2001

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

Jurisdiction Report 35

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

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.

					Gile	s Mainter	ance Are	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Giles County	J					2Axle	3+Axle	1Trail	2Trail		Hour				
Gues County				From:		Bland Cour									
(42)	7.95	1600	G	94%	1%	1%	1%	3%	0%	F	120	G	1600	G	2001
	2.42	4000		From:	40/	SR 100 Pop		C 0/			200		4400		2004
42 100	2.13	4000	G	89% To:	1%	3% 5-750 Cedar	1% Crest Rd	6%	□ 0%	F	380	G	4100	G	2001
				From:		SR 10									
(42) (750) Cedar Crest La	0.97	NA									NA		NA		
	0.00	200		From:	00/	35-66		00/			NIA		700		0004
42 (750)	0.08	680	N	98% To:	0%	2% 35-73	0%	0%	0%	N	NA		700	N	2001
				From:		35-75	50								
42 (730)	1.59	680	G	98%	0%	2%	0%	0%	0%	С	NA		700	G	2001
	0.50	040		From:	00/	35-622 V		00/			NIA		240		2004
42 (730)	9.56	310	G	98%	0%	2%	0%	0%	0%	F	NA		310	G	2001
42)(400)	2.35	11000	G	From: 89%	0%	N RT 2	730 1%	7%	1%	F	910	G	11000	G	2001
42 [460]	2.00	11000	J	To:	0 70			1 70	7	'	310	J	11000	J	2001
(42)(460)	1.66	11000	G	From: 89%	0%	35-70 2%	1%	7%	1%	F	940	G	11000	G	2001
42 400				To		US 460 N									
42	0.99	2000	G	91%	2%	5%	0%	2%	0%	F	220	G	2000	G	2001
				To:	35	-601 North	of Newport		—						
42	3.11	1200	G	91%	2%	5%	0%	2%	0%	F	120	G	1300	G	2001
				To:		Craig Cour									
	5.11	690	G	97%	0%	Bland Cour	nty Line 1%	1%	」 ○%	F	70	G	710	G	2001
61)	5.11	090	G	91 /0	0 70			1 /0	7	ı	70	G	710	G	2001
<u>(61)</u>	4.60	800	G	From: 97%	0%	35-724 C 1%	hapel 2%	1%	0%	F	90	G	820	G	2001
(01)				To:		35-724 Sh									
(61)	2.49	1500	G	97%	0%	0%	1%	1%	0%	F	130	G	1500	G	2001
				To:		WCL Na	rrows								
Town of Narrows				From:		WCI N			Ī						
61 Park Drive	0.67	3000	G	95%	1%	WCL Na 2%	rrows 1%	1%	- 0%	F	NA		3100	G	2001
01)				To:		Monro									
61 Monroe Street	0.17	4100	F	95%	1%	Park 2%	St 1%	1%	 0%	С	510	F	4200	F	2001
61 Monroe Street	0.17	4100	-	33 70	1 70			1 70	7	C	310	ı	4200	'	2001
61 Monroe Street	0.13	3100	G	From: 95%	1%	Kimberli 2%	ng St 1%	1%	0%	F	280	G	3200	G	2001
(01)				To		SR 100 M			¬						
61	0.13	4600	G	94%	1%	3%	2%	0%	0%	С	NA		4700	G	2001
				To		S East of Ne			_						
61	0.43	5000	G	94%	1%	3%	2%	0%	0%	F	NA		5100	G	2001
				To:		US 460 Virg	ginia Ave								
Giles County				From:		Pulaski Cou	nty Line		1						
100	1.37	4500	G	89%	1%	3%	1%	6%	0%	F	430	G	4700	G	2001
		-		To		SR 42 Pop			1						
100	2.13	4000	G	From: 89%	1%	3%	1%	6%	0%	F	380	G	4100	G	2001
				To: From:	3	5-750 Cedai	Crest Rd		<u> </u>						
100	0.72	3800	G	89%	1%	3%	1%	6%	0%	F	360	G	3900	G	2001
				To: From:		35-660 Post									
100	0.45	4500	G	89%	1%	3%	1%	6%	0%	F	410	G	4700	G	2001
				From:		35-606 Mea			<u> </u>			_		_	
100	4.37	5000	G	89% To:	1%	3%	1%	6%	0%	F	450	G	5200	G	2001
				10.	35	-665 Wilburi	ı Valley Rd	1							

					Giles	s Mainter	ance Are	а							
Route	Length	AADT	QA	4Tire	Bus	2 A vla	Tru		OT~0;i	QC	Design	QK	AAWDT	QW	Year
Giles County							3+Axle	ııralı	2Trail		Hour				
(100)	2.24	6000	G	From: 89%	35-0 1%	665 Wilburi 3%	n Valley Rd 1%	6%	0%	F	530	G	6100	G	2001
100	 ·			To:	. , 0	SCL Pear		- / 0		-					
Town of Pearisburg				From:		SCL Pear	isburø								
(100) South Main Street	0.28	8300	G	88%	0%	1%	7%	3%	0%	С	NA		8300	G	2001
	2.22	0400		From:	001	Orchard		00/	<u> </u>				0.100		0007
100 South Main Street	0.09	8100	G	92% To:	0%	2%	3%	3%	0% ¬	С	NA		8100	G	2001
(100) South Main St	0.09	8500	G	92%	0%	Church 2%	3%	3%	0%	F	NA		8500	G	2001
Bus				To: From:	Bus	s US 460 W	inonah Ave]——						
100 (460) Main St	0.38	9900	G	87%	0%	9%	2%	2%	0%	С	NA		10000	G	2001
Main Street	0.04	44000		From:			NONAH AV				NI A		11000		2004
100 Main Street	0.21	11000	G	87% To:	0%	7% WCL Pear	5% risburg	2%	0%	С	NA		11000	G	2001
Giles County				P											
(100)	3.86	2200	G	96%	0%	WCL Pear 2%	risburg 1%	2%	0%	F	200	G	2300	G	2001
				To:		ECL Nat	Tows								
Town of Narrows				From:		ECL Nat	Tows								
100	0.65	3100	G	97%	1%	1%	0%	1%	0%	С	NA		3200	G	2001
T. APILO I				To:		SR 61 Main	Monroe								
Town of Rich Creek				From:		US 40			J						
(219)	0.57	9000	G	95% To:	0%	2% ECL Rich	1% Creek	2%	O%	F	760	G	9200	G	2001
Giles County															
219	1.16	9000	N	95%	0%	ECL Rich	Creek 1%	2%	」 0%	N	760	N	9200	N	2001
				To:		est Virginia				-		-		-	
Town of Glen Lvn				From:	W	est Virginia	State Line								
(460)	0.81	9400	G	89%	0%	2%	1%	7%	1%	F	720	G	9700	G	2001
				To: From:		Rt. 13 Rt 13									
460	0.59	9500	G	89% To:	0%	2%	1%	7%	1%	F	720	G	9800	G	2001
Giles County						WCL Gle	n Lyn								
~~~	1.04	0500	14	From:	00/	WCL Gle	n Lyn 1%	7%	10/	N1	700	NI	0000	N!	2004
[460]	1.24	9500	N	89% To:	0%	2% WCL Rich		1 70	1% 	N	720	N	9800	N	2001
Town of Rich Creek				From:											
<u>460</u>	0.65	9500	N	89%	0%	WCL Rich	Creek 1%	7%	 1%	N	720	N	9800	N	2001
				To: From:		US 219 Ric	h Creek		]—						
460	0.73	7400	G	89%	0%	2%	1%	7%	1%	F	540	G	7600	G	2001
(160)	0.18	11000	N	From: 89%	0%	35-71 <b>2%</b>	1%	7%	1%	N	NA		11000	N	2001
(460)	0.10	11000	14	To:	J /0	ECL Rich		1 /0	1 /0	11	1 11/-1		11000	14	2001
Giles County				From:		ECL D: 1	Crash-		1						
(460)	2.01	11000	N	89%	0%	ECL Rich	1%	7%	1%	N	NA		11000	N	2001
<u></u>				To:		NCL Na	rrows								
Town of Narrows				From:		NCL Na	rrows								
460	0.76	11000	G	89%	0%	2%	1%	7%	1%	F	NA		11000	G	2001
				To:		SR 61 Fles	hman St								

					Gile	s Mainter	nance Are	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	uck 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Town of Narrows				From:		SR 61 Fles	hman St		1						
460	0.26	13000	G	89%	0%	2%	1%	7%	1%	F	NA		13000	G	2001
(100)	0.34	13000	G	From: 89%	0.44 <b>0</b> %	Mile West	ECL Narro 1%	ws 7%	1%	F	NA		14000	G	2001
<u>{460}</u>	0.04	10000		To:	070	ECL Na		1 70		•	14/ (		14000		
Giles County				From:		ECL Na	rrows		1						
(460)	4.33	13000	G	89%	0%	2%	1%	7%	1%	F	1100	G	13000	G	2001
Town of Pearisburg				To:		WCL Pea	risburg								
~~~	0.12	14000		From: 89%	0%	WCL Pea	risburg 1%	7%	1%	F	NA		15000	G	2001
460	0.12	14000	G	09% To:	0%	ECL Pear		7 70	170	F	NA		15000	G	2001
Giles County				From:		ECL Pear	ni alauma								
(460)	5.01	8700	G	89%	0%	2%	1%	7%	1%	F	700	G	9000	G	2001
				To:		WCL Per	nbroke								
Town of Pembroke				From:		WCL Per									
[460]	0.86	11000	G	89%	0%	2%	1%	7%	1%	F	NA		11000	G	2001
(460)	0.73	11000	G	From: 89%	0%	35-62 2%	1%	7%	1%	F	880	G	11000	G	2001
<u> </u>				To:		ECL Pen	nbroke								
Giles County				From:		ECL Pen	nbroke								
460	1.27	11000	G	89%	0%	2%	1%	7%	1%	F	NA		12000	G	2001
(460)	2.82	9800	Α	From: 89%	0%	35-6 2%	1%	7%	1%	Α	1000	Α	10000	Α	2001
400				To: From:		35-73			7—						
460	2.35	11000	G	89%	0%	2%	1%	7%	1%	F	910	G	11000	G	2001
(460)	1.66	11000	G	From: 89%	0%	35-70 2%	1%	7%	1%	F	940	G	11000	G	2001
400				To: From:		SR 4			7						
460	1.16	13000	G	89% To:	0%	2%	1%	7%	1%	F	1200	G	13000	G	2001
Bus				From:		ontgomery C									
460	0.34	7700	G	90% To:	1%	3%	4%	2%	0%	F	1200	G	7900	G	2001
Town of Pearisburg				10.		NCL Pear	risburg								
Bus	0.26	13000	G	90%	1%	NCL Pear	risburg 4%	2%	0%	С	NA		13000	G	2001
Main St	0.26	13000	G	To:		SR 100 N	Iain St	270	0%	C	INA		13000	G	2001
Bus 460 Main St	0.38	9900	G	87%	0%	SR 100 Maii 9%	n St W Int 2%	2%	0%	С	NA		10000	G	2001
\bigcirc				To: From:		100 South N			—						
Bus 460 Winoah Ave	1.09	9300	G	95%	1%	3%	1%	1%	0%	F	NA		9300	G	2001
				To		ECL Pear	risburg								
Giles County Bus				From:		ECL Pear									
(460)	1.39	7100	G	95% To:	1% US	3% 3 460 East o	1% f Pearisburg	1%	O%	F	640	G	7100	G	2001
				From:		Giles Cour									
677	1.90	100	R	To:		Dead 1	End		٦		NA		NA		12/27/2000
				From:		Dead 1									
632	0.25	10	R	To:					 		NA		NA		02/14/2002
				10.		Giles Cour	nty Line								

Route	Length	AADT	QA	4Tire	Bus	2Axle		uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Giles County				From:		Giles Count	y Line		T						
632	0.25	20	R						_		NA		NA		02/14/200
	2.90	50	R	From:		22-60	1				NA		NA		1999
632				To: From:		22-633	3								
632	1.30	70	R						-		NA		NA		1999
632	0.80	120	R	From:		22-658 W	EST				NA		NA		1999
				To: From:		22-658 N	/IID]—						
632	9.56	70	R	To:		22-658 E	AST		٦		NA		NA		1999
				From:		SR 42	2								
601)	0.80	500	G	97%	0%	2%	0%	1%	0%	С	NA		510	G	2001
601)	1.60	450	G	From: 97%	0%	35-60 ⁴ 2%	4 0%	1%	0%	F	NA		460	G	2001
001)				To: From:		35-60 35-68:	1								
601	1.94	190	R	<u> </u>		33-06.	<u> </u>		_		NA		NA		1993
	0.00	70	R	To: From:		35-639	9				NΙΛ		NΙΛ		1002
601)	0.90	70		To:		35-602)		٦		NA		NA		1993
601)	1.53	40	R	From:					⊣ −		NA		NA		1995
				To: From:	-	Craig Count									
602	1.39	170	R			35-700	<u> </u>		_		NA		NA		1993
				To: From:		35-77:	5								
602	3.46	80	R	To:		35-60	1		٦		NA		NA		1993
				From:		35-604	4								
603	1.70	90	R	To:		35-602	2				NA		NA		1993
				From:		35-700									
604)	0.55	240	G	94%	1%	4%	0%	0%	0%	С	NA		250	G	2001
604	0.80	180	G	From: 94%	1%	35-603 4%	3 0%	1%	0%	F	NA		190	G	2001
604)				To:	.,,	35-60		.,,]	•					
	0.51	190	G	96%	0%	35-62: 1%	5 1%	2%	0%	F	NA		190	G	2001
605)	0.51	190		To:	0 70	35-610		2 /0	7	'	INA		130	-	2001
605	3.72	250	G	96%	0%	1%	1%	2%	0%	F	NA		260	G	2001
	4.00	= 40		From:	00/	35-693		00/]		NIA		550		0004
605)	1.99	540	G	96%	0%	1% 35-802	1%	2%	0%	С	NA		550	G	2001
605)	0.22	800	G	96%	0%	1%	1%	2%	0%	F	NA		820	G	2001
				To:		US 460; S									
606)	0.50	40	R	From:		Dead E	nd		_		NA		NA		1993
				To: From:	().50 ME De	ad End								
606)	0.35	130	R	To:		SR 10	0		7		NA		NA		1993
				From:		Dead E			†						
607)	0.80	30	R	_					- 		NA		NA		1995
				To:		35-700	0								

					Glies	Maintena					<u> </u>				
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	Design Hour	QK	AAWDT	QW	Year
Giles County							JIANIC	TITAL	ZIIGII		rioui				
(608)	2.90	50	R	From:		35-777					NA		NA		1995
(606)	2.00			To:		35-783									1000
\sim				From:		Dead End	d								
609	0.25	30	R	To:		25 (05			7		NA		NA		1995
				From:		35-605 Dead End	J								
610	0.80	50	R			Dead End	u				NA		NA		1995
0.9				To:		35-605									
				From:		35-729									
611	0.03	20	R	To:		DJ.F.			7		NA		NA		1999
				From:		Dead End	u								
612	0.03	NA		110		35-730					NA		NA		
012				To:		35-772 WE	ST		٦						
612	0.35	20	R	From:		33-772 WE	.51				NA		NA		1995
				To:		35-772 EA	ST								
				From:		US 460									
613)	0.39	590	R								NA		NA		1993
				From:		35-615									
613)	2.50	290	R								NA		NA		1993
	0.00	450	_	To: From:		35-762					NIA		NIA		4000
613)	2.08	150	R						_		NA		NA		1993
	0.80	290	R	From:		35-700					NA		NA		1993
613	0.80	290	ĸ						_		INA		INA		1995
(612)	0.80	60	R	From:		0.80 MN 35-	-700				NA		NA		1995
613	0.00	00	IX.	To:		25.669			_		IVA		INA		1333
613)	5.50	20	R	From:		35-668					NA		NA		1995
(013)				To:		35-721									
613	1.16	40	R	From:		33-721					NA		NA		1995
				To: From:		35-635 WE									
(613)	0.40	110	R	From:		35-635 EA	ST				NA		NA		1995
(613)	0.10	110	.,	To:		25 722			_						1000
613)	2.00	20	R	From:		35-723					NA		NA		1995
019				To:		Dead End	d								
				From:		Dead End	d								
614)	0.50	40	R	To:		GD 14			_		NA		NA		1995
				From:		SR 42									
615	1.23	80	R	From:		35-613					NA		NA		1995
615	1.20		.,	To:		25 616			_						1000
615)	1.05	50	R	From:		35-616					NA		NA		1995
013				To:		35-678									
615	0.20	80	R	From:		33-076					NA		NA		1995
				To: From:		35-780									
615)	0.86	160	R								NA		NA		1993
				To:		US 460									
	2.22		_	From:		35-615					N1.0		NI A		4005
616)	0.20	20	R	To:		Dead End	d				NA		NA		1995
				From:		Dead End			1						
617)	1.45	170	R			Deau Enc	u		_		NA		NA		1993
				To:		35-771									

					Gile	s Mainten	ance Are	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK A	AWDT	QW	Year
Town of Pembroke						2Axle	3+Axle	1 I rail	2Trail		Hour				
				From:		US 46	0								
(618)	0.03	140	R								NA		NA		1993
	0.12	400		To: From:		US 46	60		<u> </u>		NA		NA		1005
618)	0.12	160	R	To:		ECL Pem	broke		1		NA		NA		1995
Giles County															
	0.75	400		From:		ECL Pem	broke				NIA		NI A		4005
618)	0.75	160	N						_		NA		NA		1995
(618)	0.30	20	R	From:		35-68	6				NA		NA		1995
010			.`	To:		Dead E	nd								
Town of Pembroke															
	0.29	100	R	From:		US 46	50				NA		NA		1993
(619)	0.29	100	K	To:		NCL Pem	broke		7		INA		INA		1995
Giles County															
	0.32	400	N,	From:		NCL Pem	broke				NIA		NIA		1000
619)	0.32	100	N	To:		Dead E	nd		7		NA		NA		1993
				From:		Dead E			İ						
(620)	0.43	40	R								NA		NA		1995
				To:		35-62									
	0.70	40	R	From:		35-62	2				NA		NA		1995
621)	0.70	40	ĸ	To:		35-73	0		1		NA		NA		1995
				From:		Dead E			l						
622)	0.40	8	R								NA		NA		1995
				To: From:		SR 100 NO SR 100 SO									
622	0.36	980	G	95%	0%	4%	1%	0%	0%	С	NA		1000	G	2001
				To: From:		35-65	8		1						
622	1.87	210	G	95%	0%	4%	0%	0%	0%	F	NA		220	G	2001
				To: From:		35-70			<u> </u>						
622)	3.65	80	G	95%	0%	4%	1%	0%	0%	F	NA		80	G	2001
\bigcirc				From:		35-623 W]						
622	2.35	310	G	95%	0%	4%	1%	0%	0%	F	NA		320	G	2001
	0.35	220	G	From: 95%	0%	35-69 4%	9 0 %	0%	0%	F	NA		220	G	2001
622	0.55	220	G	93 /0	0 /6			0 /0	7		INA		220	G	2001
622	0.23	200	G	From: 95%	0%	35-68 4%	9 1%	1%	0%	F	NA		200	G	2001
622				To:		35-730 E	AST	.,,	Ţ						
	0.20	70	R	From:		35-730 W	EST				NA		NA		1995
622	0.20	70	K	To:		25.50			_		INA		INA		1995
622)	3.36	70	R	From:		35-70	7				NA		NA		1995
022	0.00			To:		35-76	7								
622 622	3.60	610	R	From:		33-70	1				NA		NA		1995
\bigcup				To: From:		35-65	4		1						
622	0.52	660	G	95%	0%	4%	1%	0%	0%	F	NA		680	G	2001
				To:		35-730 W									
_	3.00	60	Р	From:		35-66	3				NA		NA		1995
623)	3.00	90	R	To:		35-622 W	/EST		1		INA		INA		1990
			_	From:	601	35-622 E	AST	061		_			050		0001
623	1.40	340	G	87% To:	2%	8% 35-74	2%	0%	0%	F	NA		350	G	2001
						33-74	J								

					Glies	Mainten					Design				
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Hour	QK	AAWDT	QW	Year
Giles County				From:											
623)	1.46	550	G	87%	2%	35-74 8%	2%	0%	┘ 0%	F	NA		560	G	2001
020				To:		SCL Pemb	broke]						
Town of Pembroke				From:		CCI Domi	analra								
(623)	0.42	910	G	87%	2%	SCL Pemb	2%	0%	0%	F	NA		910	G	2001
				To: From:		35-1404 E									
623)	0.08	1200	G	87%	2%	35-1404 V 8%	VEST 2%	0%	 0%	F	NA		1200	G	2001
023)				To:		US 46									
623)	1.07	1100	G	87%	2%	8%	2%	0%	0%	С	NA		1100	G	2001
<u> </u>				To:	35	-688 NCL I	Pembroke								
Giles County				From:	35	-688 NCL I	Pambroka		1						
623	1.10	400	G	87%	2%	8%	2%	0%	0%	F	NA		400	G	2001
				To: From:		35-62	4		—						
623	1.10	330	R						_		NA		NA		1995
				To:		Dead E									
624)	0.50	7	R	From:		35-62	3		_		NA		NA		1995
624	0.00	•		To:		Dead E	ind		1		147 (107		1000
				From:	Moi	ntgomery C	ounty Line								
625	0.50	150	R								NA		NA		1993
				To: From:		0.50 MN C	OF CL								
625	1.30	80	R						_		NA		NA		1995
	2.19	390	G	From: 99%	0%	35-60 1%	5 0 %	0%	0%	С	NA		400	G	2001
625	2.19	390	G	99 /0	0 70			0 /0	7	C	INA		400	G	2001
625	0.10	40	R	From:		35-68	2				NA		NA		1995
023)				To		0.10 ME 3	5-682								
625)	0.70	40	R	From:		0.10 1412 3	5 002		_		NA		NA		1993
				To: From:		35-730 W									
625)	0.77	50	R			35-730 E	ASI		_		NA		NA		1995
020)				To:		0.77 MW 3	35-730		¬						
625)	0.93	140	R	From:		0.77 111 11 2	,,,,,,				NA		NA		1993
				To:		US 46	0								
\bigcirc	0.00	200	_	From:		Cul-de-	Sac				NIA		NIA		4000
626)	0.90	360	R	To:		SCL Pemb	broke		-		NA		NA		1993
Town of Pembroke						22210111			•						
	2.22	0.00		From:		SCL Pemb	broke								400-
626	0.03	360	N	_					_		NA		NA		1993
626	0.11	490	R	From:		35-140)7		_		NA		NA		1993
626	0.11	430	ĸ	To:		25.1.	\.c		_		INA		INA		1333
626	0.30	800	R	From:		35-140)3				NA		NA		1993
626				To:		US 460 E									
<u> </u>	0.49	1200	G	93%	0%	US 460 W 2%	/EST 4%	1%	0%	С	NA	· <u> </u>	1200	G	2001
626	0.49	1200	G	93% To:	0 70	35-623 SC		1 70	7	C	INA		1200	G	200 I
	2.12		_	From:		35-623 NO									1005
626	0.10	100	R	To:		NCL Pem	broko		7		NA		NA		1995
						NCL Pem	огоке								

Route	Length	AADT	QA	4Tire	Rue		ıck 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Giles County				From:	NCL Peml	broke		1					
626)	0.20	100	N		NCL Felli	локе				NA	NA		1995
<u> </u>				To: From:	35-76	6]					
626	2.31	20	R							NA	NA		1995
_	0.09	20	R	From:	2.31 MW 3	5-766]		NA	NA		1993
626	0.09	20	K	To:	35-635 SO	UTH		1		INA	INA		1993
	0.00		_	From:	35-635 NC					NIA	NA		4000
626	0.60	50	R	To:	Dead E	nd		1		NA	NA		1993
				From:	35-63:								
627)	0.05	40	R					_		NA	NA		1993
				To: From:	0.05 ME 3	5-635							
627	0.06	40	R					_		NA	NA		1995
	1.01	40	R	From:	0.11 ME 3	5-635				NA	NA		1995
627)	1.01	40	K	To:	Dead E	nd		1		INA	INA		1995
				From:	35-63:	5							
628	0.80	90	R	т				7		NA	NA		1995
				To: From:	Dead E			_					
629)	0.05	30	R		35-63)		J		NA	NA		1995
				To:	Dead E	nd							
			_	From:	Dead E	nd							
630	0.27	10	R					_		NA	NA		1995
630	0.07	10	R	From:	0.27 ME De	ad End				NA	NA		1993
030)				To:	35-63:	5							
Town of Pembroke				-									
631)	0.06	30	R	From:	Dead E	nd		J		NA	NA		1993
031)				To	35-74	7		7					
(631)	0.12	100	R	From:	33 71	<u>′</u>		_		NA	NA		1993
				To:	35-140)4							
Giles County				From:	35-79	4							
633)	0.18	70	R	<u> </u>	33-17-	<u>T</u>		_		NA	NA		1986
\subseteq				To:	Cul-de-S	Sac							
	0.35	570	G	95%	NCL Peari 0% 1%	isburg 3%	1%	」 0%	С	NA	580	G	2001
634)	0.55	370	9	33 /0	35-123		1 70	7	C	INA	300	O .	2001
634)	0.95	NA		95%	0% 1%	3%	1%	0%	F	NA	NA		2001
				To: From:	0.95 M FRM	35-1238		1					
634)	0.24	450	R	110111						NA	NA		1995
				To: From:	1.19 M FRM	35-1238]——					
634	1.50	30	R	To:	Dead E	nd		7		NA	NA		1999
				From:	35-80								
635)	0.10	60	R	<u> </u>	55-00	<u>-</u>		_		NA	NA		1993
				To: From:	US 46	0							
635	0.84	1500	G	89%	0% 8%	0%	3%	0%	С	NA	1500	G	2001
				To	35-80	9		Т					
635)	2.81	1400	G	From: 89%	0% 8%	0%	3%	0%	F	NA	1400	G	2001

					Giles N	/lainten	ance Are	a							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	OK	AAWDT	ΟW	Year
	Lengui	AADI	٧A	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QI	AAWDI	QVV	i Gai
Giles County				From:		35-68	4								
635	1.82	1300	G	89%	0%	8%	0%	3%	0%	F	NA		1300	G	2001
				To: From:		35-62	8								
635)	0.11	500	R								NA		NA		1993
				From:		35-78	1]—						
635	5.68	330	R								NA		NA		1993
<u> </u>	4.85	200	R	From:		35-80	4				NA		NA		1993
635)	4.00	200	- 1	To:		25 (12 W	TECT				14/1		10.		1000
635	1.18	150	R	From:	.	35-613 W	ESI				NA		NA		1993
				To:	West	Virginia	State Line								
\bigcirc				From:		US 460 I	BUS								
636	0.31	1300	R								NA		NA		1999
	0.24	4400		From:		35-150)2				NIA		NIA		4000
636	0.24	1100	R	_					_		NA		NA		1999
626	0.35	400	R	From:	3	5-1503 V	VEST				NA		NA		1999
636)	0.00	400	• • • • • • • • • • • • • • • • • • • •	To:		35-150	16				14/1		10.		1000
636)	0.06	130	R	From:		33-130	10				NA		NA		1999
				To:	2	35-1503 E	EAST		¬						
636)	0.37	90	R	From:		70 1005 1					NA		NA		1999
				To: From:	0.	37 MS 35	5-1503		<u> </u>						
636	0.81	20	R	_					_		NA		NA		1995
				To: From:		Dead E			1						
627	0.29	280	R	From:		US 460 I	BUS				NA		NA		1993
637	0.20		.``	To:		35-122	90								
637)	0.14	400	R	From:		33-122	.,				NA		NA		1999
				To: From:		45-124									
637)	0.33	400	R	rioin.		35-124	ł I		_		NA		NA		1999
037)				To:		35-82	0								
637)	1.10	70	R	From:		33-62	0				NA		NA		1999
				To:		Cul-de-	Sac								
\bigcirc	0.40	400	-	From:		SR 10	0				NIA		NIA		4000
638)	0.40	180	R	_					_		NA		NA		1999
620	1.30	70	R	From:		35-122	25				NA		NA		1995
638	1.00	70		To:		Dead E	nd				14/ (10.0		1000
				From:		35-60	1								
639	1.20	50	R	т					_		NA		NA		1995
				To: From:		Dead E									
640	0.63	360	R	. IOIII.		SR 100 W	ESI		_		NA		NA		1993
640				To:		US 46	.0								
640	0.04	1800	R	From							NA		NA		1993
				To:		SR 100 E	AST								
\bigcirc	4.70		_	From:		US 46	0				h		N.1.A		4000
641)	1.70	610	R	_					_		NA		NA		1999
	1.00	180	R	From:		35-76	9		_		NA		NA		1999
641)	1.00	100		To:		00 345 2	5 7(0				INA		INA		1999
641)	1.01	60	R	From:	1.	.00 ME 3	3-769				NA		NA		1995
			- •	To:	2.	.01 ME 3	5-769								
	·														

					Giles Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	Q0 2Trail	Design Hour	QK AAWDT QW	Year
Giles County				From:	2.01 ME 25.760				
641)	1.39	60	R	110111	2.01 ME 35-769		NA	NA	1995
				To: From:	3.40 ME 35-769				
641)	0.06	20	R				NA	NA	1999
	0.50	20	R	From:	3.46 ME 35-769		NA	NIA	1000
641)	0.50	20	ĸ	To:	3.96 ME 35-769		INA	NA	1999
_				From:	Dead End				
642	0.19	90	R				NA	NA	1999
	0.10	260	R	From:	35-1030		NA	NA	1999
642	0.10	260	ĸ	To:	LIC 210	_	INA	IVA	1999
642	0.06	50	R	From:	US 219		NA	NA	1999
				To:	35-789				
$\overline{}$	2.00		_	From:	US 460				4000
643	0.60	700	R			_	NA	NA	1999
642)	2.45	340	R	From:	35-645		NA	NA	1999
643)	2.10		.``	To:	West Virginia State Line				1000
643)	0.50	40	R	From:	West Virginia State Line		NA	NA	1999
				To:	Dead End				
	0.40	110	R	From:	35-643		NA	NA	1999
644)	0.40	110	ĸ	Tax	0.40.147.25.642	_	INA	INA	1999
644)	1.45	100	R	From:	0.40 ME 35-643		NA	NA	1993
•••				To:	35-645				
				From:	35-643				
645)	1.80	330	R	To:	US 219	\neg	NA	NA	1999
				From:	Dead End				
646)	0.09	20	R	<u> </u>	Dette Ente		NA	NA	1999
				To: From:	0.09 ME Dead End				
646)	0.06	20	R		25.645	_	NA	NA	1999
				To: From:	35-647 West Virginia State Line				
647)	0.43	80	R		west viiginia state Line		NA	NA	1995
				To: From:	0.44 ME OF LINE				
647)	0.03	90	R	11000.			NA	NA	1999
				To: From:	35-646				
647)	1.92	150	R	To:	NCL Rich Creek		NA	NA	1999
Cown of Rich Creek				I	IVEL RICH CICCR				
				From:	NCL Rich Creek				
647)	0.29	150	N	To:	35-1024		NA	NA	1999
Giles County				ı	30 1021				
			_	From:	West Virginia State Line				40
648)	0.88	320	R	To:	WCL Glen Lyn	_	NA	NA	1999
Cown of Glen Lvn					ob olon bju	1			
	0.00			From:	WCL Glen Lyn			.	400-
648)	0.03	320	N	_		_	NA	NA	1999
649	0.11	45	R	From:	US 460; 35-704; Gap Terminus		NA	NA	1999
648	0.11	-+0		To:	35-1302		11/7	1377	1000
						_			

					Giles Mainte	nance Are	ea							
Route	Length	AADT	QA	4Tire	Bus	Tru			QC	Design	OK A	AWDT	ΟW	Year
	Longar	,,,,,	٠,٠	110	2Axle	3+Axle	1Trail	2Trail	QU	Hour	Qiv 7		α	1001
Town of Glen Lvn				From:	35-1	302		1						
(648)	0.06	10	R					_		NA		NA		1999
				To:	West Virgin									
	0.46	250	R	From:	35-	704				NA		NA		1999
649	0.40	230	IX.	Tar	25.1	207		_		IVA		INA		1555
649)	0.30	300	R	From:	35-1	307				NA		NA		1999
049				To:	ECL G	len Lyn		1						
Giles County								_						
640	5.00	300	N	From:	ECL G	len Lyn		_		NA		NA		1999
(649)	0.00		.,	To	25	651				101				1000
649	0.63	970	R	From:	35-	001				NA		NA		1999
040				To:	WCL N	larrows								
				From:	West Virgin	ia State Line								
650	0.20	30	R	To:	25	C40		_		NA		NA		1995
				From:	35-			<u> </u>						
651)	1.25	400	R		Dead	End		_		NA		NA		1999
(031)				To:	35-	649		1						
				From:	Dead	End								
652	0.03	30	R							NA		NA		1995
				To: From:	35-	710]						
652	0.57	230	R	To	SCL N	arrowe		7		NA		NA		1999
				From:	35-									
653)	1.60	70	R	<u> </u>		039		_		NA		NA		1995
				To:	35-	663]						
\bigcirc				From:	Dead	End								
654)	4.44	120	R					_		NA		NA		1995
\bigcirc	0.46	400		From:	4.45 MN	Dead End				NIA		NA		1002
654	0.46	160	R	_				_		NA		NA		1993
654)	0.50	230	R	From:	35-	744				NA		NA		1993
(654)	0.00	200		To:	35-	622		1		101				1000
				From:	35-	730								
655)	0.43	10	R					_		NA		NA		1995
				To:	Dead									
(FE)	1.12	40	R	From:	35-	660				NA		NA		1993
656			• • • • • • • • • • • • • • • • • • • •	To:	Dead	End		1						.000
				From:	35-	660								
657)	0.12	30	R					_		NA		NA		1995
				To:	Dead									
658	1.04	80	R	From:	Dead	End		J		NA		NA		1995
030				To	1.04 MN	Dood End								
(658)	0.11	100	R	From:	1.04 WIN	Deau Eliu				NA		NA		1993
658 659 659				To:	35-	622								
$\overline{}$				From:	SR 100	SOUTH								
(659)	1.80	46	R							NA		NA		1995
	2.12			To: From:	35-660	NORTH]		N/ A		NI A		4005
(659)	2.10	50	R	To:	35-663	WEST		7		NA		NA		1995
					33-003	WEGI		1						

					Gile	s Mainten	ance Are	ea							
Route	Length	AADT	QA	4Tire	Bus		Trι	ıck		QC	Design	OK	AAWDT	ΟW	Year
	Longui	7,7,51	Q,A	71110	Duo	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QIV	70,000	QVV	roui
Giles County				From:		35-663 W	/EST		1						
659	0.12	210	G	88%	0%	2%	5%	4%	1%	С	NA		220	G	2001
				To		35-663 E	AST		1						
659	0.05	70	R	F13111 E							NA		NA		1993
				To: From:		0.06 MN 3	35-663								
659	0.88	70	R	rioin.					_		NA		NA		1995
				To: From:		0.93 MN 3	35-663		_						
659	0.04	70	R								NA		NA		1993
				To:		SR 100 NO	ORTH								
				From:		Dead E	End								
660	0.60	20	R	To		25.650.00	N. ITTLE		_		NA		NA		1995
				From:		35-659 SO 35-659 NO									
660	1.10	160	G	81%	1%	1%	17%	1%	0%	F	NA		160	G	2001
				To		35-65	7								
660	0.60	320	G	81%	1%	1%	17%	1%	0%	С	NA		330	G	2001
				To:		35-73			٦						
660	0.37	700	G	81%	1%	1%	17%	1%	0%	F	NA		720	G	2001
000				To		SR 10									
(660)	0.28	180	G	From: 84%	0%	1%	13%	2%	0%	С	NA		180	G	2001
000				To:		35-75			7						
				From:		35-66	52								
(661)	0.40	20	R	-					_		NA		NA		1995
				To:	De	ad End; Ga	n Terminus								
(661)	0.75	20	R	From:		aa zna, oa	7 1011111111111111111111111111111111111				NA		NA		1995
				To:		35-66	3								
				From:		35-66	1								
662	1.40	50	R						_		NA		NA		1995
				To:		35-66	3								
				From:		Dead E	End								
663	2.10	130	R								NA		NA		1995
				To: From:		35-66]						
(663)	2.47	60	G	90%	0%	2%	6%	2%	0%	F	NA		60	G	2001
				To: From:		35-66	52]						
663	1.20	150	G	91%	0%	1%	6%	1%	0%	F	NA		160	G	2001
				To: From:		35-66	4								
663	0.46	270	G	91%	0%	1%	6%	1%	0%	F	NA		270	G	2001
				To: From:		35-659 W			-						
600	1.19	260	G	91%	0%	35-659 E 2%	6%	2%	0%	F	NA		260	G	2001
663	1.10	200	J	7 70	0 70			270	7	•	1471		200	J	2001
	0.37	450	G	From: 91%	0%	35-65 2%	6%	2%	0%	С	NA		460	G	2001
663	0.51	430	•	To:	0 70	SR 100 NO		2 /0	7 0 / 0	C	INA		400	O	2001
				From:		SR 100 SC									
663	1.20	240	R								NA		NA		1993
				To: From:		35-62	:3		7						
663)	2.30	60	R						_		NA		NA		1995
				To:		35-73	0								
				From:		35-66	5								
664)	2.15	60	R						_		NA		NA		1995
				To:		35-66			<u>_</u>						
\bigcirc			_	From:		35-66	13								1000
665)	1.85	140	R	To:		25.5	.4		-		NA		NA		1993
				10.		35-66	4								

					Giles Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 24 Avia 24 Avia 4Tra		- QC	Design	QK AAWDT QW	Year
Giles County	-				2Axle 3+Axle 1Tra	ı Zıraıl		Hour		
				From:	35-664					
(665)	2.28	340	R					NA	NA	1993
				To: From:	35-794 WEST					
665)	0.65	720	R	To:	CD 100			NA	NA	1993
				From:	SR 100					
666	0.40	20	R	riom.	Dead End			NA	NA	1995
666	0.40	20	1	То:	SR 42 WEST			INA	IVA	1000
\bigcirc				From:	SR 42 EAST					
666	0.01	40	R					NA	NA	1993
				From:	0.01 MS SR 42					
666	1.09	47	R	To:	D 15.1			NA	NA	1995
					Dead End					
	3.80	70	R	From:	35-670 WEST			NA	NA	1993
667	3.60	70	K	_				INA	IVA	1993
	0.60	400	R	From:	Jeff Natl For Bndy			NA	NA	1993
667)	0.00	100	ĸ	To:	35-670 EAST			INA	INA	1993
				From:	35-613					
668	0.17	30	R		33-013			NA	NA	1995
(000)				To:	Dead End					
				From:	Dead End					
669	1.14	10	R					NA	NA	1995
				To: From:	1.14 ME Dead End					
669	0.21	20	R	Pioni.				NA	NA	1995
				To:	35-670 WEST					
	1.10	20	R	From:	35-670 EAST			NA	NA	1995
669	1.10	20	K	To:	35-667			INA	IVA	1993
				From:	Bland County Line					
670	0.40	90	R	<u> </u>	Bland County Ellic			NA	NA	1995
0.0				To	0.40 MN OF CL					
670	0.30	80	R	From:	0.40 MIN OF CL			NA	NA	1993
010				To:	35-667 WEST					
(670)	3.05	120	R	From:	55-00/ WEST			NA	NA	1993
010				To:	25 (C7 EAST					
670	0.53	250	R	From:	35-667 EAST			NA	NA	1993
010				To:	SR 42					
				From:	35-724 EAST					
671)	3.50	110	R					NA	NA	1999
				To:	35-724 WEST					
				From:	35-724					
672	0.05	120	R					NA	NA	1999
				To: From:	35-795					
672	0.05	50	R					NA	NA	1999
				To: From:	0.05 MN 35-795					
672)	0.90	50	R					NA	NA	1999
				To:	Dead End					
\bigcirc				From:	Dead End					400-
673	1.00	6	R	_				NA	NA	1995
			_	To: From:	SR 61					
673	0.25	80	R	To:	25 724	 1		NA	NA	1999
				10.	35-724					

						Maintenand								
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail		QC	Design Hour	QK .	AAWDT	QW	Year
Giles County														
674)	0.46	100	R	From:		Dead End				NA		NA		1995
	0.11			To: From:	0	.46 MN Dead I	End							4000
674)	0.41	120	R	To:		35-637		_		NA		NA		1993
				From:		SR 61		1						
675)	0.20	46	R			5101				NA		NA		1999
				To:		35-724								
\bigcirc	4.20		_	From:		Dead End				NIA		NIA		1005
676	1.20	60	R	To:		35-724		\neg		NA		NA		1995
				From:		US 460								
678)	0.69	100	R							NA		NA		1995
				To: From:		0.69 MN US 40	50							
678)	0.15	NA						_		NA		NA		
				To: From:		35-615	T.							
679	0.20	20	R	. IOIII.	We	st Virginia State	e Line			NA		NA		1995
	J		- •	To		35-704				•				
(679) (679)	1.00	30	R	From:		33-704				NA		NA		1995
				To: From:		35-725		—						
679)	1.20	20	R					_		NA		NA		1995
				To:		35-649								
<u></u>	0.26	60	R	From:		35-640				NA		NA		1993
680	0.20	00	IX.	To:		Dead End		\neg		IVA		INA		1000
				From:		SR 100								
681)	0.20	30	R					_		NA		NA		1995
				To:		Dead End								
(682)	0.20	230	G	93%	1%	35-625 1% 3	3% 1%	0%	С	NA		230	G	2001
002)	0.20	200		To:	170	35-730	7,0 1,0					200		2001
				From:		35-720								
683)	0.11	40	R							NA		NA		1993
				From:		0.12 MN 35-72	20							400=
683	0.21	40	R	To:		Dead End		_		NA		NA		1995
				From:		Dead End		1						
684	0.89	20	R			Dead End				NA		NA		1995
				To: From:	0	0.89 MN Dead I	End							
684)	0.91	400	R							NA		NA		1993
<u> </u>				To: From:		35-720								
684	0.16	400	R	To:		25 (25		_		NA		NA		1993
				From:		35-635 35-601								
685)	0.90	80	R			33-001				NA		NA		1993
				To:		35-602								
\bigcirc				From:		Dead End								
686	0.26	40	R	To:		35-618		_		NA		NA		1995
				From:		ECL Narrows	1	+						
687)	0.04	50	R			LCL Mariows	,	_		NA		NA		1999
				To:		Dead End								

					Giles Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle			QC	Design Hour	QK AAWDT Q	W Year
Giles County				From:	35-623	I					
688)	1.04	45	R		33-023				NA	NA	1995
				To:	Dead End						
$\overline{}$				From:	35-730						
689	0.60	130	R	To:	25 (22				NA	NA	1993
				From:	35-622	I					
690)	0.70	9	R		SR 100				NA	NA	1995
090)	••			To:	Dead End						
				From:	Dead End						
691)	0.20	50	R						NA	NA	1995
				To:	35-813						
	0.46	40	R	From:	Dead End				NA	NA	1995
692	0.40	40	ĸ						INA	INA	1995
	0.08	40	R	From:	0.46 MN Dead End	ŀ			NA	NA	1993
692)	0.00	40	K	To:	SR 100				INA	IVA	1990
				From:	Dead End	i					
693)	0.18	10	R		Doud Lind				NA	NA	1995
				To:	35-605						
$\overline{}$				From:	35-615						
694)	0.50	20	R	To:	D 1E 1				NA	NA	1995
				10.	Dead End						
Cown of Pembroke				From:	35-626						
695)	0.20	120	R	<u>. </u>					NA	NA	1993
				To:	35-623						
Giles County				From:	D 1F 1	ī					
696)	0.08	30	R	T Cont.	Dead End				NA	NA	1993
090)				To:	35-750						
				From:	Dead End						
697)	0.04	10	R						NA	NA	1995
				To:	SR 100						
	0.10	50	R	From:	35-796				NA	NA	1993
698)	0.10	50	K	To:	Dead End				INA	INA	1993
				From:	35-622						
699)	0.60	30	R						NA	NA	1995
				To:	Dead End						
				From:	US 460		/				
700	0.32	850	G	96%	0% 2% 0%	2%	0%	С	NA	870	3 2001
	0.05	040		From:	35-604	20/	00/		NIA	200	2 0001
700	6.35	310	G	96% To:	0% 2% 0% 35-613	2%	0%	F	NA	320	3 2001
				From:	Dead End						
701)	0.15	20	R		Dead Elld				NA	NA	1995
				To:	SCL Pembroke						
Town of Pembroke											
	0.18	20	NI.	From:	SCL Pembroke				NA	NA	1995
701)	0.10	4 0	N	To:	US 460				INA	INA	1995
Giles County					00.00						
				From:	35-601						
702	0.40	10	R	_T					NA	NA	1995
				To:	Dead End						

					Giles	s Mainter	nance Are	ea							
Route	Length	AADT	QA	4Tire	Bus		Tri		OTroil	QC	Design	QK	AAWDT	QW	Year
Giles County						ZAXIE	3+Axie	1Trail	2Trail		Hour				
	0.15	30	R	From:		SR 4	12				NA		NA		1993
703)	0.13	30	IX.	To:		0.15 MS	SR 42		7		INA		INA		1995
				From:		0.16 MS									
(703)	0.31	10	R						_		NA		NA		1995
				To:		Dead	End								
Town of Glen Lvn				From:		****			_						
	0.02	900	R	rioii.		US 460;	35-648		_		NA		NA		1999
(704)	0.02	300	IX.	_					_		IVA		INA		1000
	0.14	700	R	From:		35-6	48		_		NA		NA		1999
704	0.14	700	ĸ						_		INA		INA		1999
$\overline{}$	0.00	200		From:		35-6	49				NIA		NIA		1000
704)	0.68	300	R	To:		SCL Gle	ın I vın		_		NA		NA		1999
						SCL GIC	л гуп		_1						
Giles County				From:		SCL Gle	en Lvn		1						
704)	0.15	60	R								NA		NA		1999
				To		0.15 ME (DE SCI		¬						
704)	0.98	40	R	From:		0.13 MIE (JI SCL				NA		NA		1999
704)				To:		35-6	79		ī						
				From:		Dead			1						
705)	0.60	90	R								NA		NA		1993
				To:		US 4	60								
				From:		Dead	End								
706	0.10	20	R						_		NA		NA		1993
				To:		35-6	22								
_				From:		35-6	22								
707)	0.34	20	R								NA		NA		1995
				To: From:		0.34 MN	35-622		<u> </u>						
707)	0.21	10	R						<u></u>		NA		NA		1995
				To:		Dead	End								
<u> </u>				From:		35-6	63								
708	2.29	50	R								NA		NA		1995
				To: From:		2.29 MN	35-663								
708)	0.04	60	R						_		NA		NA		1993
				To:		35-6	22								
\sim				From:		SR 1	00								
709)	0.20	20	R	_					_		NA		NA		1995
				To:		Dead									
	0.40		_	From:		35-6	52								4000
710	0.40	280	R								NA		NA		1999
				From:		35-11	.10]						
710	0.12	470	R						_		NA		NA		1999
				To:		SCL Na									
	4.00		_	From:		SR 100 V	WEST								1000
711)	1.00	80	R								NA		NA		1999
				To: From:		1.00 ME	SR 100								
711)	1.40	60	R	Tar		CD 105	E + CT		_		NA		NA		1995
				To:		SR 100	EAST								
Town of Rich Creek				From:		110 400 0	OUTH								
712)	0.52	290	R			US 460 S	OUTH		_		NA		NA		1999
712)	0.02	230	1						_		14/7		14/1		1000
	0.00	E000		From:		35-10)21				NIA		NI A		1000
(712)	0.08	5900	R	To:		11C 460 N	ОРТИ		_		NA		NA		1999
						US 460 N	OKIH								

	1 41-	AADT		4.7	Giles Maintenance Area		Design		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail QC	Hour	QK AAWDT QW	Year
Giles County				From:	35-670				
(713)	0.50	50	R				NA	NA	1993
				To: From:	0.50 ME 35-670				
713	0.96	50	R	т		_	NA	NA	1995
				To: From:	Dead End				
714)	2.74	30	R	From:	35-613		NA	NA	1995
(114)	2.7 1			To:	Dead End				1000
				From:	35-601				
715	0.28	20	R			_	NA	NA	1995
				To:	Dead End				
740	0.08	620	R	From:	US 460		NA	NA	1993
716	0.00	020		To:	35-640	\neg	14/1	177	1000
				From:	US 460				
717	0.45	20	R			_	NA	NA	1999
				To:	35-643				
<u>—</u> —	0.45	40	г.	From:	ECL Narrows		NIA.	NIA	1000
718)	0.15	40	R	To:	Dead End		NA	NA	1999
				From:	Dead End				
719	0.47	180	R		Dead End		NA	NA	1999
				To:	SCL Narrows				
\bigcirc			_	From:	Dead End				400=
720	2.02	30	R				NA	NA	1995
	0.03	70	R	From:	35-683	_	NA	NA	1993
720	0.03	70	ĸ	To:	35-684	\neg	INA	INA	1993
				From:	Dead End				
721)	0.50	20	R		200		NA	NA	1995
				To:	35-613				
	0.00		_	From:	35-635		NIA	NIA	4005
722	0.60	20	R	To:	Dead End	\neg	NA	NA	1995
				From:	Dead End				
723	0.90	80	R	<u> </u>	Boud End		NA	NA	1995
				To:	35-613				
\bigcirc				From:	SR 61 WEST				4655
724	0.05	70	R	To:	35-676		NA	NA	1999
				From:	35-676 45-676				
724)	0.80	60	R	· <u> </u>			NA	NA	1999
-				To: From:	0.80 ME 35-676				
724)	1.15	60	R				NA	NA	1999
				To: From:	SR 61 MID				40
724)	3.02	70	R			_	NA	NA	1999
	4.05	200		To: From:	35-673		NIA	NIA	1000
724)	1.65	320	R			_	NA	NA	1999
	2.65	330	R	From:	SR 61 EAST		NA	NA	1999
724)	2.00	330	ĸ	To:	WCL Narrows		INA	INA	1333
				From:	35-679				
725)	1.40	50	R	1			NA	NA	1995
				To:	35-649				

					Giles Maintenance Area	a						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle			QC	Design Hour	QK AAWDT	QW	Year
Town of Rich Creek				From:	25 1007		1					
726)	0.14	210	R	PIOII.	35-1006		_		NA	NA		1999
120)				To:	NCL Rich Creek							
Giles County				From:								
726)	0.16	210	N	Pioni.	NCL Rich Creek		_		NA	NA		1999
(720)				To:	US 219							
Town of Pembroke				. 1			-					
(727)	0.25	120	R	From:	35-626				NA	NA		1993
(121)	0.20			To:	35-1420 SCL Pembroke							
Giles County				T								
727	0.08	10	R	From:	35-1420 SCL Pembroke				NA	NA		1995
727)	0.00	10	IX.	To:	Dead End				IVA	IVA		1000
				From:	35-1223							
728	0.10	170	R						NA	NA		1999
				From:	35-735							
728	0.05	270	R				_		NA	NA		1999
500	0.05	370	R	From:	35-736		_		NA	NA		1999
728	0.00	370	IX.	To:	SR 100				IVA	IVA		1000
				From:	US 219							
729	0.06	110	R						NA	NA		1999
				From:	35-738							
729	0.13	70	R				_		NA	NA		1999
	0.03	10	R	From:	35-611				NA	NA		1999
729	0.00	10		To:	Dead End		1					1000
				From:	35-750							
730	1.59	680	G	98%	0% 2% 0%	0%	0%	С	NA	700	G	2001
	0.50			From:	35-622 WEST	00/]			040		
730	9.56	310	G	98% To:	0% 2% 0% US 460; 35-778	0%	□ 0%	F	NA	310	G	2001
				From:	Dead End							
731)	0.10	10	R				<u></u>		NA	NA		1995
				To:	SR 100							
722	0.07	50	R	From:	35-1505				NA	NA		1999
732	0.01	30		To:	25 1504				19/4	INA		1999
732	0.14	130	R	From:	35-1504				NA	NA		1999
			-	To:	35-636							
$\widehat{}$			_	From:	SR 42							
733	0.89	20	R	To:	Dead End		7		NA	NA		1995
				From:	35-660		1					
734)	0.22	60	R		33-000		_		NA	NA		1993
\bigcup				To:	Dead End							
	0.00	4	_	From:	35-1224				N/ 0			4000
735)	0.03	110	R	_			_		NA	NA		1999
	0.09	60	R	From:	35-1222				NA	NA		1999
735)	0.09	60	ĸ	To:	25 1222		_		INA	INA		1999
(735)	0.05	80	R	From:	35-1223				NA	NA		1999
735				To:	35-728							. 500
· 												

					Giles	Maintena	nce Are	a							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	Design Hour	QK .	AAWDT	QW	Year
Giles County				From:		25.720			1						
735)	0.08	50	R	rioni.		35-728					NA		NA		1999
(100)				To:		Dead En	ıd								
				From:		35-728									
(736)	0.08	60	R	т		D 15			_		NA		NA		1999
				To: From:		Dead En									
737	0.35	60	R	rioni.		35-636					NA		NA		1999
737)	0.00			To:		35-1501									
				From:		35-729									
738)	0.12	30	R	. —					_		NA		NA		1999
				To:		35-779									
500	0.01	70	R	From:		Dead En	ıd				NA		NA		1995
739	0.01	70	IX.	To:		35-635			7		IVA		IVA		1555
				From:		35-602									
740	0.29	20	R						_		NA		NA		1995
\bigcirc				To:		Dead En	ıd								
\bigcirc	0.00			From:		Dead En	d								4000
741)	0.20	140	R	To:		SR 100; 35-1	1210		_		NA		NA		1993
T£ D				<u> </u>		SK 100, 33-	1210								
Town of Pembroke				From:		US 460)								
(742)	0.22	460	R								NA		NA		1995
				From:		35-1412 WI	EST]						
742	0.03	390	R								NA		NA		1986
	0.40			To: From:		35-1415	5								1005
742	0.10	170	R								NA		NA		1995
	0.04			From:		BEGIN LO	OOP		_		NIA		NIA		4000
742	0.01	90	R	_					_		NA		NA		1986
<u> </u>	0.25	90	R	From:		35-1409)		_		NA		NA		1995
742	0.20	30		To:		25.1415			_		14/1		147 (1000
(742)	0.15	90	R	From:		35-1417	/				NA		NA		1986
(142)				To:		35-1412 EA	TPA		_						
(742)	0.09	90	R	From:		33-1412 L1	101		_1		NA		NA		1986
				To:		END LOC	OP								
Giles County				r T											
(742)	0.70	160	R	From:		Dead En	ıd				NA		NA		1993
(743)				To:		SR 100)								
				From:		Dead En									
(744)	0.50	20	R						_		NA		NA		1995
				To:		35-654									
	1.33	400	_	From:		35-623					NA		NA		1995
745)	1.33	100	R	To:		Dead En	ıd		\neg		INA		NA		1995
				From:		Dead En			1						
746)	0.11	180	R			Jenu Lili	and the same of th		_		NA		NA		1999
				To: From:	(0.11 ME Dea	d End		—						
(746)	0.21	180	R						_		NA		NA		1999
				To:		US 219)								
Town of Pembroke				From:		25 (21									
(747)	0.04	70	R			35-631			_		NA		NA		1985
				To:		35-1402	2								
															

					Giles	Mainten	ance Are	ea							
Route	Length	AADT	QA	4Tire	Bus			uck		QC	Design	QK	AAWDT	QW	Year
Town of Pembroke								1Trail	ZTraii		Hour				
	0.16	80	R	From:		35-140)2				NA		NA		1995
(747)	0.10	00	K	To:		35-1404 E	EAST		1		INA		INA		1993
				From:		35-1404 V									
(747)	0.05	480	R								NA		NA		1995
				To: From:		US 46	0								
(747)	0.06	50	R						_		NA		NA		1995
				To:		Dead E	nd								
Giles County				From:					1						
	0.10	NA		rioii.		35-64	9		!		NA		NA		
748)	0.10	NA.		To:		Dead E	nd		1		IVA		IVA		
				From:		Dead E			l						
740	0.10	20	R			Deau E	iiu				NA		NA		1995
749)				To:		25.01	1		_						
740	0.03	40	R	From:		35-81	1				NA		NA		1993
749	0.00	40	11	To:		SR 10	0		1		1471		1471		1000
				From:		SR 100 SC									
(750) Cedar Crest Lane	0.97	NA				J. 100 DC			_		NA		NA		
				To:		35-66	0								
750	0.08	680	N	98%	0%	2%	0%	0%	0%	N	NA		700	N	2001
(130)				To					7						
750) Triangle Lane	0.36	NA		From:		35-73	0				NA		NA		
750) Mangle Lane	0.00			To:		SR 100 NO	ORTH		1						
				From:		Dead E									
(751)	0.50	6	R			Dead 1					NA		NA		1995
				To:		35-68	8								
				From:		Dead E	nd								
752)	0.40	50	R								NA		NA		1995
				To:		35-62	2								
_				From:		35-62	3								
753)	0.88	80	R								NA		NA		1995
				To: From:		Jeff Natl Fo	r Bndy								
753)	0.11	20	R						_		NA		NA		1995
				To:		Dead E	nd								
Town of Pembroke				T					-						
	0.25	20	R	From:		35-62	6				NA		NA		1995
(754)	0.25	20	ĸ	To:		Dead E	nd		7		INA		INA		1990
C				l l		Dead L	na								
Giles County				From:		35-63	5								
(755)	0.20	10	R	-					_		NA		NA		1995
				To:		Dead E	nd								
				From:		Dead E	nd								
756)	0.25	20	R								NA		NA		1993
				To:		US 46									
\bigcirc	0.01		_	From:		US 460 W	EST								400-
757)	0.21	100	R	To:		LIC 450 T	ACT		7		NA		NA		1993
						US 460 E									
	0.00	20	В	From:		US 46	0		J		NIA		NI A		4000
758	0.02	30	R	To:		Dead E	nd		_		NA		NA		1993
				From:											
750	0.10	10	R	. TOHI.		Dead E	nd		_		NA		NA		1995
759	0.10	10	K	To:		SR 61	1		7		I NZ\		INA		1990
						SK 0									

					Giles	Mainten	ance Are	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK /	AAWDT	OW	Year
	Longin	7451	Q,A	71110	Ваз	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QIV 7	VWDI	QII	rear
Giles County				From:		Dead I	End								
760	0.10	10	R			an c					NA		NA		1995
				To: From:		SR 6									
(761)	0.25	50	R	From:		Dead I	End				NA		NA		1995
(761)	0.20		•	To:		35-80)9								.000
				From:		35-61	3								
762	0.75	60	R	т					=1		NA		NA		1995
				To: From:		Dead I									
763	0.35	20	R	Piolii.		SR 10	00				NA		NA		1995
703)				To:		Dead I	End								
				From:		US 21	19								
764	0.25	20	R								NA		NA		1995
				To: From:		Dead I									
(765)	0.10	20	R	Piolii.		Dead I	end				NA		NA		1995
(703)	00		•••	To:		35-70	00								.000
				From:		Dead I	End								
766	0.20	5	R								NA		NA		1995
				From:	0.	20 MN D	ead End								
766	0.70	30	R	To:		35-62	16				NA		NA		1995
				From:		35-62			+						
(767)	0.25	4	R			33-02	22				NA		NA		1995
				To:		Dead I	End								
				From:		35-62	22								
768	0.30	10	R	To:		D 11	7 1		_		NA		NA		1995
				From:		Dead I									
769	0.20	50	R	rioin.		Dead I	and				NA		NA		1995
(100)				To:		35-64	11								
				From:		SR 4	2								
(770)	0.64	30	R	т					_		NA		NA		1995
				To: From:		Dead I									
(771)	0.28	420	R	rioin.		US 460 V	VEST		_		NA		NA		1993
	0.20		•••	To:		35-77	72								.000
771)	0.17	200	R	From:		33-11	2		_		NA		NA		1993
				To:		US 460 I	EAST								
				From:		Dead I	End								
772)	0.25	8	R								NA		NA		1995
	2.40	400		From:		35-612 SC	DUTH		_		NIA		NIA		4000
772	3.10	490	R	To:		35-77	71				NA		NA		1993
				From:		35-77									
773)	0.01	40	R						_		NA		NA		1993
				To:		US 46	50								
	0.00	70	_	From:		Dead I	End				NIA		N1 A		1005
774	0.30	70	R	_					_		NA		NA		1995
	0.12	70	R	From:	0.	30 MN D	ead End				NA		NΙΛ		100F
774	0.12	70	ĸ	To:		US 46	50				INA		NA		1995
				From:		Dead I									
775)	0.30	20	R						_		NA		NA		1995
				To:		35-60)2								

					Giles Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
iles County				From:	Dead End	1				
776)	0.30	48	R	<u> </u>	Dead End	_		NA	NA	1999
				To:	SR 61					
				From:	US 460 EAST					
777	0.03	100	R					NA	NA	1993
				To: From:	35-778					
777	0.74	60	R			_		NA	NA	1993
				To:	US 460 WEST					
\bigcirc				From:	35-777					4000
778)	1.11	60	R	To:	LIC 460, 25 720	_		NA	NA	1993
				From:	US 460; 35-730					
	0.03	60	R	From:	US 219			NA	NA	1999
779	0.03	00	K	_		_		INA	INA	1999
\bigcirc	0.04	40	R	From:	35-792			NA	NA	1999
779)	0.04	40	ĸ					INA	INA	1999
$\overline{}$	0.44		_	From:	35-738			NIA	NIA	4000
779 779	0.11	20	R	To:	Dead End	_		NA	NA	1999
				From:						
700	0.40	20	R	110111.	Dead End			NA	NA	1995
780	0.40			To:	35-615	1		147 (177	1000
				From:	Dead End					
781)	0.57	150	R		Dead End			NA	NA	1993
101)				To:	35-635					
				From:	SR 61					
782	80.0	450	R					NA	NA	1999
				To: From:	35-1601	—				
782	0.07	40	R	FIOIII.				NA	NA	1999
				To:	Dead End					
_				From:	US 460					
783)	1.67	150	R			_		NA	NA	1993
				To:	35-700 NORTH					
	0.40		_	From:	US 460					4000
784)	0.13	80	R	To:	Dard Ford	_		NA	NA	1993
				From:	Dead End					
705	0.30	6	R	FIOIII.	SR 100			NA	NA	1995
785)	0.00	Ū	11	To:	Dead End	1		147 (177	1000
				From:	Dead End					
786)	0.20	4	R		Dead End			NA	NA	1995
.00				To:	0.20 MN Dead End					
786	0.80	30	R	From:	0.20 WIN Dead End			NA	NA	1995
700)				To:	SR 61					
				From:	35-641					
787)	0.15	47	R					NA	NA	1999
				To:	Dead End					
				From:	SR 100 SOUTH					
788)	0.13	40	R			_		NA	NA	1999
<u> </u>				To:	SR 100 N; 35-1227	<u></u>				
\bigcirc				From:	Dead End					,
789	0.03	10	R					NA	NA	1999
				To: From:	35-642]				
789	0.13	60	R			_		NA	NA	1999
				To:	35-790					

					Giles Maintenance Area			\!-		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		(.)(.)	esign Hour	QK AAWDT QW	Year
Giles County				From:	35-790	1				
789	0.09	50	R		33-170			NA	NA	1999
				To:	Dead End					
				From:	35-789					
790	0.04	130	R					NA	NA	1999
				To: From:	35-791]				
790	0.03	160	R	To:	110 210	7		NA	NA	1999
				From:	US 219	1				
791)	0.11	40	R		35-790	_		NA	NA	1999
791)				To:	Dead End					
				From:	35-779					
792	0.05	30	R			_		NA	NA	1995
				To:	Dead End					
\odot	1 44	420	В	From:	Dead End			NA	NΙΛ	1999
793)	1.44	120	R	To:	WCL PEARISBURG	7		INA	NA	1999
				From:	35-665 EAST					
794)	0.60	110	R		55-005 EAST	_		NA	NA	1993
				To:	35-665 WEST					
				From:	35-672					
795)	0.17	100	R	_		_		NA	NA	1999
				To:	Dead End					
	0.99	140	R	From:	US 460			NA	NA	1993
796)	0.99	140	K			_		INA	INA	1993
700	0.08	100	R	From:	SR 42; 35-800			NA	NA	1993
796	0.00	100	K			_		INA	IVA	1990
700	0.54	60	R	From:	35-698			NA	NA	1995
796	0.54	00		To:	25.001	٦		14/3	IVA	1000
796)	0.14	7	R	From:	35-801			NA	NA	1995
790)		•		To:	Dead End	Ī				
				From:	SR 42					
797)	0.58	80	R					NA	NA	1993
				To:	US 460					
\bigcirc	0.40		_	From:	US 460					1000
798)	0.19	10	R	To:	Dead End	¬		NA	NA	1993
_				From:		1				
799)	0.19	10	R		US 460			NA	NA	1993
199)				To:	Dead End	Ī				
				From:	Dead End					
800	0.30	80	R			_		NA	NA	1993
				To:	SR 42; 35-796					
\bigcirc	0.00			From:	35-797					1000
301)	0.08	45	R	To:	35-796	7		NA	NA	1993
				From:		 				
302)	0.12	7	R		35-605			NA	NA	1993
302)	5.12	•	.,	To:	Dead End	7			1 10 1	.000
				From:	Dead End	Ì				
803)	0.40	90	R		****	-		NA	NA	1995
				To:	35-772]				
				From:	35-635					
804)	0.20	70	R	_		_		NA	NA	1995
				To:	Dead End					

				Giles	Mainter	nance Are	ea							
Length	AADT	QA	4Tire	Bus					QC	Design	QK /	AAWDT	QW	Year
					2Axie	3+Axie	Tirali	21raii		Hour				
0.08	NΔ		From:		Dead l	End				NΑ		NΑ		
0.00	IIA		To:		35-62	20]		14/4		11/7		
			r.											
0.04	8	R	From:	V	VCL RICH	CREEK				NA		NA		1999
			To		35-10	18								
0.04	90	R	From:		33 10	10				NA		NA		1999
			To: From:		35-10	25								
0.14	400	R								NA		NA		1999
0.00	040		From:		35-10	24				NΙΔ		NΙΛ		1999
0.09	940	ĸ	To		25.10	10		7		INA		INA		1999
0.15	1400	R	From:		35-10	10				NA		NA		1999
			To:		35-10	20		٦						
0.06	1400	R	From:		33 10	20		_		NA		NA		1999
			To:		US 2	19								
			From:		Dead l	End		Ī						
0.08	10	R			Dead					NA		NA		1999
			To: From:		35-12	29]						
0.67	50	R	To		110.460	DUIC		7		NA		NA		1999
								<u> </u>						
0.50	70	R			33-0.	33				NA		NA		1995
			To:		Dead l	End								
			From:		Dead l	End								
0.42	40	R								NA		NA		1995
0.10	400		To: From:		35-70	51				NIA		NIA		1005
0.12	190	ĸ	To:		35-6	35				INA		INA		1995
			From:											
0.30	20	R								NA		NA		1995
			To:		Dead l	End								
0.56	60	В	From:		35-74	19				NΔ		NΔ		1993
0.50	00	K	To:		SR 1	00				INA		INA		1990
			From:		35-78	33								
0.19	20	R						_		NA		NA		1995
0.35	60	R	From:		Dead I	End				NA		NA		1995
			To:		35-69	21								
0.05	110	R	From:		5590	· •				NA		NA		1986
			To:		35-8	14								
0.10	130	R						_		NA		NA		1995
0.07	7	В	From:		35-8	13				NIA.		NIA		1995
0.07	,	ĸ	To:		Dead l	End		1		INA		INA		1993
			From:											
0.08	50	R						_		NA		NA		1995
			To:		Dead l	End	_							
	0.08 0.04 0.04 0.14 0.09 0.15 0.06 0.08 0.67 0.50 0.42 0.12 0.30 0.56 0.19 0.35 0.05 0.10 0.07	0.08 NA 0.04 8 0.04 90 0.14 400 0.09 940 0.15 1400 0.06 1400 0.67 50 0.50 70 0.42 40 0.12 190 0.30 20 0.56 60 0.19 20 0.35 60 0.05 110 0.10 130	0.08 NA 0.04 8 R 0.04 90 R 0.14 400 R 0.09 940 R 0.15 1400 R 0.06 1400 R 0.67 50 R 0.67 50 R 0.50 70 R 0.12 190 R 0.12 190 R 0.30 20 R 0.30 20 R 0.19 20 R 0.19 20 R 0.19 20 R 0.19 R 0.10 R	O.08	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus Dead	Length AADT QA 4Tire Bus Trom Dead End	Length AADT QA 4Tire Bus Truck 2Axle 3+Axle 1Trail Dead End	Length AADT QA 4Tire Bus Truck 2Axie 3+Axie 1Trail 2Trail 2Trail	Length AADT QA 4Tire Bus Truck 2Axide 34-Axide 1Trail 2Trail QC	Company Comp	Length AADT QA 4 Tire Bus 2Axis 3+Axis 1Trail 2Trail QC Design Hour QK	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus 2Ayde 3+Ayde 1Trail 2Trail QC Design NA NA NA NA NA NA NA N

					Giles	Mainter	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus			uck		QC	Design	QK	AAWDT	QW	Year
Giles County						2Axie	3+Axie	1Trail	21 rail		Hour				
	2.25		_	From:		Dead	End								4005
816	0.25	50	R	To:		35-6	89		7		NA		NA		1995
				From:		35-0065									
817)	0.80	NA				33 0003	1(<i>D</i>)/		_		NA		NA		
				To:		Dead I	End/								
\bigcirc	0.07			From:		Dead I	End/								
818)	0.07	NA		To:		35-0075	(R)/		7		NA		NA		
				From:		0.33 ME 3			_						
820	0.10	20	R			0.55 WIL 5	3-12-1		_		NA		NA		1999
				To:		Dead	End								
				From:		Dead I	End/								
833	0.30	NA		To:		25.0062	2001		_		NA		NA		
				10.		35-0062	(2(B)/								
Town of Rich Creek				From:		US 2	19								
1001	0.20	180	R	<u> </u>							NA		NA		1999
				To: From:		0.20 MN	US 219								
(1001)	0.42	180	R						_		NA		NA		1999
				To:		Dead	End								
	0.04	4000	В	From:		35-10)23				NIA		NIA		1000
1002	0.04	1000	R	_					_		NA		NA		1999
	0.05	300	R	From:		35-10)21		_		NA		NA		1999
1002	0.03	300	K						_		INA		INA		1999
	0.06	280	R	From:		35-10	019		_		NA		NA		1999
(1002)	0.00	200	1	To:		35-10	003		7		14/1		1471		1000
				From:		35-10	006								
1003	0.05	40	R						_		NA		NA		1999
				To:		35-10	002								
	0.25	420	В	From:		35-10	006				NA		NA		1999
(1005)	0.23	120	R	To:		35-10	006				INA		INA		1999
				From:		Dead			i						
(1006)	0.04	NA		<u> </u>		Dead			_		NA		NA		
				To: From:		35-10	012								
(1006)	0.14	50	R	Prom.					_		NA		NA		1999
				To: From:		35-1014	EAST]						
(1006)	0.17	130	R								NA		NA		1999
<u> </u>				To: From:		35-1014	WEST]						
(1006)	0.15	330	R								NA		NA		1999
$\overline{\bigcirc}$				To: From:		35-7	26		_						
(1006)	0.08	430	R						_		NA		NA		1999
$\overline{}$	0.05	400		From:		35-1005	EAST		_		NA		NA		1000
(1006)	0.05	480	R						_		INA		INA		1999
	0.36	580	R	From:		35-1005	WEST		_		NA		NA		1999
(1006)	0.30	300	ĸ	, —					_		INA		INA		1999
4000	0.06	580	R	From:		35-10	003				NA		NA		1999
(1006)	0.00	550	11	To:		25.10	110		_		14/7		14/1		1000
(1006)	0.05	850	R	From:		35-10	119				NA		NA		1999
1000				To:		35-10)21		1						. 555
															

						Maintena									
Route	Length	AADT	QA	4Tire	Rue					QC	Design	QK	AAWDT	QW	Year
T	-					2Axle	3+Axle	1 I rail	21 rail		Hour				
Town of Rich Creek				From:		35-1021	1								
(1006)	0.04	170	R								NA		NA		1999
				To:		35-1023	3								
\bigcirc	2.12			From:		35-712									1000
(1007)	0.10	50	R	To:		Dead En	J		7		NA		NA		1999
				From:					1						
4000	0.15	70	R	1 toni.		35-712					NA		NA		1999
1008	0.10	. •	• • • • • • • • • • • • • • • • • • • •	To:		Dead En	nd		1						1000
				From:		35-712									
1009	0.10	50	R								NA		NA		1999
				To:		Dead En	nd								
\bigcirc				From:		35-806									
(1010)	0.07	90	R								NA		NA		1999
<u> </u>				From:		35-1022	2								
1010	0.01	120	R	т		27.102			_		NA		NA		1999
				To:		35-1020									
	0.12	50	R	From:		35-712			_		NA		NA		1999
(1011)	0.12	50	ĸ	To:		Dead En	nd		٦		INA.		INC		נפטו
				From:		35-1015									
1012	0.04	10	R			30 1010					NA		NA		1999
				To		35-1013	3		7						
1012	0.04	40	R	From:		30 1013					NA		NA		1999
				To		35-1006	5								
_				From:		35-1012	2								
1013	0.09	60	R						_		NA		NA		1999
				To:		35-1014	4								
\bigcirc			_	From:		35-1006	5								
(1014)	0.05	120	R						_		NA		NA		1999
	2.24			To: From:		35-1015	5								4000
1014	0.04	90	R						_		NA		NA		1999
				From:		35-1013	3								4000
(1014)	0.04	40	R	To:		25 100	•		_		NA		NA		1999
						35-1006									
	0.23	30	R	From:		Cul-de-S	ac				NA		NA		1999
1015	0.20	30	IX.						_		14/3		IVA		1000
	0.10	60	R	From:		35-1012	2				NA		NA		1999
1015	0.10	00	IX.	To:		35-1014	4		1		14/3		IVA		1333
				From:		Dead En									
1016	0.05	20	R			Doug En					NA		NA		1999
				To:		35-712									
				From:		Dead En	nd								
1017)	0.15	20	R						_		NA		NA		1999
				To:		35-726			<u> </u>						
\cap	0.05		_	From:		Dead En	nd						NIA.		4000
1018	0.25	40	R	To:		25 907			7		NA		NA		1999
				From:		35-806			1						
	0.05	450	R	riom:		35-1006)		_		NA		NA		1999
1019	0.05	450	ĸ						_		INA		INA		1999
	0.05	700		From:		35-1002	2				NA		NA		1000
1019	0.05	700	R	To:		110 210)		\neg		INA		INA		1999
$\overline{}$				To:		US 219)	_							

					Giles	Maintena					Desi				
Route	Length	AADT	QA	4Tire	Bus		1 ru 3+Axle		 2Trail	QC	Design Hour	QK /	AAWDT	QW	Year
Town of Rich Creek						ZAXIC	JIANIC	TITAL	ZIIali		rioui				
	0.00			From:		35-800	5								4000
(1020)	0.20	200	R	To:		35-101	0		╗		NA		NA		1999
				From:		35-712			1						
(1021)	0.10	6000	R	<u> </u>		35 /12					NA		NA		1999
				To: From:		35-100	6		7						
(1021)	0.07	6200	R	rioiii.							NA		NA		1999
				To: From:		35-100	2		_						
(1021)	0.06	6400	R	_					_		NA		NA		1999
				To: From:		US 21									
(1000)	0.05	30	R	From:		35-101	0				NA		NA		1999
(1022)	0.00		.,	To:		Dead E	nd								1000
				From:		35-100									
1023	0.06	140	R	,					<u> </u>		NA		NA		1999
				To: From:		35-100	2								
(1023)	0.08	20	R	To:		D :-	,		_		NA		NA		1995
				From:		Dead E									
(1024)	0.14	280	R	Piolii.		35-806	<u> </u>				NA		NA		1995
(1024)	0.11	200	.,	To:		35-647	7		7						1000
(1024)	0.04	100	R	From:		33-04	/				NA		NA		1999
				To:		Dead E	nd								
				From:		35-806	5								
(1025)	0.30	50	R	To:		GL BIGH	TO EEL		-		NA		NA		1999
				10.	N	CL RICH (REEK								
Giles County				From:		Dead E	nd								
(1030)	0.12	190	R								NA		NA		1999
				To:		35-642									
	0.01	20	В	From:	1	NCL NARE	ROWS				NA		NΙΔ		1000
(1101)	0.01	20	R	To:		Dead E	nd		7		INA		NA		1999
				From:		Dead E									
1104	0.10	46	R			Doud E					NA		NA		1999
				To:		35-110	5								
\bigcirc				From:	1	ECL NARR	OWS								4000
(1105)	0.02	700	R						_		NA		NA		1999
	0.05	700	_	From:		35-110	7				NA		NΙΔ		1000
(1105)	0.05	720	R	_					_		INA		NA		1999
(1105)	0.25	780	R	From:		35-110	4				NA		NA		1999
(1105)	0.20			To:		US 46	0		1						
				From:		Dead E									
(1106)	0.43	100	R						<u>-</u>		NA		NA		1999
				To:	(SCL NARR			<u> </u>						
\bigcirc	0.45	40	Б	From:		35-110	5				NIA		NIA .		1000
(1107)	0.15	40	R	To:		Dead E	nd		7		NA		NA		1999
				From:		Dead E			 						
1108	0.50	30	R			Deau E			_		NA		NA		1999
				To:		35-110	6								
				From:		Dead E	nd								
1110	0.06	20	R	т					_		NA		NA		1999
				To:		35-710)		1						

					Glies	Maintena									
Route	Length	AADT	QA	4Tire	Bus					QC	Design	QK A	AWDT	QW	Year
Giles County	· ·					2Axle	3+Axle	1Trail	2Trail		Hour				
				From:		Dead E	nd								
(111)	0.10	20	R	-		2.5.51					NA		NA		1999
				To: From:		35-710									
(1112)	0.06	20	R	FIOII.		Dead E	nd				NA		NA		1999
(1112)	0.00			To:		35-710	0								
				From:		Dead E	nd								
(1113)	0.03	20	R	_							NA		NA		1999
				To:		35-710									
(1120)	0.10	40	R	From:		35-652	2		_		NA		NA		1999
(1120)	0.10	40	.,	To:		Dead E	nd				101				1000
				From:	EC	L PEARIS									
(1201)	0.10	200	R	-							NA		NA		1995
				To: From:		35-120	12]——						
(1201)	0.01	130	R								NA		NA		1995
				From:		35-120	13]						
(1201)	0.39	100	R	_							NA		NA		1986
	2.12	000		From:		35-120)2				N/A		NI A		400-
(1201)	0.13	280	R	To:	FC	L PEARISI	RURG N				NA		NA		1995
				From:	ECI	35-120			1						
1202	0.07	40	R			33-120	, i				NA		NA		1995
				To:		35-120	1								
				From:	EC	CL PEARIS	SBURG								
(1203)	0.07	100	R	To:		25 120	.1		_		NA		NA		1993
				From:	E/	35-120									
(1204)	0.05	NA		rioni.	EC	CL PEARIS	SBURG				NA		NA		
(1204)	0.00			To:		Dead E	nd				101				
				From:		Dead E	nd								
(1209)	0.10	70	R						_		NA		NA		1995
				To:		SR 10									
	0.19	740	R	From:		SR 100; 35	5-741		_		NA		NA		1995
(1210)	0.19	740	K	To:		SR 10	0		1		INA		INA		1990
				From:		Dead E									
(1211)	0.07	20	R						_		NA		NA		1995
				To:		SR 10	0								
	0.03	70	_	From:		Dead E	nd				NIA		NIA		1002
(1212)	0.03	70	R						_		NA		NA		1993
	0.12	110	R	From:	0.	04 MN De	ad End		_		NA		NA		1995
(1212)	0.12	110	IX	To:	W	CL PEARI	SBURG		1		INA		INA		1990
				From:		Cul-de-S									
1213	0.41	110	R	-							NA		NA		1995
_				To: From:		35-121	4]						
(1213)	0.34	230	R					-	_		NA		NA		1995
				To:		35-640									
	0.19	80	R	From:		35-121	3				NA		NA		1995
(1214)	0.19	ου	ĸ	To:		Cul-de-S	Sac				INA		INA		1995
				From:		SR 10									
(1215)	0.06	230	R						_		NA		NA		1999
				To:		35-121	6								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC Design Hour	QK AAWDT QW	Year
Giles County				From:	35-1216				
1215	0.11	150	R			_	NA	NA	1999
				To: From:	35-1218				
1215	0.06	90	R				NA	NA	1999
_				To: From:	35-1226]——			
1215	0.16	46	R	To:	Dood End	7	NA	NA	1999
				From:	Dead End 35-1215	1			
1216	0.07	120	R		55-1215		NA	NA	1999
				To:	35-1218	7			
1216	0.05	60	R	From:	33 1210		NA	NA	1999
				To:	35-1226				
\sim				From:	SR 100				
1217	0.23	1000	R	To:	D 151	٦	NA	NA	1999
				From:	Dead End				
	0.06	20	R	From:	35-1216		NA	NA	1999
1218	0.00	20	1	To:	35-1215	1	14/1	100	1000
				From:	SR 100				
1219	0.28	180	R			_	NA	NA	1986
				To:	SR 100				
\bigcirc			_	From:	Dead End				4000
1220	0.33	40	R	To:	35-1227	7	NA	NA	1999
				From:	35-735				
1222	0.06	30	R		33-/33		NA	NA	1999
1222				To:	Dead End				
				From:	35-728				
1223	0.10	60	R			-1	NA	NA	1999
				To:	35-735				
	0.21	140	R	From:	Dead End		NA	NA	1999
1224	0.21	140	ĸ	To:	SR 100	7	INA	IVA	1998
				From:	Dead End	l			
1225)	0.20	50	R	<u>-</u>	2 000 200	_	NA	NA	1995
				To:	35-638				
\bigcirc				From:	35-1216				
1226	0.09	30	R	To:	35-1215	7	NA	NA	1999
				From:		1			
1227	0.10	48	R		Cul-de-Sac		NA	NA	1999
				To:	35-1228	7			
1227)	0.19	120	R	From:	33-1220	_	NA	NA	1999
				To:	35-1231	1			
1227)	0.10	210	R	From:	30 1231	_	NA	NA	1999
				To: From:	35-1220				
1227)	0.10	260	R	riom:		_	NA	NA	1999
				To:	SR 100; 35-788				
	_			From:	Dead End				
1228	0.05	20	R	To:	25 1227	٦	NA	NA	1999
				From:	35-1227	1			
1000	0.04	160	R	i tom.	35-637	_	NA	NA	1999
1229)	0.04	100	.,	To:	35-1239	7	13/7	14/1	1000

					Giles Maintenance Area		Dac!		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	(OC Design	QK AAWDT QW	Year
Giles County					ZAXIC STAXIC TITUII	ZITAII	rioui		
	0.00	440	,	From:	35-1239		NIA	NIA	1000
(1229)	0.06	140	R				NA	NA	1999
$\overline{}$	0.01	160	R	From:	35-807		NA	NA	1999
(1229)	0.01	100	K	To:	US 460 BUS		INA	INA	1999
				From:	Dead End				
1230	0.15	30	R		D viid Esta		NA	NA	1995
				To:	SR 100				
\bigcirc				From:	35-1227				
1231	0.05	20	R	To:	D 1E 1	_	NA	NA	1999
				From:	Dead End				
(1000)	0.11	50	R	rioii.	Dead End		NA	NA	1986
(1232)	0.11	00		To:	25 1224	_	100	10.	1000
(1232)	0.11	60	R	From:	35-1234		NA	NA	1986
1232)				To:	Dead End				. 300
				From:	Dead End				
(1233)	0.08	40	R				NA	NA	1986
				To: From:	35-1234				
(1233)	0.11	180	R				NA	NA	1986
				To:	Dead End				
	0.02	400	_	From:	ECL PEARISBURG		NIA	NIA	1006
1234	0.03	460	R				NA	NA	1986
\bigcap	0.07	280	R	From:	35-1232		NA	NA	1986
(1234)	0.07	200	K				INA	INA	1300
(1234)	0.04	4	R	From:	35-1233	_	NA	NA	1986
(1234)	0.04	4	K	To:	Dead End		INA	INA	1900
				From:	35-634				
(1235)	0.13	200	R			 1	NA	NA	1986
				To:	35-1238				
\bigcirc				From:	35-634				
1236	0.12	190	R	To:	25 1220	_	NA	NA	1986
				From:	35-1238				
(1238)	0.03	20	R	rioin.	NCL PEARISBURG		NA	NA	1986
(1236)	0.00			To:	25 1225	_			
(1238)	0.09	70	R	From:	35-1235		NA	NA	1986
(1238)				To:	35-1236				
(1238)	0.09	120	R	From:	33-1230		NA	NA	1986
				To:	35-634				
				From:	35-1229				
1239	0.15	20	R				NA	NA	1999
				To:	Dead End				
	0.06	20	В	From:	35-637	_	NA	NA	1999
1240	0.00	20	R	To:	Dead End	_	INA	INA	1999
				From:	35-637	1			
(1241)	0.07	10	R		JJ-0J I		NA	NA	1999
				To:	Dead End				
				From:	35-634				
(1242)	0.13	30	R				NA	NA	1993
				To:	Dead End				

					Giles Maintenance Area		Docian		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	O	C Design Hour	QK AAWDT QW	Year
Town of Glen Lvn				From:	Dead End	1			
(1301)	0.14	40	R	<u> </u>	Dead End	_	NA	NA	1999
				To:	35-704				
\bigcirc	0.05	40	_	From:	West Virginia State Line		NIA	NIA	1000
(1302)	0.05	40	R	To:	35-648	7	NA	NA	1999
				From:	35-1304				
(1303)	0.08	50	R			_	NA	NA	1999
				To:	35-704				
\bigcirc	0.04	45	_	From:	Dead End		NIA	NIA	4000
(1304)	0.04	45	R			_	NA	NA	1999
	0.03	NA		From:	35-1303		NA	NA	
(1304)	0.00	NA.		To:	Dead End	7	IVA	14/-1	
				From:	Dead End				
(1305)	0.07	2	R			-	NA	NA	1999
				To:	35-704	1			
Giles County				From:	35-806				
(1306)	0.30	60	R	<u> </u>	33-800	_	NA	NA	1999
				To:	Dead End				
Town of Glen Lvn				From:	B 15 1	1			
(1307)	0.05	220	R	rioin.	Dead End		NA	NA	1999
(1307)				To:	35-649				
				From:	US 460 Houston				
(1308)	0.47	250	R			_	NA	NA	1999
				To:	ECL Glen Lyn				
Giles County				From:	ECL GLEN LYN				
(1308)	0.21	40	R			_	NA	NA	1999
				To:	Dead End				
Town of Pembroke				From:	35-1404	1			
(1401)	0.06	180	R	<u> </u>	33-1404	_	NA	NA	1986
				To:	US 460				
\bigcirc				From:	35-747				
(1402)	0.12	90	R	To:	35-1404	7	NA	NA	1986
				From:					
(1403)	0.12	300	R	<u> </u>	US 460; 35-626		NA	NA	1986
				To:	35-1413; 35-1414	1			
(1403)	0.13	30	R	From:		_	NA	NA	1986
				To:	35-626	1			
	0.00			From:	SR 460		N.1.A	NIA.	
(1404)	0.02	NA				_	NA	NA	
	0.05	90	R	From:	35-631		NA	NA	1986
(1404)	0.03	30	ĸ	To:	25 1402	_	INA	IVA	1300
(1404)	0.04	280	R	From:	35-1402		NA	NA	1986
(1404)				To	35-747 WEST				
(1404)	0.02	620	R	From:	33-/4/ WES1		NA	NA	1986
	-	- -	-	To:	35-747 EAST				
(1404)	0.14	660	R	From:	33-171 LAG1	_	NA	NA	1986
\bigcup				To:	35-623 WEST				

					Giles	s Mainter	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Town of Pembroke								TTrail	ZTrall		Hour				
(1404)	0.03	960	R	From:		35-623 V	WEST				NA		NA		1986
1,404				To:		35-623	EAST								
1404)	0.17	1000	R								NA		NA		1986
	0.15	1200	R	From:		35-14	101]		NA		NΙΔ		1006
(1404)	0.15	1300	ĸ	To		35-6	26				INA		NA		1986
(1404)	0.02	1400	R	From:		33-0.	20				NA		NA		1986
				To:		US 4	.60								
Giles County				From:		Dead	End								
(1405)	0.06	9	R						_		NA		NA		1986
T. 6D 1 1				To:	35-1	1420 SCL F	PEMBROK	E							
Town of Pembroke				From:	35-1	420 SCL F	PEMBROK	Е							
(1405)	0.07	30	R								NA		NA		1986
	0.05	80	R	From:		35-6	26				NA		NA		1986
1405	0.00	- 00	IX.	To:		35-14	108				11/-3		INA		1300
(1405)	0.05	5	R	From:		33-14	100		_		NA		NA		1986
				To:		Dead									
(1406)	0.06	40	R	From:		35-6	26				NA		NA		1986
(1400)				To:		35-14	108								
\bigcirc	0.00	40	_	From:		35-6	26				NIA		NIA		4000
(1407)	0.06	40	R	To:		35-14	108		7		NA		NA		1986
				From:		35-14									
1408	0.05	30	R								NA		NA		1986
	0.05	00	R	To: From:		35-14	106				NA		NA		1986
(1408)	0.05	80	ĸ	To:		35-14	105		1		INA		INA		1900
				From:		US 4	60								
(1409)	0.20	50	R								NA		NA		1986
400	0.05	40	R	From:		35-14	115		_		NA		NA		1986
(1409)	0.00			To:		35-7-	42		1		1471		117.		1000
$\overline{}$				From:		US 4	-60								
1410	0.18	50	R	To:		Dead	End		1		NA		NA		1993
				From:		Dead									
(1411)	0.12	50	R	To:					_		NA		NA		1986
				From:		35-6 35-742 S									
(1412)	0.20	80	R			33-742 3	00111		_		NA		NA		1986
				To:		35-742 N									
1413	0.10	30	R	From:		Dead	End		_		NA		NA		1986
1413)	0.10			To:		35-1403; 3	35-1414				, .				. 300
(1413)	0.15	70	R	From:					- '		NA		NA		1986
				To:		Dead									
(1414)	0.04	220	R	From:		35-1403; 3	35-1413		_		NA		NA		1986
1714	0.01		- • •	To:		35-14	116		1						

					Giles Main	enance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		uck		QC	Design	OK 4	AWDT	OW/	Year
	Lengui	ו עאא	ΨM	71116	2Ax	e 3+Axle	1Trail	2Trail	QU	Hour	QIV P	υ¬ννυ Ι	₩V	ıcaı
Town of Pembroke				From:	35.	1416		1						
(1414)	0.05	70	R	<u> </u>				1		NA		NA		1986
				To:	35	1418		_						
(1414)	0.16	10	R	From:				_		NA		NA		1986
				To:	Dea	d End								
\bigcirc				From:	35	-742								
1415)	0.10	40	R	To:	25	1400		_		NA		NA		1986
				From:		1409		1						
(1416)	0.08	30	R		0.08 M	8 35-1414		_		NA		NA		1986
(1410)			•••	To:	25	1414		_						
1416	0.43	130	R	From:	33.	1414				NA		NA		1993
(1410)				To:	Dea	d End								
				From:	35	-742								
(1417)	0.17	20	R							NA		NA		1995
				To:	Dea	d End								
\bigcirc			_	From:	Dea	d End								100-
(1418)	0.04	10	R							NA		NA		1995
				From:	35	1414								100-
1418)	0.03	10	R							NA		NA		1995
	0.00			From:	0.04 M	S 35-1414								1000
1418	0.08	20	R	To:	Day	d End		_		NA		NA		1999
				From:				1						
(1419)	0.10	30	R		Cui-	de-Sac				NA		NA		1993
(1419)				To:	35	-626								
Giles County														
				From:	35	1405								
(1420)	0.20	20	R	To:	25 727 901	PEMBROKE	3	-		NA		NA		1995
					55-121 SCI	PEMBRUKI	2							
Town of Pembroke				From:	35	-626								
(1421)	0.10	10	R					_		NA		NA		1995
				To:	Dea	d End								
Giles County				From:		122 (F) /		1						
(1430)	0.33	NA		4 TOHI.	35-01	432(B)/		_		NA		NA		
1430)				To:	35-00	626(B)/								
				From:		430(B)/								
(1431)	0.19	NA								NA		NA		
				To:	Cul-	de-Sac/								
				From:	35-00	626(B)/								
1432	0.71	NA		To:				_		NA		NA		
						de-Sac/								
(IFOA)	0.06	60	R	From:	35	1504		_		NA		NA		1999
(1501)	0.00	00	11	To:		525		_		INA		IVA		1999
(IFOA)	0.06	150	R	From:	35	-737				NA		NA		1999
1501)	0.00	.00	11	To:	35	-636		7		INA		11/1		1000
				From:		-737								
1502	0.08	200	R		3.			_		NA		NA		1999
				To:	35	-636								
				From:	35	1504								
1503	0.14	60	R	_				_		NA		NA		1999
				To:	35-63	6 WEST								

					Giles	Maintenance A								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axle			QC	Design Hour	QK AAW	DT	QW	Year
Giles County							; IIIali	ZIIali		rioui				
(1503)	0.42	90	R	From:		35-636 WEST				NA	N/			1999
(1503)	0.12		.``	To:		35-636 EAST		1				•		1000
				From:		35-1501								
(1504)	0.06	60	R							NA	N.A	١		1999
	0.06	60	R	From:		35-1503				NA	N/			1999
(1504)	0.00	80	K	To:		25 722		_		INA	IN.	`		1999
(1504)	0.09	30	R	From:		35-732				NA	N.A	١		1999
				To:		35-1507								
\bigcap	0.10	40	_	From:		Dead End				NIA	NI A			1000
(1505)	0.10	40	R	To:		35-732		٦		NA	NA	`		1999
				From:		35-636								
(1506)	0.60	80	R					_		NA	NA.	١		1999
				To: From:		Dead End								
(1507)	0.14	40	R	rioni.		35-1504				NA	N.A			1999
				To:		35-636								
\bigcirc			_	From:		35-737								1000
(1508)	0.06	40	R	To:		Dead End		7		NA	N/	١		1986
				From:		35-1604		1						
(1601)	0.02	20	R	<u> </u>				_		NA	NA.	١		1999
				To: From:		35-1606]						
(1601)	0.05	150	R							NA	N/	١		1999
	0.05	280	R	From:		35-1608				NA	N/			1999
(1601)	0.05	200	K	To:		25 1602		_		INA	IN.	`		1999
(1601)	0.04	290	R	From:		35-1603				NA	N.A	١		1999
				To: From:		35-1607		—						
(1601)	0.03	340	R	rioii.						NA	N.A	١.		1999
				To: From:		35-1602]						
1601)	0.06	400	R	To:		35-782		7		NA	N/	١		1999
				From:		35-782								
(1602)	0.11	48	R			33 1001		_		NA	N/	١		1999
				To:		35-1601		<u> </u>						
	0.06	20	R	From:		35-1604				NA	NA.			1999
1603	0.00	20		To:		35-1601				IVA	147			1000
				From:		35-1601								
(1604)	0.07	10	R							NA	N/	١		1999
	0.06	20	R	From:		35-1603		<u> </u>		NA	N/			1999
1604	0.00	20		To:		35-1602		ı.		INA	INF	`		1333
				From:		35-1601								
(1606)	1.76	110	R	To:				_		NA	N.A	١.		1999
				To: From:		SR 61		1						
(1607)	0.11	30	R			35-1601		_		NA	N.A			1999
				To:		Dead End								
	0.00		_	From:		35-1601				A I A				4000
1608	0.39	70	R	To:		Dead End		7		NA	NA	١.		1999
-						Doug Did								

					Giles i	iviaiiileii	lance Are								
Route	Length	AADT	QA	4Tire	Bus		Tru		OT!	QC	Design	QK	AAWDT	QW	Year
Giles County						2Axie	3+Axle	Tirali	2Trail		Hour				
Glies County				From:		SR 4	-2								
9160	0.09	NA							_		NA	١	NA		
				To:	SR 42										
Town of Pembroke				From:		Dead I	End		1						
9161)	0.05	NA				Deua I	Jild				NA		NA		
				To:		US 46	60								
Town of Glen Lvn															
9162	0.12	NA		From:		35-70)4				NΙΔ		NIA		
				To:		Dead I	∃nd		7		NA	NA			
Cilos Country						Deug I	Jild		•						
Giles County				From:		US 46	60								
9163	0.36	NA							_		NA		NA		
				To:		Cul-de-	-Sac								
9849				From:		US 460	BUS								
	0.22	630	R	To:		US 460	DUIC		_		NA		NA		1993
				From:	***************************************				<u> </u>						
(9850) (9851) (9852)	0.05	NA		From:	WHITE GATE ELEM SCH				NA	NA					
	0.03	NA.		To:		Dead I	End		7		INA		INA		
				From:		Dead I			1						
	0.10	NA		L	Dead Elid			_		NA	NA				
				To:	K	IMBALT	ON EL								
				From:		Dead I	End								
	0.05	NA		-					_ -	NA		NA			
				To:		35-66	53								
Town of Narrows				From:			G:								
Valley St	15.75	260	G	Tioni.		Monro	e St				NA		280	G	200
				To:		NCL Naı	rrows		7	1471	200	Ŭ			
Town of Pearisburg									•						
				From:		Winonah	ı Ave								
Curve Rd	6.16	1700	G						_		NA	1800	1800	G	2001
				To: From:		Mtn. Lak ountain L									
Curve Rd	0.00	2100	G		171	Ountain L	are Ave				NA		2200	G	200
				To:		0 :			_						
Curve Rd	6.16	610	G	From:		Craig A	Ave				NA		640	G	200
	0.10	010	-	To:	1	NCL Pear	isburg		7		. 4/ \		3-10	9	_00
				From:		Henson			j						
FT. Branch Rd	6.16	1300	G						_		NA		1300	G	200
				To: From:	ÇD	Winonah	h Ave h Main St								
Henson Ave	0.00	3400	G		ж	100 3041	n mail St		_		NA		3600	G	2001
				To:		Ft Branc	h Rd		1_						
	·														