0.20	270	F	From: 93%	0%	38-72 4%	25 SOUTH 1%	1%	0%	F	0.12	F	0.682	270	F	2002
743)	0.20	210	Г	93%	0%				070	Г	0.12	г	0.002	270	Г	2002
	0.40	270	F	From: 93%	0%	38-72 <b>4%</b>	25 NORTH 1%	1%	0%	F	0.106	F	0.533	280	F	2002
743)	0.40	2.0	•	To:	070			170	——————————————————————————————————————	•	0.100	•	0.000	200	•	2002
743)	0.70	270	F	From: 93%	0%	4%	38-723 1%	1%	0%	С	0.102	F	0.536	280	F	2002
749				To:			US 58									
				From:			38-745									
744	0.30	40	R								NA			NA		07/09/20
				From:			38-807		-							
744)	2.80	40	R	To:		,	38-743				NA			NA		07/09/20
				From:				Lina								
745)	2.50	210	R			North Car	oma State	Line			NA			NA		07/09/20
				To:			25 WEST									
745	0.70	60	R	From:		38-7	25 EAST				NA			NA		07/09/20
745)	0.70	00	K	т		,	10.700				INA			INA		01/09/20
745	0.30	20	R	From:		-	38-789				NA			NA		07/09/20
745)	0.00			To:			38-721							10.		01700720
				From:		North Car	olina State	Line								
746	0.50	9	R								NA			NA		07/09/20
				From:			38-782		-							
746)	0.90	60	R								NA			NA		07/09/20
				To: From:			38-797									
747	0.20	70	R	From:		D	ead End				NA			NA		07/09/20
747)	0.20	70	• • • • • • • • • • • • • • • • • • • •	To:			US 58				14/1			147 (		01700720
				From:		North Car	olina State	Line								
748)	1.00	10	R								NA			NA		07/09/20
				From:			38-797		ŀ							
748)	0.40	30	R								NA			NA		07/09/20
		6 - 1	_	To: From:			38-812									
748	1.00	100	R	To:		,	110 50		1		NA			NA		07/09/20
				From:			US 58									
749	0.90	70	R				US 58				NA			NA		07/09/20
				To:		D	ead End									
				From:			US 58									
750	0.74	300	R								NA			NA		07/09/20
				To:			38-828									

					Oil	ayson Mantena	icc Arca								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gravson County				From:		38-828		1							
750	1.26	210	R							NA			NA		07/09/200
				To-		Dead End									
	0.27	70	R	From:		38-600				NA			NA		07/09/200
751)	0.21	70	IX.	To:		0.273.45 20.77	10			INA			INA		077097200
751)	0.93	90	R	From:		0.27 ME 38-60	10			NA			NA		07/09/20
(0)				To:		1.20 ME 38-60	00								
751)	1.00	260	R	From:						NA			NA		07/09/20
751)	1.10	620	F	From: 95%	0%	US 58 4% 0%	1%	0%	С	0.091	F	0.583	630	F	2002
				To:		North Carolina Stat	e Line								
$\overline{}$	0.05			From:		Dead End									05/44/00
752	0.25	80	R	To:		38-644				NA			NA		05/14/20
				From:		38-726		1							
753	0.90	60	R	<u>.                                    </u>		30 720				NA			NA		1999
				To: From:		38-771		-							
753)	1.30	220	R							NA			NA		1995
				To:		38-754									
751)	0.80	390	F	95%	0%	38-755 4% 0%	0%	0%	С	0.109	F	0.511	390	F	2002
754)	0.00	000	•	To:	070	US 58	070	070		0.100		0.011	000		2002
				From:		Dead End									
755	0.75	8	R							NA			NA		1991
				From:		0.75 ME Dead I	End								
755	1.75	70	R	To:		38-726 SOUT				NA			NA		1995
				From:		38-726 NORT									
755	1.50	210	F	94%	0%	4% 0%	1%	0%	С	0.124	F	0.519	210	F	2002
				From:		38-754		•							
755	0.40	80	R	To:		US 58				NA			NA		1995
				From:		US 21									
756)	1.20	60	R			002.				NA			NA		07/26/20
				To: From:		38-763									
756)	0.40	40	R	r toni.		38-756				NA			NA		07/26/20
730)	00			To:		38-701									0.720.20
				From:		38-701									
757)	0.40	120	R			20.50				NA			NA		07/26/20
				To:		38-763		<u> </u>							
Town of Fries				From:		38-1001		I							
758)	0.20	1200	F	98% To:	0%	1% 1% Carroll County I	1%	0%	С	0.087	F	0.893	1200	F	2002
Gravson County				From:		•									
759)	0.80	170	R	110111.		38-646				NA			NA		05/14/20
133)	3.55			To:		38-647									
				From:		38-604						<u> </u>			
760	0.30	150	F	89%	1%	6% 2%	2%	0%	С	0.162	F	0.759	150	F	2002
_				To: From:		38-777		}							
760	0.08	8	R	т		F 15.				NA			NA		04/22/20
				To		Dead End									

					Grayson Ma	aintenance Ar	rea							
Route	Length	AADT	QA	4Tire	Duo	Truck 3+Axle 1Tra		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gravson County				From:	3	38-701	Ī							
(761)	0.08	70	R						NA			NA		07/26/2002
				To-	3	38-757								
$\bigcirc$				From:	3	38-676								
(762)	0.50	30	R						NA			NA		06/21/2002
				To: From:	3	38-677								
762	0.86	50	R						NA			NA		06/21/200
				From:	0.86 N	MN 38-677	-							00/01/000
762	0.14	50	R	To:	2	38-732			NA			NA		06/21/200
				From:										
762	0.60	40	R		3	38-756			NA			NA		07/26/200
763	0.00		••	To:		20.757						10.		017207200
762)	0.80	170	R	From:		38-757			NA			NA		07/26/200
763	0.00		••	To:	3	38-697						10.		017207200
				From:		38-668	i							
764)	1.50	20	R		_				NA			NA		06/11/200
				To:	3	38-664								
				From:	3	38-697								
(765)	1.26	170	R						NA			NA		07/26/200
				To:		38-888								
	4.00	00	_	From:	38-7	08 WEST			NIA			NIA		00/07/000
766	1.00	20	R						NA			NA		06/27/200
				From:	3	38-852								00/0=/000
766	0.90	40	R	To:	29.7	08 EAST			NA			NA		06/27/200
				From:										
707	2.54	280	R	r ioni.		SR 16			NA			NA		06/27/2002
767)	2.54	200	1	To:	Ţ	US 58			14/-1			IVA		00/21/200/
				From:		38-672								
768	1.70	100	R	<u> </u>		0 0/2			NA			NA		06/18/200
				To:	3	38-674								
768)	0.35	180	R	From:		0 07 1			NA			NA		06/18/200
				To:	3	38-601								
				From:	9	SR 16								
(769)	2.50	50	R						NA			NA		07/09/200
				To:		38-721								
			_	From:		38-644				_			_	
770	0.58	220	F	98% To:	2% 0%	0% 0% 38-647	6 0%	С	0.109	F	0.519	220	F	2002
				From:		olina State Line								
(771)	0.50	30	R		North Car	olina State Line			NA			NA		1995
(771)	0.00	•	•••	To:	3	38-753						10.		1000
				From:	3	38-720								
772	1.00	290	R						NA			NA		07/12/200
				To:	De	ead End								
				From:	3	38-651								
773)	0.52	60	R			10.1			NA			NA		05/07/2002
				To-		ead End								
	0.04	400	ь.	From:	De	ead End			NIA			NIA		05/00/000
774)	0.81	120	R	To:	2	38-634	1		NA			NA		05/29/2002
				From:										
775)	0.05	8	R	····L		38-731			NA			NA		06/13/200
(113)	3.00	·	••	To:	De	ead End			, .					25. 15.200
					2,									

						iyson Maintenan									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gravson County				From:		Dead End		1							
776)	0.30	10	R							NA			NA		04/22/200
				To-		38-604									
	0.50	160	F	92%	0%	38-805 6% 1%	10/	0%	С	0.168	_	0.75	160	F	2002
777	0.50	160	Г	92% To:	0%	38-760	1%	0%	C	0.100	F	0.75	160	Г	2002
				From:		US 21									
778)	0.22	20	R							NA			NA		05/03/200
$\bigcirc$				To:		Dead End									
$\bigcirc$				From:		38-631									00/00/00
779	0.50	40	R	To:		38-636				NA			NA		06/06/200
				From:		Dead End									
780	0.45	190	R			Dead Elid				NA			NA		05/29/20
(100)				To:		38-781									
780	0.10	210	R	From:		36-761				NA			NA		05/29/200
				To:		38-640									
				From:		Dead End									
781)	0.10	10	R	_						NA			NA		05/29/200
				To:		38-780									
	1.00	40	В	From:	]	North Carolina State	Line			NΙΛ			NΙΔ		07/00/20
782	1.00	40	R	To:		38-746		1		NA			NA		07/09/20
				From:		US 58		1							
783	1.25	70	R	<u> </u>		05 56				NA			NA		07/09/20
				To:		Jefferson Forest B	ndv	- 1							
783)	0.75	20	R	From:		Jenerson Forest D	iidy			NA			NA		07/09/20
				To:		Dead End									
				From:		North Carolina State	Line								
784	0.50	20	R	_						NA			NA		1995
				To:		Dead End									
	1.05	220	ь	From:		38-613				NIA			NΙΔ		07/12/20
785	1.25	220	R							NA			NA		07/12/20
	1.70	250	R	From:		38-886				NA			NA		07/12/20
785	1.70	250	K	To:		38-607				INA			INA		07/12/20
				From:		38-821									
786)	0.25	220	R							NA			NA		07/12/20
				To:		38-859									
786	0.25	60	R	From:						NA			NA		07/12/20
				To:		Dead End									
$\overline{}$				From:		Dead End									
787)	0.30	110	R							NA			NA		07/12/200
				To: From:		38-615									
787)	2.52	100	R							NA			NA		07/12/200
	2 12	400	_	From:		2.52 MN 38-61	5								07/10/05
787	0.13	120	R	To:		38-607				NA			NA		07/12/200
				From:		38-649									
788	0.31	60	R			38-049				NA			NA		05/14/200
(700)	J.01			To:		Dead End		1							
				From:		38-745									
789	0.50	20	R	_						NA			NA		07/09/200
				To-		Dead End									

					Grayson Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	 QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gravson County				From:	Blue Ridge Pkwy	1						
(790)	0.60	70	R			<b>-</b>	NA			NA		07/12/200
				To:	38-613; 38-804	<u> </u>						
	1.30	350	R	From:	38-658		NA			NA		05/03/200
791)	1.30	350	K	т	VI 21 20 614	7	INA			INA		05/05/200
(701)	1.00	110	R	From:	US 21; 38-614		NA			NA		04/22/200
791)				To:	38-657							
				From:	38-658	]						
792	3.00	50	R	To:	20.701	7	NA			NA		05/03/200
				From:	38-791	1						
793	0.05	8	R	r toni.	Dead End	_	NA			NA		06/13/200
793)	0.00			To:	38-601							00/10/20
				From:	38-731							
794	1.10	60	R				NA			NA		06/13/200
				From:	38-795	}						
794)	0.05	60	R			_	NA			NA		06/13/200
	0.05	40	_	From:	38-858		NIA.			NIA		00/40/000
794)	0.25	40	R	To:	38-601	7	NA			NA		06/13/200
				From:	Dead End							
795	0.50	8	R		2 300 200	<b>_</b>	NA			NA		06/13/200
				To:	38-794							
$\bigcirc$				From:	US 58							00/07/00/
796	1.70	20	R	To:	38-728	7	NA			NA		06/25/200
				From:	US 58							
797)	2.10	70	R		03 36	_	NA			NA		07/09/200
				To:	38-746	<b>—</b> —						
797)	0.70	40	R	From:		<b>-</b>	NA			NA		07/09/200
<u> </u>				To:	38-748							
	0.50	20		From:	38-672		NIA			NIA		00/40/000
798)	0.50	20	R	To:	Smyth County Line	٦	NA			NA		06/18/200
				From:	38-613							
(799)	0.60	140	R		50 015	_1	NA			NA		07/12/200
				To: From:	38-609	<b>—</b>						
799	0.50	80	R			_	NA			NA		07/12/200
				To:	Carroll County Line							
	0.10	20	R	From:	38-636	_	NA			NA		06/06/200
800	0.10	20	K	To:	Dead End	7	INA			INA		00/00/200
				From:	US 58	1						
801)	0.50	60	R			_	NA			NA		06/13/200
				From:	0.50 MN US 58	}						
801)	0.33	60	R			-1	NA			NA		06/13/200
				To:	Dead End	<u> </u>						
(000)	0.10	650	R	From:	38-697	J	NA			NA		1995
802	0.10	030	Λ.	To:	SCL Independence	7	INA			INA		1990
Town of Independence					,							
		6=-		From:	SCL Independence							
(802)	0.63	650	N	To:	US 58	1	NA			0	N	1995
					US 38	1						

					Gr	ayson Maintenar	nce Area	3							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			$\cap$ C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gravson County				From:		38-601		Ī							
803)	0.50	46	R	<u>.                                    </u>						NA			NA		06/13/200
				To:		Dead End									
$\bigcirc$	4.50	00	-	From:		38-613; 38-79	0			NIA			NIA		07/40/000
804)	1.50	80	R	To:		Blue Ridge Pky	6787			NA			NA		07/12/200
				From:		US 21	vy								
805)	1.20	370	F	92%	0%	5% 2%	0%	0%	F	0.099	F	0.524	370	F	2002
(000)				To:		38-656									
805	3.19	340	F	From: 92%	0%	5% 2%	0%	0%	F	0.121	F	0.531	350	F	2002
000				To		38-604 WEST	,	1							
805	1.00	320	F	From: 92%	0%	5% 2%	0%	0%	F	0.102	F	0.522	330	F	2002
000				To:		38-604 EAST									
805)	0.75	310	F	92%	0%	5% 2%	0%	0%	F	0.095	F	0.613	320	F	2002
000				To:		38-654									
805)	0.85	320	F	92%	0%	5% 2%	0%	0%	С	0.086	F	0.567	320	F	2002
805	0.00	020	-	To:		38-777	0,0			0.000	•	0.00.	020	•	
(O)E)	2.45	430	F	From: 92%	0%	5% 2%	0%	0%	F	0.098	F	0.613	430	F	2002
805)			-	To:					•		-			-	
(ODE)	0.20	1400	F	From: 92%	0%	38-649 NORT	0%	0%	F	0.1	F	0.535	1400	F	2002
805)	0.20	1400	•		070		070		•	0.1	•	0.000	1400	•	2002
	0.55	1700	F	92%	1%	38-881 3% 1%	2%	0%	F	0.093	F	0.503	1700	F	2002
805)	0.55	1700	-	92 /0	1 /0		2 /0	0 70	1	0.093	'	0.505	1700		2002
	0.70	4600		From:	10/	38-648	20/	00/	С	0.002	F	0.516	1600	F	2002
805)	0.78	1600	F	92%	1%	3% 1%	2%	0%	C	0.092	Г	0.516	1600	Г	2002
	0.17	4600	-	From:	10/	38-649 SOUT		00/		0.000		0.522	1600		2002
805)	0.17	1600	F	92% To:	1%	3% 1% SR 94	2%	0%	F	0.090	F	0.532	1600	F	2002
				From:		Dead End		1							
806)	0.50	20	R	<u> </u>		Dead End				NA			NA		07/09/200
(800)	0.00		••	To:		38-725									0.700/200
				From:		Dead End		1							
(807)	0.35	30	R							NA			NA		07/09/200
				To:		38-744									
_				From:		Dead End									
808)	0.50	40	R							NA			NA		06/27/200
				To:		US 58									
			_	From:		38-606									0=//=/00
809	1.05	310	R	To:		Carroll County I	ina			NA			NA		05/17/200
				From:			ane								
010	0.70	70	R	rioiii.		SR 94				NA			NA		05/29/200
810	0.70	70		To:		Dead End		1		1471			14/ (		00/20/200
				From:		US 58		·							
811)	1.00	40	R	<u> </u>		0000				NA			NA		06/13/200
				To-		Dead End									
				From:		Dead End		1							
812	0.20	60	R							NA			NA		07/09/200
				To:		38-748									
$\overline{}$			_	From:		38-644	•								
813	0.12	140	R	<sub>T</sub>		F 177				NA			NA		1995
~				To:		Dead End									
	0.40	20	Б	From:		Dead End				NIA			NIA		06/04/000
814)	0.13	30	R	To:		38-695				NA			NA		06/04/200
						20-073									

					Git	ayson Maintenan TruTru				Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	Hour	QK	Factor	AAWDT	QW	Year
Gravson County				From:		SR 94 WEST		ī							
815)	0.43	140	R	<u> </u>		5K 94 WEST				NA			NA		05/14/2002
				To: From:		SR 94 MID									
815)	0.03	680	F	87%	1%	2% 8%	2%	0%	С	0.100	F	0.627	690	F	2002
	0.30	240	R	From:		38-647				NΙΛ			NΙΛ		05/14/2002
815)	0.30	210	ĸ	To:		SR 94 EAST				NA			NA		05/14/2002
				From:		38-649									
816)	0.15	410	R							NA			NA		05/14/2002
				To: From:		SR 94									
817)	0.26	50	R	r toni.		US 58				NA			NA		07/09/2002
				To:		38-889									
817)	0.74	NA		From:		30 007				NA			NA		
				To: From:		0.74 MN 38-889	)								
817)	0.40	NA								NA			NA		
				To:		Dead End									
818)	0.15	140	R			38-805				NA			NA		04/22/2002
				To:		38-857		1							
818)	0.35	70	R	From:		30 007				NA			NA		04/22/2002
				To-		Dead End									
	0.11	520	R	From:		SR 89; SCL Gala	ax			NA			NA		07/12/2002
819	0.11	320	K	To:		SCL Galax				INA			INA		07/12/2002
				From:		Dead End									
820	0.17	50	R					1		NA			NA		06/13/2002
				To:		US 58									
(921)	1.42	420	F	98%	0%	SR 89 SOUTH 1% 0%	0%	0%	F	0.121	F	0.546	420	F	2002
821)				To		38-786				****					
821)	0.59	760	F	98%	0%	1% 0%	0%	0%	F	0.108	F	0.509	770	F	2002
				To: From:		38-720									
(821)	0.61	1200	F	98%	0%	1% 0%	0%	0%	С	0.096	F	0.546	1200	F	2002
				To:		SR 89 NORTH									
(922)	0.27	40	R	From:		SR 94 WEST				NA			NA		05/14/2002
822	V. <u>-</u> .			To:		SR 94 EAST									
				From:		Dead End									
823	0.26	40	R			20.512				NA			NA		1995
				To: From:		38-642									
824)	0.57	210	R	rioiii.		Dead End				NA			NA		1995
024				To:		WCL Galax									
				From:		US 21									
825)	0.10	140	R	_						NA			NA		05/03/2002
	0.00	70		From:	•	38-669				N I A			NIA		05/00/000
825	0.20	70	R	To:		38-611				NA			NA		05/03/2002
				From:		Dead End		! 							
826	1.00	120	R	<u> </u>						NA			NA		06/27/2002
				To		38-711									

					Grayson Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	$\alpha$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Troutdale				From:		ì						
(827)	0.13	40	R		Dead End	<u>.</u>	NA			NA		06/21/2002
				To:	38-603							
Gravson County				From:	38-750							
828	0.50	40	R			<u>.</u> 1	NA			NA		07/09/2002
				To: From:	Dead End	<u>.                                    </u>						
829	0.40	40	R		Dead End	J	NA			NA		07/12/2002
				To: From:	SR 89 SOUTH	<u> </u>						
829	0.35	20	R		SR 89 NORTH	J	NA			NA		07/12/2002
				To:	Blue Ridge Pkwy	1						
	0.20		_	From:	Dead End		NIA			NIA		06/25/2002
830	0.20	8	R	To:	38-696	1	NA			NA		06/25/2002
				From:	US 21							
831)	0.85	100	R	To	D 15 1	- 1	NA			NA		05/03/2002
				From:	Dead End							
832	0.60	8	R		38-728	J	NA			NA		06/25/2002
				To:	Dead End							
$\bigcirc$	0.40	20		From:	38-650		NIA			NIA		4005
833	0.42	30	R	To:	Dead End	1	NA			NA		1995
				From:	US 58							
(834)	0.33	20	R				NA			NA		06/27/2002
				To:	US 58							
(835)	0.44	100	R	From:	SR 16	l	NA			NA		06/25/2002
(633)	0.11			To:	38-734							00/20/2002
				From:	38-739							
836	0.58	46	R	To:	SR 16	1	NA			NA		06/21/2002
Town of Troutdale					SK 10							
				From:	SR 16							
837	0.22	300	R	To:	38-603	1	NA			NA		06/21/2002
Gravson County				<u> </u>	30 003	<u> </u>						
			_	From:	Dead End							
(838)	0.79	10	R	To:	SR 93	1	NA			NA		06/27/2002
				From:	38-658							
839	0.62	30	R				NA			NA		06/11/2002
				To:	Dead End							
(840)	0.20	20	R	From:	Dead End	j	NA			NA		06/21/2002
070	J. <b></b>			To	SR 16		•			•		
$\overline{}$				From:	38-626							
841)	0.10	470	R			-	NA			NA		07/16/2002
	0.20	320	R	From:	US 58	<del>                                     </del>	NA			NA		07/16/2002
841)	0.20	320		Te-	0.20 MN 110 50	1	14/4			INA		0111012002
841)	0.21	210	R	From:	0.20 MN US 58	1	NA			NA		07/16/2002
				To:	Dead End							

					Grayson Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail		Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gravson County				From:	Dead End	1						
842	1.00	80	R			_	NA			NA		05/14/200
$\bigcirc$				To	38-805							
	0.25	00	R	From:	Dead End	]	NIA			NΙΔ		06/04/200
843)	0.25	90	ĸ	To:	38-692	1	NA			NA		06/04/200
				From:	Dead End							
844)	0.40	60	R			_	NA			NA		06/27/200
				To:	38-711							
$\bigcirc$	0.45		_	From:	38-601							00/40/000
845)	0.15	8	R	To:	Dead End	1	NA			NA		06/13/200
				From:	38-675	1						
846	1.00	20	R	<u> </u>	36-073	1	NA			NA		06/18/200
				To:	38-675							
$\widehat{}$				From:	38-603							
847)	0.03	50	R				NA			NA		06/21/200
	0.44		_	From:	0.03 MN 38-603	<b>—</b>						00/04/000
847)	0.11	50	R	To:	Dead End	1	NA			NA		06/21/200
				From:	Dead End	! 						
848)	0.08	40	R		Deat End	1	NA			NA		05/14/200
<del></del>				To:	38-644							
				From:	Dead End							
849	0.26	40	R				NA			NA		06/04/200
				To: From:	38-890	}						
849	0.09	80	R	To:	US 58	1	NA			NA		06/04/200
				From:	Dead End	I						
850	0.03	NA			Dead End	1	NA			NA		
				To:	38-870	1						
850)	0.22	60	R	From:	20 3/2	1	NA			NA		07/12/200
				To:	38-785							
$\bigcirc$	0.75		_	From:	Dead End							07/40/000
851)	0.75	50	R	To:	38-626	1	NA			NA		07/16/200
				From:	38-766	<u>.                                    </u>						
852	1.00	8	R		30-700	1	NA			NA		1995
				To:	Dead End	]						
<u> </u>				From:	38-648							
853	0.30	80	R	To:	Dood Fr. J	1	NA			NA		05/14/200
				From:	Dead End	L						
854)	0.25	80	R	r rout.	SR 89	J	NA			NA		07/12/200
0007				To:	Dead End	]						
				From:	Dead End							
855	0.05	20	R			7	NA			NA		04/22/200
				To:	38-644	<u> </u>						
G-50	0.40	170	R	From:	North Carolina State Line	j	NA			NA		1995
856	0.40	170	ĸ	To:	38-722	1	INA			INA		1995
				From:	Dead End							
857	0.75	60	R			<u>.</u>	NA			NA		04/22/200
				To:	38-818	]						

					Grayson Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tr	rail QC	eak lour	QK Dir Factor	AAWDT	QW Year
Gravson County				From:	38-794					
858	0.20	70	R		30 171		NA		NA	06/13/200
				To-	38-601					
				From:	Dead End					
859	0.21	80	R		20.705		NA		NA	07/12/200
				To:	38-786					
000	0.27	30	R	From:	SR 94		NA		NA	05/14/200
860	0.21	30	IX	To:	Dead End	一 '	N/A		INA	03/14/200
				From:	US 21					
861)	0.10	20	R				NA		NA	04/22/20
				To:	Dead End					
$\overline{}$				From:	38-821					
862	0.20	90	R	To:	David Find		NA		NA	07/12/20
				From:	Dead End					
963	0.10	70	R	110111	38-648		NA		NA	05/14/20
863	0.10	. •	.,	To:	0.10 MC 20 740		***		101	00/11/20
863	0.10	70	R	From:	0.10 MS 38-648		NA		NA	05/14/20
003)	00	. •	•••	To:	Dead End					00/11/20
				From:	Dead End					
864	0.50	30	R				NΑ		NA	06/11/20
				To:	38-665					
$\bigcirc$			_	From:	38-619					
865)	0.50	340	R	To:	38-819		NA		NA	07/12/20
				From:		1				
966	0.10	60	R		Dead End		NA		NA	05/14/20
866	0.10		.,	To:	38-644		***		101	00/11/20
				From:	SR 94					
867)	0.12	60	R				NA		NA	05/14/20
				To:	Dead End					
$\overline{}$				From:	Dead End					
868	0.18	30	R	To:	38-634		NA		NA	05/29/20
				From:						
869)	0.39	40	R	1101111	Dead End		NA		NA	05/29/20
009)	0.00		•••	To:	38-641					00/20/20
				From:	38-850					
870	0.20	60	R	_			NΑ		NA	07/12/20
				To-	Dead End					
			_	From:	Dead End					
871)	0.50	60	R	To:	38-813		NA		NA	05/14/200
				From:		<u>_</u>				
872	0.10	60	R	rioni.	US 21		NA		NA	05/03/20
012)	J.10			To:	Dead End					
				From:	Dead End					
873)	0.35	40	R	_			NΑ		NA	07/12/20
$\cup$				To:	SR 89					
$\overline{}$				From:	38-660					
874	0.12	90	R	· ·			NA		NA	05/29/20
				To-	Dead End					
$\bigcirc$	0.70	ΕO	_	From:	US 58				NIA	07/00/00
875	0.70	50	R	To-	Dead End	<u> </u>	NA		NA	07/09/20
					Dead Elid					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Pe	( )	C Dir Factor	AAWDT	QW	Year
Gravson County				From:	Dead End						
876)	0.19	40	R			N	Д		NA	Of	6/21/200
				Tn·	SR 16						
	0.22	130	R	From:	38-805	N	٨		NA	0	5/14/200
877	0.22	130	ĸ	To:	Dead End	IN	4		INA	U:	5/ 14/200.
				From:	US 58						
878)	0.65	60	R			N	Д		NA	0	7/18/200
				To:	Dead End						
$\bigcirc$	0.40			From:	38-723						7/00/000
879	0.10	30	R	To:	Dead End	N	4		NA	0	7/09/200
				From:	Dead End						
880	0.40	40	R		Dead End	N	4		NA	0	5/29/200
000				To:	38-639						
				From:	55-805						
881)	0.10	60	R			N	4		NA	0	5/07/2002
				To:	Dead End						
	1.50	410	R	From:	SR 94	N	٨		NA	0	5/29/2002
882	1.50	410	K	To:	WCL Galax	IN	٦.		INA	U:	3/29/2002
				From:	Dead End						
883	0.27	20	R	<u> </u>	Bette Enti	N	Д		NA	0	6/13/2002
				To:	38-684						
				From:	38-613						
884	0.28	70	R	. —		N	4		NA	0	7/12/2002
				To:	Dead End						
	0.20	20	R	From:	38-742	N	٨		NA	0.	7/09/2002
885	0.20	20	IX.	To:	Dead End	IN	`		INA	U	110312002
				From:	38-785						
886	0.26	260	R			N	Д		NA	0	7/12/2002
				To:	Dead End						
				From:	38-726		_				
887	0.08	40	R	To:	Dead End	N	4		NA		1995
				From:							
(888)	0.07	45	R	T TOM	US 58 EAST	N	Δ		NA	0.	7/18/2002
(666)				To:	0.07 MS US 58		•				.,,
888	0.30	45	R	From:	0.07 MD 00 30	N	Α		NA	0	7/18/2002
				To:	38-765						
888	0.15	170	R	From:	30-703	N	4		NA	0	6/04/2002
				To:	US 58 WEST						
888	0.01	170	R	From:	CO 30 WEB1	N	4		NA	00	6/04/2002
				To:	0.01 MN US 58						
888	1.14	70	R	From:	3,000,000	N	4		NA	00	6/04/2002
				To:	38-685						
$\bigcirc$				From:	38-817						
889	0.12	10	R	Tar	D 15 1	N	4		NA	0.	7/09/2002
				To:	Dead End						
(000)	0.25	40	R	From:	38-849	N	Δ		NA	0	6/04/2002
890	0.23	70	^	To:	Dead End	IN	~		INA	U	J. UT. ZUUZ
				From:	38-805						
891)	0.50	30	R	<u> </u>	20 000	N	4		NA	0-	4/22/2002
				To:	Dead End						

					Grayson Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	()K	AAWDT Q	N Year
Gravson County				From:	38-651	1			
892	0.15	46	R		36-031	NA		NA	05/07/2002
<u> </u>				To:	Dead End				
<u> </u>				From:	38-634				
893)	0.22	20	R	To:	D. IF I	NA 1		NA	05/29/2002
				From:	Dead End	<u> </u>			
894)	0.64	40	R	rioni.	Dead End	J NA		NA	05/03/200
094)	0.0.			To:	38-729	]			00/00/200
				From:	38-658				
895)	0.22	80	R			NA		NA	06/11/200
				To:	Dead End				
	0.24	40	R	From:	SR 274	] NA		NA	05/29/200
896	0.24	40	K	To:	Dead End	]		INA	03/29/200
				From:	Dead End	<u> </u>			
897)	0.17	70	R	<u></u>	Dona Bila	NA		NA	05/14/200
				To: From:	38-900				
897)	0.04	140	R	From:		NA		NA	05/14/200
				To:	38-805				
$\bigcirc$			_	From:	38-9465				0=1101000
898)	0.53	70	R	To:	Dead End	NA 1		NA	07/12/200
				From:	US 58	<u> </u>			
899	0.15	70	R		03.38	I NA		NA	06/13/200
099)				To-	Cul-de-Sac				
				From:	38-897				
900	0.04	70	R			NA		NA	05/14/200
				To:	Dead End				
	0.14	90	R	From:	38-821	] NA		NA	07/12/200
905)	0.14	90	K	To:	Dead End	1		INA	07/12/200
				From:	38-607				
907)	0.30	50	R			NA		NA	1999
				To:	Dead End				
$\bigcirc$				From:	Dead End/				
908)	0.08	NA		To:	38-00813(B)/	NA 1		NA	
				From:	Dead End				
909	0.11	40	R		Deat End	I NA		NA	07/16/200
3039				To-	38-626				
				From:	Dead End				
910	0.15	100	R			NA		NA	07/16/200
				To:	38-626				
	0.12	40	R	From:	Dead End	J NA		NA	06/04/200
914)	0.12	40	K	To:	38-685	]		INA	00/04/200
				From:	SR 274				
915)	0.20	90	R			NA		NA	06/04/200
$\bigcirc$				To:	Dead End				
$\bigcirc$	_	_	_	From:	Dead End				
916)	0.15	40	R	To:	29 724	NA 1		NA	05/29/200
				From:	38-634	l			
920	0.12	47	R		38-607	NA		NA	1999
(320)	V. 12	••	••	To	Dead End	1			1000

					Giá	ayson Mainten		1							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gravson County				From:		Dead En	d	1							
923)	0.10	NA								NA			NA		
				To:		38-658									
600	0.31	30	R	From:		US 21				NA			NA		05/03/2002
930	0.51	30	K	To:		Dead En	d		I	INA			INA		03/03/2002
				From:		ECL Gala	ıx								
940	0.22	170	R						-	NA			NA		1995
				To: From:		38-941									
940	0.28	60	R	To:		611.6			ı	NA			NA		1995
				From:		Cul-de-Sa	ıc								
941)	0.37	NA		r tolii.		38-940				NA			NA		
941)				To		Dead En	d								
				From:		Cul-de-Sa	ıc								
942)	0.16	NA		т		20.041			ī	NA			NA		
				To: From:		38-941									
(950)	0.53	40	R	FIOIII.		38-669				NA			NA		05/03/2002
930)	0.00			To:		Dead En	d								00/00/2002
Town of Fries															
$\bigcirc$	0.04	2200	_	From:	00/	SR 94	40/	00/	_	0.004	_	0.575	2400	_	2002
(1001)	0.21	3300	F	97%	0%	2% 0%		0%	F	0.084	F	0.575	3400	F	2002
	0.38	2400	F	From: 97%	0%	38-1005 2% 0%		0%	F	0.086	F	0.639	2400	F	2002
(1001)	0.50	2400	•	31 /0	0 70			0 70	' I	0.000	•	0.059	2400	•	2002
(1001)	0.13	2600	F	97%	0%	38-1012 EA		0%	С	0.085	F	0.616	2700	F	2002
(1001)				To		38-758									
(1001)	0.23	3400	F	From: 97%	0%	2% 0%	1%	0%	С	0.089	F	0.630	3500	F	2002
				To: From:		38-1011									
(1001)	0.13	3400	F	97%	0%	2% 0%		0%	F	0.091	F	0.722	3400	F	2002
				To: From:		38-1006									
(1001)	0.07	3300	F	97%	0%	2% 0%		0%	F	0.091	F	0.76	3300	F	2002
				To: From:		38-1007 38-1001									
(1001)	0.18	3100	F	97%	0%	2% 0%		0%	F	0.093	F	0.746	3200	F	2002
				To:		38-606									
Gravson County				From:		CD 04 COL	TII								
1002	0.45	280	R			SR 94 SOU	111			NA			NA		05/17/2002
				To:		SR 94 NOR	TH								
				From:		38-1002									
(1003)	0.09	110	R							NA			NA		05/17/2002
				From:		38-1009	ı								
1003	0.11	20	R	To:		Carroll Count	ı. Limo		Ī	NA			NA		05/17/2002
				From:		Carroll Count									
(1004)	0.30	90	R	<u> </u>		Carron Count	y Line			NA			NA		05/17/2002
				To:		38-1002									
Town of Fries															
	0.12	370	R	From:		38-1001				NA			NA		05/17/2002
1005	0.12	310	ĸ	To:		Dead En	d		1	INA			INA		03/11/2002
				From:		Dead En									
(1006)	0.09	90	R							NA			NA		05/17/2002
				To:		38-1001									

					Gra	ayson Maintenar	ice Area								
Route	Length	AADT	QA	4Tire	Bus	Tr			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Fries				From:		38-1001									
(1006)	0.08	130	R	<u> </u>		38-1001				NA			NA		05/17/2002
				To-		Dead End									
$\bigcirc$	0.05	440	_	From:		Dead End									05/47/0000
(1007)	0.05	140	R							NA			NA		05/17/2002
	0.10	110	R	From:		38-1001				NA			NA		05/17/2002
(1007)	0.10	110		To:		Dead End				14/-1			14/4		00/11/2002
Gravson County															
	0.12	60	R	From:		Dead End				NΙΛ			NΙΔ		05/17/2002
(1008)	0.12	60	ĸ	To:		SR 94				NA			NA		05/17/2002
				From:		Dead End									
(1009)	0.05	60	R							NA			NA		1999
				To:		38-1003									
Town of Fries				From:		CD 04		Т							
(1010)	0.04	1300	R			SR 94				NA			NA		05/17/2002
				To:		38-1001									
				From:		38-1001									
(1011)	0.13	140	R	To:		D 15 1				NA			NA		05/17/2002
				From:		Dead End									
(1012)	0.29	430	R	r toin.		38-1001 WES	I			NA			NA		05/17/2002
(1012)	0.20			To:		38-1001 EAST	7								00/11/2002
				From:		38-1001 NORT	Н								
(1013)	0.19	90	F	88%	4%	5% 1%		0%	С	0.167	F		90	F	2002
				To:		38-1001 SOUT	H								
Gravson County				From:		38-613		Т							
(1015)	0.22	70	R							NA			NA		07/12/2002
				To:		Cul-de-Sac									
$\bigcirc$	0.04	440		From:		38-654				NIA			NIA		00/04/0000
(1020)	0.24	110	R	To:		Dead End				NA			NA		06/04/2002
Town of Independence						D vuu Enu									
				From:		38-1132									
(1100)	0.03	8	R	To:		D 1E 1				NA			NA		1995
				From:		Dead End									
(1101)	0.24	1100	R	FIOIII.		US 21				NA			NA		1995
(1101)	0.2			To:		38-1131									
(1101)	0.10	740	R	From:		36-1131				NA			NA		1995
				To:		38-1104; 38-110	)5								
				From:		US 58									
(1102)	0.15	720	R	To:		110.21				NA			NA		1995
				From:		US 21		<u> </u>							
(1103)	0.34	110	R			Dead End				NA			NA		1995
				To:		US 58 EAST				•					
	0.12	60	R	From:		US 58 WEST				NIA			NA	· <u>-</u>	1000
(1103)	0.12	60	ĸ	To:		0.12 MN US 5	8			NA			INA		1999
				From:		38-1101; 38-110									
(1104)	0.08	70	R	1						NA			NA		1995
				To:		Dead End									

					Grayson Maintenance Area								
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	QK Dir AAWDT QW	Year					
Town of Independence				From:	US 58								
1105)	0.23	450	R	<u> </u>	05 36	NA NA	NA	1995					
				To:	38-1108								
<u> </u>				From:	US 58								
1106	0.05	600	R	т	20 1101	NA	NA	1995					
				To: From:	38-1101								
(1107)	0.02	20	R	rioni.	38-1105	l NA	NA	1995					
	0.02	20		To:	38-1108		14/1	1000					
				From:	38-685								
(1108)	0.34	100	R			NA	NA	1995					
				To:	Dead End								
$\bigcirc$				From:	US 21								
1109	0.13	90	R			NA	NA	199					
				To: From:	38-1123								
(1109)	0.05	49	R	To:	D 15 1	NA I	NA	1999					
				From:	Dead End								
(1110)	0.05	8	R	r tom.	38-1108	l NA	NA	199					
	0.00	Ū	• • • • • • • • • • • • • • • • • • • •	To:	Dead End		101	100					
				From:	US 21								
(1111)	0.14	280	R			NA	NA	199					
				To:	38-802								
$\bigcirc$				From:	US 21								
(1112)	0.06	49	R			NA	NA	199					
				To:	Dead End								
1113	0.07	30	R	From:	US 58	l NA	NA	199					
	0.07	30	IX.	To:	Dead End		IVA	133					
				From:	38-1122								
(1114)	0.07	130	R		30 1122	NA	NA	199					
				To:	38-685								
				From:	US 21								
(1115)	0.26	110	R			NA	NA	199					
				To:	Dead End								
	0.05	50	R	From:	38-684	l NA	NA	199					
1116)	0.03	50	K	To:	Dead End	l NA	INA	199					
				From:	38-1120								
(1117)	0.10	110	R		30 1120	NA NA	NA	199					
				To	US 21								
				From:	Dead End								
1118)	0.10	180	R			NA	NA	199					
				To:	US 58								
(1119)	0.47	000	_	From:	Dead End	N.A.	NI A	400					
	0.47	830	R	To:	US 58	NA I	NA	199					
				From:	Dead End								
1120	0.07	10	R	<u> </u>	Dead Liid	l NA	NA	199					
				Tar	38-1130		· <b></b>						
1120	0.15	60	R	From:	36-1130	NA	NA	199					
				To:	38-684								
				From:	US 58								
1121)	0.10	70	R	_		NA	NA	199					
$\bigcup$				To:	Dead End								

					Gra	yson Maintenan	ice Area							
Route	Length	AADT	QA	4Tire	Bus		uck 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Independence				From:			1							
(400)	0.14	350	R	From:		US 58			NA			NA		1995
(1122)	0.14	330		To		38-685			14/3			INA		1555
				From:		Dead End								
(1123)	0.20	100	R						NA			NA		1995
				To:		US 21								
(1124)				From:		US 58								400-
	0.33	1200	R	To:		38-685			NA			NA		1995
				From:		38-1124								
(1125)	0.06	30	R			36-1124			NA			NA		1995
(1123)				To:		Dead End								
Gravson County														
				From:		US 21								
(1126)	0.45	280	R	To:		Dood End			NA			NA		07/26/200
				From:		Dead End								
(1127)	0.25	100	R	T TOILL		38-1126		NA	NΔ			NA		1995
	0.20	100	• • • • • • • • • • • • • • • • • • • •	To:		Dead End			147 (			147 (		1000
				From:		38-1127								
1128	0.05	20	R						NA			NA		07/26/200
				To:		Dead End								
<u> </u>				From:		Dead End								
(1129)	0.35	110	R	-				NA	NA			NA		07/26/200
				To:		38-1126	L							
Town of Independence				From:		38-1120								
(1130)	0.09	10	R			30 1120			NA			NA		1995
				To:		Dead End								
				From:		38-1101								
(1131)	0.21	30	R						NA			NA		1999
				To: From:		0.21 MN 38-110	01							
(1131)	0.20	6	R						NA			NA		1995
				To:		Dead End								
$\overline{}$	0.40	60	-	From:		38-802		NIA				NIA		4005
1132	0.16	60	R	To:		Dead End			NA			NA		1995
				From:		38-1101								
(1133)	0.06	7	R			36-1101			NA			NA		1991
(1133)		_		To:		Dead End								
				From:		Dead End								
1134	0.24	180	R						NA			NA		1995
				To: From:		38-1119	1							
(1134)	0.22	70	R						NA			NA		1995
				To:		Dead End								
Gravson County				From:		D. 15 1	Т							
(1125)	0.10	110	R			Dead End			NA			NA		1995
(1135)	0.10			To		38-685			. 1/1			IVA		1000
Fown of Independence														
				From:		US 21								
(1136)	0.09	240	R	т		B 15.			NA			NA		1995
				To:		Dead End								
(1137)	0.04	400	Б	From:		US 58			NIA			NIA		1005
	0.04	190	R	To:		38-1101			NA			NA		1995
						30-1101								

					Grayson Maintenance Area											
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Independence																
(400)	0.09	70	R	From:			US 21				NA			NA		1995
1138	0.03	70	IX.	To		Г	ead End		1		INA			INA		1995
				From:			02 SOUTH	I	Ī							
(1139)	0.17	220	R	<u>.                                    </u>							NA			NA		1995
				To:		38-8	02 NORTH	ł								
Gravson County				From:		20.7	26 001 171	т	ı							
0.40	0.40	110	R	110111.		38-6	36 SOUTH	1			NA			NA		06/06/2002
	0.10			To:		38-6	36 NORTH	ł								00/00/2001
Town of Troutdale																
				From:			38-603									201011000
(1201)	0.13	140	R	To:		Г	Dead End		1		NA			NA		06/21/2002
				From:					l							
(1202)	0.43	40	R			L	Dead End				NA			NA		06/21/2002
(1202)	00			To:			38-603									00/21/2002
Gravson County																
				From:		Elk Cree	ek Elem Sc	hool								
175 0.13	200	R	To:			38-659		1		NA			NA		1995	
T CI I				<u> </u>			36-039		J							
Town of Independence				From:		Indep	endence Hi	gh								
9176)	0.11	950	R							NA	NA		NA		1995	
				To-			US 58									
Gravson County				From:			38-821		I							
9465)	0.19	180	R				36-621				NA			NA		1991
9403)				To:		Fairvie	w Elem Scl	nool								
_				From:		Springv	alley Elem	Sch								
9512)	0.08	120	R								NA			NA		1991
<u> </u>				To:			38-649									
$\bigcirc$				From:		Woo	d Elem Scl	h								
9513	0.18	140	R	To:			20. 626		1		NA			NA		1995
				From:			38-636									
(9916)	0.06	80	R	FIOIII.		Flatric	lge Elem S	ch			NA			NA		1995
(9916)	0.00	00	• • • • • • • • • • • • • • • • • • • •	To:			38-601		1		INA			14/3		1000
				From:			Creek Elem	Sch								
9966	0.05	80	R			2	- con Lielli				NA			NA		1991
				To:			38-601									
_				From:		Mt Ro	gers High S	Sch								
9968	0.06	120	R								NA			NA		1991
$\overline{}$				To:			US 58									