2001

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

Jurisdiction Report 38

Gravson County
Town of Fries
Town of Independence
Town of Troutdale

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.

					Glays	OII Mailie									
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Gravson County				From:	No	rth Carolina	a State Line		1						
16	4.06	1400	G	84%	0%	3%	3%	9%	1%	F	130	G	1400	G	2001
40 (60)	3.99	1900	G	From: 84%	0%	S 58 Mouth 2%	of Wilson 6%	7%	1%	F	160	G	1900	G	2001
16 [58]	0.00	1300		To:	0 70			1 /0	¬		100		1000		2001
(16)	5.66	1400	G	From: 84%	0%	US 58 VO 3%	3%	9%	1%	F	120	G	1400	G	2001
				To:		ECL Tro									
Town of Troutdale															
	2.26	1500	G	From: 84%	0%	ECL Tro	utdale 3%	9%	 1%	F	130	G	1500	G	2001
16	2.20	1300	•	To:	0 70	WCL Tro		370	7 ' "	'	100	J	1500	O	2001
Gravson County									-						
				From:	221	WCL Tro		221		_	100		4.00	_	2224
16	0.82	1400	G	84% To:	0%	3% Smyth Cou	3%	9%	1 %	F	120	G	1400	G	2001
				From:											
21	3.39	2200	G	91%	0%	1%	1%	5%	1%	F	200	G	2200	G	2001
(21)				To:		SCL Indep				-					
Town of Independence															
~~	0.47	2222		From:	00/	SCL Indep		E 0/			000		0000		0004
[21]	0.47	2200	N	91%	0%	1%	1%	5%	1% —	N	200	N	2200	N	2001
<u></u>	1.64	2100		From: 92%	0%	US 5	1%	3%	0%	В	220	Α	2200	^	2001
[21]	1.04	2100	Α	92 70 To:		NCL Indep		370	7 0%	Ь	220	А	2200	Α	2001
Gravson County															
CTAVSOII COUNTY				From:		NCL Indep	endence								
[21]	8.72	2100	N	92%	0%	3%	1%	3%	0%	N	220	N	2200	N	2001
~				To: From:		38-79			<u> </u>	_		_		_	
21)	1.45	1500	G	92%	0%	3%	1%	3%	0%	F	140	G	1500	G	2001
	4.0-			From:		38-805 Turl		22/	<u> </u>				1000		
21	1.37	1300	G	92% To:	0%	3% Wythe Cou	1%	3%	0%	F	140	G	1300	G	2001
				From:		ashington C			+						
(58)	9.57	680	G	95%	0%	2%	1%	1%	0%	F	60	G	680	G	2001
				To		SR 30	62								
58	3.76	390	G	95%	0%	2%	2%	1%	0%	F	40	G	390	G	2001
				To: From:	38	8-740 North	of Rugby								
58	3.99	810	G	95%	0%	2%	1%	1%	0%	F	80	G	810	G	2001
<u></u>				To: From:		SR 16 V	olney								
58	3.99	1900	G	84%	0%	2%	6%	7%	1%	F	160	G	1900	G	2001
~~~				To: From:	SI	R 16 Mouth	of Wilson								
(58)	3.79	2200	G	84%	0%	2%	6%	7%	1%	F	200	G	2200	G	2001
~				To: From:		38-71			]						
58	8.04	3100	G	84%	0%	2%	6%	7%	1%	F	280	G	3100	G	2001
				To:		WCL Indep	endence								
Town of Independence				From:		WCL Indep	endence								
58	0.86	3100	N	84%	0%	2%	6%	7%	1%	Ν	280	Ν	3100	N	2001
				To: From:	1	US 21 Indep	endence		<u> </u>						
(58)	1.20	5800	G	90%	0%	2%	2%	5%	1%	F	540	G	5900	G	2001
				To:		ECL Indep	endence								
Gravson County				From:		ECL Indep	endence		1						
58	1.55	5800	N	90%	0%	2%	2%	5%	1%	N	540	N	5900	N	2001
				To:			Independenc								

					Grayson	Mainter	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus ,		Tru			QC	Design Hour	QK	AAWDT	QW	Year
Gravson County								1Trail	2Trail		Houi				
~~~	0.00	4000	•	From:			dependenc		10/	_	440	•	4000	0	2004
[58]	8.68	4600	G	90%	0%	2%	2%	5%	1%	F	410	G	4600	G	2001
(50)	1.36	8700	G	90%	0%	94 West of 2%	f Galax 2%	5%	1%	F	850	G	8800	G	2001
58	1.00	0100		To:		WCL Gal		070	¬	·	000		0000		
				From:	North (Carolina S	State Line								
89	4.89	4900	G	87%	0%	1%	5%	5%	1%	С	440	G	4900	G	2001
				To:		SCL Gala									
	0.92	880	G	From: 87%	North 0	Carolina S 4%	State Line 4%	5%	0%	F	90	G	880	G	2001
93	0.02	000	G	To:			h Of Wilso		7 ~	'	30	J	000	J	2001
				From:		58 West o									
94	4.22	2500	G	95%	0%	1%	1%	2%	0%	F	230	G	2500	G	2001
				To:		SR 274	1		_						
94	2.05	2600	G	95%	0%	1%	2%	2%	0%	F	260	G	2600	G	2001
$\stackrel{\smile}{=}$				To: From:	38-805	Southwe	st of Fries								
(94)	2.20	2500	G	95%	0%	1%	2%	2%	0%	F	260	G	2500	G	2001
				To:		WCL Fri	ies								
Town of Fries				From:		WCL Fri	ies		1						
94	0.48	2500	N	95%	0%	1%	2%	2%	0%	N	260	Ν	2500	Ν	2001
				To: From:		38-1001	1		_						
94)	0.56	2100	G	95%	0%	1%	2%	2%	0%	F	210	G	2100	G	2001
				To:		NCL Fri	es								
Gravson County				From:		NGL E :									
04	0.63	2100	N	95%	0%	NCL Frie	es 2%	2%	 0%	N	210	N	2100	N	2001
94)				To:		roll Count									
				From:		ECL Gal	ax								
97	0.78	3100	G	99%	0%	1%	0%	0%	0%	F	300	G	3100	G	2001
				To:	Carı	roll Count	ty Line								
	3.39	2200	G	91%	North 0	Carolina S	State Line 1%	5%	1%	F	200	G	2200	G	2001
[221] [21]	3.39	2200	G	70:		Independ		3 /0	7 ' "		200	G	2200	G	2001
Town of Independence									<u> </u>						
~~~ ~~				From:		Independ									
[221] [21]	0.47	2200	N	91% To:	0%	1%	1%	5%	1%	N	200	N	2200	N	2001
				From:			NDENCE NDENCE								
[221] [58]	1.20	5800	G	90%	0%	2%	2%	5%	1%	F	540	G	5900	G	2001
				To:	CL	Independ	dence								
Gravson County				From:	CI.	· T 1	1		1						
(221) (58)	1.55	5800	N	90%	0%	Independ 2%	2%	5%	1%	N	540	N	5900	N	2001
221 58	1.00			To	SR 274 EAS				¬						
[221] [58]	8.68	4600	G	From: 90%	0%	2%	2%	5%	1%	F	410	G	4600	G	2001
221) 60				To:			F GALAX				-	-		_	-
[221] [58]	1.36	8700	G	90%	0%	2%	2%	5%	1%	F	850	G	8800	G	2001
				To:	V	VCL GAL	LAX								
				From:		US 58									
(274)	7.36	900	G	95%	0%	2%	1%	1%	0%	F	110	G	900	G	2001
				To:		SR 94			<u> </u>						
(722)	0.40	20	R	From:		38-606	)				NA		NA		10/15/2001
732	0.40	20	N	To:	Grav	yson Coun	nty Line		1		INC		14/7		10/10/2001
					Giay		,		•						

					Grays	on Mainte	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru		OT!	QC	Design	QK	AAWDT	QW	Year
Gravson County						ZAXIE	3+Axle	TTTall	ZTraii		Hour				
_	0.20	60	R	From:	No	rth Carolina	State Line				NA		NA		1000
600	0.30	60	ĸ	To:		20.7/	-1		_		NA		INA		1999
600	2.30	80	R	From:		38-75	51				NA		NA		1999
000				To:		US 58 E			]						
600	3.00	120	G	96%	0%	US 58 W	/EST 3%	0%	 1%	С	NA		120	G	2001
600	0.00	120	G	To:		Smyth Cou		0 70	٦ '^	O	IVA		120	O	2001
				From:		Smyth Cou	nty Line								
601)	7.43	250	G	90%	0%	3%	5%	2%	0%	F	NA		250	G	2001
				To: From:		38-658 S									
601)	1.32	90	G	90%	0%	2%	4%	2%	0%	F	NA		90	G	2001
				To:		38-67	79		1—						
601)	3.60	320	G	90%	0%	3%	5%	2%	0%	F	NA		320	G	2001
				To: From:		38-80			]						
601)	1.84	330	G	90%	0%	3%	5%	2%	0%	С	NA		340	G	2001
				To: From:		US 5			] <del></del>						
601)	1.62	110	G	90%	0%	3%	5%	2%	0%	F	NA		110	G	2001
	4 44			From:	00/	38-7111		00/			NIA		000		0004
601)	1.41	220	G	94%	0%	2%	2%	0%	1% —	С	NA		230	G	2001
	0.96	160	G	From: 90%	0%	38-708 1 <b>3</b> %	North 5%	2%	1%	F	NA		160	G	2001
601)	0.90	100	G	90 /0	0 70			2 /0	1 /0 <b>-</b>	·	INA		100	G	2001
601)	0.25	80	R	From:		38-708 \$	South				NA		NA		1999
601)	0.20	•	•••	To:	No	rth Carolina	State Line								1000
				From:		Wythe Cou	nty Line								
602	0.50	110	R								NA		NA		1999
				To: From:		38-65	53								
602	3.30	130	G	97% To:	0%	2%	1%	1%	0%	С	NA		130	G	2001
				From:		Carroll Cou									
(603)	1.90	290	G	99%	0%	Smyth Cou 0%	nty Line 0%	1%	0%	F	NA		300	G	2001
(003)				To		38-74		.,,	¬	•					
603	2.87	410	G	99%	0%	0%	0%	0%	0%	F	NA		410	G	2001
000				To:		WCL Tro									
Town of Troutdale															
	1.00	490	G	99%	0%	WCL Tro	utdale 0%	1%	0%	С	NA		490	G	2001
603)	1.00	430	G	To:	0 70	SR 16 N		1 /0	7 0 / 0	C	INA		430	O	2001
$\overline{}$				From:		SR 16 S									
603	0.85	440	R	To:		CI T	44-1-		-		NA		NA		1999
G G .						CL Trou	iidaie								
Gravson County				From:		CL Trou	tdale								
603	1.60	440	N								NA		NA		1999
				To: From:		38-73	32								
603	2.00	70	R								NA		NA		1999
				To: From:	Jeff	ferson Fores	st Boundary		]						
603	2.00	60	R	Te		20.001	T (1		_		NA		NA		1999
				To: From:		38-601 S									
603)	1.90	60	R						_		NA		NA		1999
				To:		38-67	75								

Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	Design	OK	AAWDT	O/\/	Year
	Lengui	ו עאא	<b>≪</b> ∧	71116	Dus	2Axle	3+Axle	1Trail	2Trail	Q.U	Hour	WΙΛ	7777V D I	Q V V	i cai
Gravson County				From:		38-805 W	EST								
604)	0.10	60	R	_					_		NA		NA		1999
604)	0.90	20	R	From:		38-65	5				NA		NA		1999
004)				To: From:		38-805 N			1						
604)	0.60	50	R	rion.		38-805 E.	AST		_		NA		NA		1999
				To: From:		38-77	6								
604)	1.00	45	R						_		NA		NA		1999
	4.60	150	G	From: 97%	0%	38-76 1%	0 1%	1%	0%	F	NA		150	G	2001
604)	1.00	100		To		38-64		. 70	¬	•					
604)	1.10	330	G	97%	0%	1%	1%	1%	0%	С	NA		330	G	2001
_				To: From:		38-64	7		]						4000
604)	0.20	560	R	To:	(	Carroll Cour	ntv Line		7		NA		NA		1999
				From:		38-64									
605	0.60	280	R								NA		NA		1999
	0.20	140	R	From:		0.60 MN 3	8-644		]		NA		NA		1999
605)	0.20	140	K	To:	(	Carroll Cour	nty Line				INA		INA		1999
				From:		NCL GAI									
606)	0.54	230	G	97%	0%	1%	0%	1%	0%	F	NA		230	G	2001
606)	1.05	110	R	From:		38-63	4				NA		NA		1999
606				To:		38-80	9		1						
606	0.15	90	R	From:			-		_		NA		NA		1999
	0.75			To: From:		38-64	2		]						4000
606)	0.75	80	R	т					_		NA		NA		1999
606)	0.65	30	R	From:		17-73	2				NA		NA		1999
				To: From:		ROAI	)		1						
606)	0.35	NA		To:		15.10			_		NA		NA		
Town of Fries				10.	D	ead End Ga	p Termin								
				From:	SC	L FRIES GA	AP TERM								
606)	0.15	NA							_		NA		NA		
(606)	0.18	3300	G	From: 96%	0%	38-100 <b>2%</b>	0%	1%	0%	С	NA		3300	G	2001
				To:		ECL FR	IES								
Gravson County				From:		38-61	3								
607	3.00	190	G	97%	0%	2%	1%	1%	0%	F	NA		190	G	2001
				From:		38-78									
607)	1.70	490	G	97%	0%	2%	1%	0%	0%	F	NA		500	G	2001
607	1.40	380	G	From: 97%	0%	38-613 <b>2%</b>	8 1%	0%	0%	F	NA		380	G	2001
607)	1.10			To:	- 70	38-61			7	•	, .				
607)	1.62	380	G	97%	0%	2%	1%	0%	0%	С	NA		380	G	2001
				To: From:	D	US 58 ead End Ga			+						
607	0.12	240	R				-				NA		NA		1999
				From:		L GALAX			<u> </u>	_				_	
607)	0.26	1100	G	98%	0%	0%	0%	1%	0%	С	NA		1100	G	2001

						n Mainte				_	Docian				
Route	Length	AADT	QA	4Tire	Bus		1ru 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Gravson County				r											
(608)	1.10	450	G	98%	SR 97	7; Carroll C 1%	ounty Line 0%	1%	┚ ○%	С	NA		450	G	2001
(000)				To:		arroll Coun									
$\bigcirc$	2.00		_	From:	BL	UE RIDGE	PKWY				NIA		NIA		4000
609	2.60	80	R	т		40 =00			_		NA		NA		1999
609	0.30	60	R	From:		38-799	)				NA		NA		1999
				To: From:		38-613	3		<b>1</b> ——						
609	2.20	140	R						_		NA		NA		1999
				To: From:	С	arroll Coun									
610	0.50	340	R	rioni.		38-785	)				NA		NA		1999
010				To:		SR 89									
$\bigcirc$				From:		US 21									
611)	1.50	120	R						_		NA		NA		1999
	1.00	40	R	From:		38-668	3		_		NA		NA		1999
611)	1.00			To		38-665			<b></b>						1000
611)	0.80	50	R	From:		38-00.	,				NA		NA		1999
				To: From:		38-664	1								
611)	1.30	60	R								NA		NA		1999
	4.00			To: From:		38-662	2		]						1000
611)	1.20	90	R						_		NA		NA		1999
	0.70	140	R	From:		38-671					NA		NA		1999
611)	0.70	140	.,	To:		38-658	3				1471		1471		1000
				From:	BL	UE RIDGE	PKWY								
612	1.20	50	R	To:	C	arroll Coun	tr. Lina		_		NA		NA		1999
				From:		North Caro		ine							
613)	1.56	2100	G	92%	0%	2%	3%	2%	0%	F	NA		2100	G	2001
				To: From:		38-785	5		]						
613	1.14	1600	G	93%	0%	2%	3%	2%	0%	С	NA		1600	G	2001
	0.44	4=0		From:		SR 89			]		NIA		NIA		4000
613	2.41	470	R	To:		38-609	)				NA		NA		1999
				From:		38-659			1						
614)	0.40	220	R						_		NA		NA		1999
				To: From:		US 21; 38			1						
(615) (615)	1.30	110	R	rioni.		Dead E	nd				NA		NA		1999
010				To: From:		38-624	1		<b>—</b>						
(615)	3.10	560	G	73%	0%	5%	17%	5%	0%	С	NA		560	G	2001
$\overline{}$				To:	38	-613 NC St									
616)	2.00	150	R	From:		38-622	2				NA		NA		1999
010	2.00			To:		38-626	5								. 500
				From:		38-622	2								
617)	1.20	170	R								NA		NA		1999
	0.70	170	R	To: From:		38-621					NA		NA		1000
617)	0.70	170	ĸ	To:		38-607	7				INA		NA		1999
-															

						on Mainter	Tru			<u> </u>	Design			
Route	Length	AADT	QA	4Tire	Bus	2Axle		1Trail	2Trail	QC	Hour	QK AAWDT	QW	Year
Gravson County				From:		38-607	,							
618)	0.60	590	R			30 007					NA	NA		1999
				To:		SR 89								
	0.80	320	R	From:		38-607	1				NA	NA		1999
619	0.00	320	IX	To:		38-643	,				INA	IVA		1000
619	1.49	80	R	From:		36-043					NA	NA		1999
<u></u>				То:		SCL GAL	AX							
$\bigcirc$	0.04		_	From:		38-604					NIA	NIA		4000
620	0.21	20	R	To:		38-604	ı				NA	NA		1999
				From:		38-622								
621)	0.70	80	R						<u>-</u>		NA	NA		1999
				To:		38-617								
	2.00	90	R	From:		38-625					NA	NA		1995
622	2.00	90	K	To:		38-624 WI	EST				INA	INA		1995
	1.70	600	G	From: 97%	0%	38-624 EA 2%	AST 1%	1%	0%	F	NA	610	G	2001
622	1.70	600	G	9/%	0%			170	U% 	Г	NA	010	G	2001
622)	0.90	640	G	From: 97%	0%	38-616 <b>2</b> %	1%	1%	0%	F	NA	640	G	2001
622				To		38-617			¬					
622	1.50	670	G	From: 97%	0%	2%	1%	1%	0%	F	NA	670	G	2001
				To: From:		38-621			<b>—</b>					
622	0.70	810	G	97%	0%	2%	1%	1%	0%	С	NA	810	G	2001
				To: From:		38-626								
623	3.04	140	R	From:		38-622					NA	NA		1999
623)				To:		38-626 SO								
(22)	0.31	60	R	From:		38-626 NO	RTH				NA	NA		1999
623	0.01	00	IX	To:		110.50					INA	IVA		1000
623	1.09	650	G	From: 99%	0%	US 58 0%	0%	0%	0%	С	NA	650	G	2001
				To:		38-636	)							
$\bigcirc$			_	From:	00/	orth Carolina S	001	10/		_			_	2221
624)	1.30	430	G	98%	0%	1%	0%	1%	0%	С	NA	430	G	2001
	3.30	530	G	From: 98%	0%	38-622 EA	0%	1%	0%	F	NA	530	G	2001
624)	3.30	550	G	30 /0	0 70			1 /0	7	'	INA	330	O	2001
624)	0.38	560	R	From:		38-626	)				NA	NA		1999
024)				To:		US 58								
				From:	No	orth Carolina S	State Line							
625	0.20	NA									NA	NA		
	0.50	2	R	From:	0.20	) MN NC ST	ATE LINI	Ξ			NIA	NΙΛ		1000
625	0.50	2	ĸ	To		*0.55					NA	NA		1999
	0.45	10	R	From:		38-622	1				NA	NA		1999
625			- •	To		38-707	,		<b>—</b>		•			
(625) (625)	0.45	40	R	From:		50-707					NA	NA		1999
				To: From:		38-633	i							
(625)	1.60	90	R						_		NA	NA		1999
$\overline{}$				То:		38-626								
	1.60	50	D	From:		38-632 SO	UTH				NA	NA		1999
626	1.00	90	R	To:		38-627	,				INA	INA		1999
-									-					

					Grayson	Maintena					<b>.</b> .				
Route	Length	AADT	QA	4Tire	Bus	 2Axle 3-	Tru +Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Gravson County				From:			-71/10	an	- 11all		rioui				
626)	1.51	60	R	From:		38-627					NA		NA		1999
	0.10	70	R	To: From:	1.	.52 MN 38-6	527		]—		NA		NA		1999
626	0.10	70		To:		38-629			¬		IVA		IVA		1000
626	2.49	480	R	From:					_		NA		NA		1999
	0.30	730	G	To: From: 96%	0%	38-624 1%	0%	2%	] 1%	С	NA		730	G	2001
626	0.00	730		To	0 70	38-636	0 70	270	7——		IVA		700		2001
626)	3.40	210	R	From:					_ _		NA		NA		1999
626	0.09	1000	G	96%	0%		2%	1%	0%	С	NA		1000	G	2001
				To: From:		US 58 Dead End									
627)	0.25	30	R						<b>⊿</b> –		NA		NA		1999
				To:		38-626			<u> </u>						
(628)	1.90	20	R	From:	North	Carolina Sta	ite Line		_		NA		NA		1999
				To: From:		38-629 EAS 38-629 WES									
628)	0.50	NA		<u> </u>					_		NA		NA		
				To: From:	Month	Dead End	to Line								
629	3.20	30	R	Troin.	NOTIN	Carolina Sta	ite Line		_		NA		NA		1999
				To: From:	3	38-628 WES	Т		]——						
629	0.20	40	R	т		**			_		NA		NA		1999
629	1.02	50	R	From:		38-628 EAS	Τ				NA		NA		1999
				To: From:	1.	.03 MN 38-6	528		]——						
629	0.22	50	R	To:		38-626			7		NA		NA		1999
				From:		38-824									
630	0.16	47	R	To:		Dead End			7		NA		NA		1999
				From:		US 58									
(631)	0.03	200	R								NA		NA		1999
	0.92	140	R	From:	0.	.04 MN US	58		]		NA		NA		1999
(631)	0.92	140	K	To:		38-634					INA		INA		1999
631)	1.70	20	R	From:		J0-03 <del>4</del>					NA		NA		1999
	4.00			To: From:		38-635			]—		NI A		NI A		1000
631)	1.30	30	R	To		20 770					NA		NA		1999
631)	0.55	30	R	From:		38-779					NA		NA		1999
				To: From:		38-636 WES 38-636 EAS			1—						
631)	1.20	80	R	_	•				_ _		NA		NA		1999
				To: From:		38-637			<u> </u>						
632	0.12	2	R			Dead End			_		NA		NA		1999
	1.01	40		To: From:	0.12	2 MW Dead	End		<u> </u>		NΙΔ		NI A		1000
632	1.01	40	R	To	21	0 696 0017	PT I				NA		NA		1999
632	1.70	100	R	From:		8-626 SOUT	п				NA		NA		1999
$\bigcirc$				To:	38	8-626 NORT	ГН								

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Gravson County				From:		38-62	5								
633	0.80	40	R	To					_ ¬		NA		NA		1999
				From:		38-624 NO									
633	0.85	80	R	To:		38-62	3				NA		NA		1999
				From:		Dead E									
634)	1.80	110	R	<u> </u>			-				NA		NA		1999
				From:		38-63	1								
634)	1.40	330	R						_		NA		NA		1999
634)	0.10	570	G	From: 98%	0%	38-636 W	0%	1%	0%	С	NA		570	G	2001
				To: From:		38-636 E									
634)	1.40	120	R	rioiii.							NA		NA		1999
	0.00			From:		38-63	7		]						4000
634	2.30	80	R	To:	S	R 94 Gap T	erminus				NA		NA		1999
	0.20	450	Б	From:		8-882 Gap T					NIA		NIA		1000
634)	0.30	150	R	To:		20.00	0		7		NA		NA		1999
634)	0.40	120	R	From:		38-86	8				NA		NA		1999
				To: From:		0.40 ME 3	8-868		1						
634)	0.20	110	R						_		NA		NA		1999
				To: From:		38-640 W 38-640 E									
634	1.07	180	G	98%	0%	2%	1%	0%	0%	С	NA		180	G	2001
	0.40	440		From:	00/	38-89		00/	00/		NIA		110		2004
634)	0.19	140	G	98%	0%	2%	0%	0%	0% ¬	F	NA		140	G	2001
634)	0.50	200	G	From: 97%	0%	38-64 <b>2</b> %	1%	0%	0%	F	NA		200	G	2001
				To:		38-60	6								
	0.50	2	_	From:		Dead E	End				NA		NIA		1000
635	0.50	3	R	To		20.62	1		_		INA		NA		1999
635)	1.70	80	R	From:		38-63	1				NA		NA		1999
				To:		38-63	4								
	0.15	160	R	From:		38-951	13				NA		NA		1999
636	0.13	100	ĸ	To		38-62	6				INA		INA		1999
636	0.39	820	G	96%	0%	1%	0%	2%	0%	С	NA		820	G	2001
				To: From:		US 5			]						
636)	0.94	260	G	94%	0%	2%	1%	3%	0%	С	NA		260	G	2001
	0.70	810	G	From: 96%	0%	38-62 19/-	3 0%	2%	0%	F	NA		810	G	2001
636)	0.70	010		30 /0 To:	U /0	1% 38-634 W		<b>4</b> /0	U /0		11/7		010	<u> </u>	2001
636)	0.80	340	R	From:		20-034 W	ESI				NA		NA		1999
				To: From:		38-631 E	AST								
636)	0.50	100	R	-							NA		NA		1999
	0.00	60		To: From:		38-631 W	/EST		]——		N/A		NIA		1000
636)	0.20	60	R	To		•	0		¬		NA		NA		1999
636)	1.00	60	R	From:		38-77	9				NA		NA		1999
000)				To:		38-63	7								

				. —	_		Tru	ck			Design	011		0144	.,
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK .	AAWDT	QW	Year
Gravson County				From:		38-637			]						
636)	1.06	5	R						_		NA		NA		1999
				To: From:		Dead En									
637)	1.60	30	R	rioni.		38-634					NA		NA		1999
001)				To		38-631									
637)	1.40	20	R	From:		30 031			_		NA		NA		1999
				To:		38-636									
$\bigcirc$	4.70	400		From:		SR 94 SOU	JTH				NIA		NIA		4000
638)	1.70	130	R	_					_		NA		NA		1999
	0.20	100	R	From:		38-640 SOL	UTH				NA		NA		1999
638	0.20	100	IX.	To		20.640.3101	D.TTI		-		IVA		IVA		1000
638)	0.50	140	R	From:		38-640 NOI	KIH				NA		NA		1999
030				To:		38-639									
638	0.80	520	R	From:		38-037			_		NA		NA		1999
				To:		SR 94 NOF	RTH		1						
$\bigcirc$				From:		38-638									
639	0.40	220	R	_					<u> </u>		NA		NA		1999
	0.00			From:		38-880			_		NIA		NIA		4000
639	0.90	60	R	To:		Dead En	nd		7		NA		NA		1999
				From:		SR 94			1						
640	0.80	20	R			JIC) I			-		NA		NA		1999
				To: From:		38-638 SOU									
640	0.90	20	R	r tom.		38-638 NOI	KIH		_		NA		NA		1999
640				To:	Do	ad End Gap	Tormin								
640	2.30	100	R	From:	DC	au Enu Gap	TCHIIII				NA		NA		1999
				To: From:		38-634 WI	EST		1						
640	0.15	340	R	rioni.					_		NA		NA		1999
				To: From:		38-634 EA	AST		]						
640	0.59	560	G	98%	0%	0%	0%	1%	0%	F	NA		560	G	2001
<u> </u>				To: From:		38-780			]						
640	0.15	880	G	98% To:	0%	0% WCL GAL	0%	1%	0%	С	NA		880	G	2001
				From:		38-634			1						
641	1.60	170	R			36-034			_		NA		NA		1999
				To: From:		38-642			<b></b>						
641)	1.42	100	R	From:					_		NA		NA		1999
				To: From:		38-869	ı		]						
641)	0.88	10	R						_		NA		NA		1999
				To:		Dead En									
642)	0.94	60	R	From:		38-641					NA		NA		1999
642	0.01			To:		20 022					101				1000
642)	0.06	70	R	From:		38-823					NA		NA		1999
				To:		38-606									
				From:		38-619	ı								
643	1.07	320	R	To		WGL S:-	1.77		7		NA		NA		1999
				To:		WCL GAL			1						
	0.40	760	G	98%	0%	SR 94 1%	0%	1%	<b>」</b> 0%	С	NA		760	G	2001
644)	0.40	/hii													

					Olays	on Mainte					Donian				
Route	Length	AADT	QA	4Tire	Bus			1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Gravson County								TTTAII	ZITali		rioui				
	0.40	0.50	_	From:	00/	38-605		40/		_			050	_	0004
644)	0.12	650	G	98%	0%	1%	0%	1%	0%	F	NA		650	G	2001
	0.49	350	G	From: 97%	0%	38-770 1%	1%	1%	0%	F	NA		350	G	2001
644)	0.43	330	G	37 70	0 70			1 /0	7	'	INA		330	O	2001
644	1.43	200	R	From:		38-647	/				NA		NA		1999
644)				To		38-604	1								
644)	0.04	160	R	From:		36-00-	•				NA		NA		1999
				To: From:		38-855	5		<b>—</b>						
644)	0.06	120	R	From:							NA		NA		1999
				To: From:		38-645	5		<b>—</b>						
644)	0.40	80	R						<u> </u>		NA		NA		1999
				To:		Dead E									
	0.40	00	_	From:		38-644	1				NΙΔ		NIA		1000
645)	0.40	60	R	To:		Dead E	nd		7		NA		NA		1999
				From:		38-648									
646)	2.60	350	R			30 010	,		_		NA		NA		1999
				To:		38-604	1								
$\bigcirc$				From:		38-815			J						
647)	0.70	490	G	98%	0%	1%	0%	0%	0%	F	NA		490	G	2001
	0.70	400		From:	00/	38-759		00/	<u> </u>				400		0004
647)	0.70	480	G	98%	0%	1%	0%	0%	0%	С	NA		480	G	2001
	0.50	320	G	From: 98%	0%	38-644 1%	0%	1%	0%	F	NA		320	G	2001
647)	0.50	320	G	90%	0%			170	U% <b>¬</b>	Г	NA		320	G	2001
(647)	0.40	420	G	From: 98%	0%	38-770 1%	0%	0%	0%	F	NA		420	G	2001
(047)	0.10	420		To:	070	38-604		0,70		•					2001
				From:		SR 94 SO	UTH								
648)	0.10	90	R								NA		NA		1999
				To: From:		SR 94 NO	RTH		]—						
648)	1.40	400	R	т		40.00			_		NA		NA		1999
				To: From:		38-805									
(649)	3.25	180	R	rioii.		38-805 SO	UTH		_		NA		NA		1999
049				To		38-713	)								
649	0.70	190	R	From:		36-/13	,				NA		NA		1999
				To:		38-805 N			]						
640	2.10	260	R	From:		38-805 NO	RTH		_		NA		NA		1999
649	2.10	200	1	To:		38-646	5		1		INA		INC		פפפו
				From:		Dead E									
(650)	0.45	20	R								NA		NA		1999
$\bigcirc$				To: From:		38-660 W 38-660 E									
(650)	1.76	60	R			30-000 EA	101		_		NA		NA		1999
				To:		1.77 MN 38	8-660								
650	0.11	70	R	From:		1.,, 1,111 30			_		NA		NA		1999
				To: From:	1	87 MN 38-60	60 EAST		1						
650	0.15	90	R	r rom:							NA		NA		1999
				To: From:		38-833	3		1—						
650	1.28	110	R						_		NA		NA		1999
				To:		38-805	5		1						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	00	Design Hour	QK AAWDT	QW	Year
Gravson County				From:	38-805 SOUTH					
651)	0.32	80	R		30 000 00 0111		NA	NA		1999
				To: From:	38-773	]				
651	0.77	50	R			_	NA	NA		1999
(F1)	0.11	70	R	From:	38-892		NA	NA		1999
651)				To:	38-805 MIDDLE					
651)	0.70	110	R	From:	30 000 IMBBBB		NA	NA		1999
				To: From:	38-652					
651)	0.70	20	R	To:	38-805 NORTH	$\neg$	NA	NA		1999
				From:	38-660					
652)	3.60	40	R			<b>-</b>	NA	NA		1999
				To:	38-651					
652)	4.60	60	R	From:	38-604		NA	NA		1999
653)				To:	38-602	1				
$\overline{}$				From:	US 21					
654)	2.30	290	G	-		<b>_</b>	NA	290	G	2001
(SEA)	1.40	100	G	From:	38-686 WEST	_	NA	100	G	2001
654				To	38-689					
654)	2.20	100	G	From:	30 007	<u> </u>	NA	100	G	2001
				To: From:	38-695					
654	2.60	80	G	To:	38-660 WEST	_	NA	80	G	2001
				From:	38-660 EAST					
654)	1.00	90	R				NA	NA		1999
<u> </u>	2.30	30	R	From:	1.00 MN 38-660 EAST		NA	NA		1999
654)	2.50	30	1	To:	38-805		IVA	N/A		1000
				From:	38-656					
655	3.00	50	R	To:	38-604	_	NA	NA		1999
				From:	38-660					
656)	0.20	50	R				NA	NA		1999
				To: From:	38-655					
656	1.60	30	R				NA	NA		1999
	0.40	80	R	From:	38-657	_	NA	NA		1999
656	0.40			To:	38-805		IVA	N/A		1000
				From:	US 21					
657	1.20	90	R				NA	NA		1999
	0.69	60	R	From:	38-791		NA	NA		1999
657	0.00			To: From:	0.70 ME 38-791		14/1	INA		1000
(657)	0.51	30	R		0.70 MIE 30-771	<u> </u>	NA	NA		1999
				To:	38-656	<u></u>				
	2.08	250	G	98%	SR 16 0% 0% 1% 0%	 0% F	NA	250	G	2001
658	۷.00	200	<u> </u>	To: From:	38-731 WEST	7.0	INA	200		2001
658										

					Grays	on Mainte	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	OK	AAWDT	QW	Year
	_5,19,11		~.	0	_ 40	2Axle	3+Axle	1Trail	2Trail		Hour	~.,		-··	. 541
Gravson County				From:		38-73	3								
658	3.58	250	G	98%	0%	0%	1%	0%	0%	С	NA		250	G	2001
				To:		38-672 SO	UTH		<b>7</b> ——						
658	3.23	80	G	98%	0%	0%	1%	0%	0%	F	NA		80	G	2001
				To: From:		38-673 E.	AST		]						
658	3.60	130	G	98%	0%	1%	1%	1%	1%	F	NA		130	G	2001
				To: From:		38-67			]						
658	2.10	360	G	94%	0%	1%	2%	2%	1%	F	NA		360	G	2001
				From:		38-672 NC									
658	0.20	340	G	94%	0%	1%	2%	1%	1%	F	NA		340	G	2001
				From:	201	38-61		201	]						
658	2.59	460	G	95%	0%	1%	2%	2%	1%	F	NA		460	G	2001
	0.70			From:	00/	38-66		00/					200		0004
658)	2.70	890	G	94% To:	0%	1% US 21	2%	2%	1%	С	NA		890	G	2001
				From:					1						
659	0.70	180	R			38-65	0		_		NA		NA		1999
0009				To		38-61-	1								
659	0.20	30	R	From:		36-01	<del>1</del>				NA		NA		1999
0009				To:		38-791 W	ECT								
659	1.95	200	R	From:		30-/91 W	ESI				NA		NA		1999
000				To	1	95 MS 38-79	1 WEST								
(659)	0.30	120	R	From:	1.	73 IVIS 36-73	71 WEST				NA		NA		1999
039				To:		Dead E	nd		1						
				From:		US 21	1								
660	3.30	410	G	97%	0%	1%	0%	1%	0%	F	NA		410	G	2001
				To: From:		38-654 E.	AST		7						
660	3.78	300	G	97%	0%	1%	1%	1%	0%	F	NA		300	G	2001
				To: From:		38-650 E.	AST		<b>—</b>						
660	1.09	380	G	97%	0%	1%	1%	1%	0%	F	NA		380	G	2001
				To: From:		38-69	1		<del></del>						
(660)	2.60	730	G	97%	0%	2%	1%	1%	0%	С	NA		730	G	2001
				To:		SR 27	4								
$\bigcirc$				From:		Dead E	nd								
(661)	0.25	170	R	To:					_		NA		NA		1999
						38-72									
	0.80	30	R	From:		Dead E	nd		_		NA		NA		1999
662	0.00	30	K						_		INA		INA		1999
600	0.04	70	R	From:		38-668 SO	UTH				NA		NA		1999
662	0.04	70	K	_					_		INA		INA		1999
	0.20	<b>E</b> 0	R	From:		38-668 NC	ORTH		_		NA		NA		1999
662	0.20	50	ĸ						_		INA		INA		1999
_	0.20	20		From:		38-673 SO	UTH				NΙΛ		NΙΛ		1000
662	0.30	30	R						_		NA		NA		1999
600	2.00	40	D	From:		38-673 NC	ORTH		_		NIA		NIA		1000
662	2.00	40	R	_					_		NA		NA		1999
	0.30	60	R	From:		38-66	4		_		NA		NA		1999
662	0.30	60	ĸ	_					_		INA		INA		1999
	4.00	00		From:		38-67	0				NIA		NIA		1000
662	1.26	80	R						_		NA		NA		1999
	0.10			From:		1.27 MN 3	8-670		_		NI A		NI A		4000
662	0.13	90	R	To:		20 (11 11	ECT		_		NA		NA		1999
_						38-611 W	E31								

					Grayson Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	()(	Design Hour	QK AAWDT QW	Year
Gravson County				From:	38-611 EAST				
662)	1.60	290	R		50-011 LAG1		NA	NA	1999
<u> </u>				To:	38-663				
				From:	38-658				
663	1.15	190	R				NA	NA	1999
				From:	38-662				
663	2.10	90	R	To:	29.775	_	NA	NA	1999
				From:	38-665				
664)	0.05	50	R	110.11.	38-662		NA	NA	1999
664				To	38-764				
664	2.50	30	R	From:	36-704		NA	NA	1999
004)				To:	38-611				
				From:	38-611				
665)	0.20	60	R				NA	NA	1999
				To: From:	38-864				
665)	2.20	140	R				NA	NA	1999
				To: From:	38-663				
665)	0.90	310	R			_	NA	NA	1999
				To:	38-658				
	0.40	20	ъ.	From:	Dead End		NA	NΙΔ	1999
666	0.40	20	R	To:	US 21	$\neg$	INA	NA	1998
				From:	US 21				
667)	0.25	10	R		0521		NA	NA	1999
				To:	Dead End				
				From:	38-658				
668	1.60	30	R			_	NA	NA	1999
				To: From:	38-662 WEST 38-662 EAST	+			
668	0.70	60	R		30 002 12.101	<u> </u>	NA	NA	1999
				To	38-673				
668	1.00	60	R	From:			NA	NA	1999
				To: From:	38-764	7			
668	2.20	200	R	rioii.		<b>_</b>	NA	NA	1999
				To:	38-611				
$\bigcirc$				From:	Dead End				
669	3.10	100	R	To:	20.025	_	NA	NA	1999
				From:	38-825	<u> </u>			
670	0.50	20	R	r toin.	38-658	_	NA	NA	1999
670)	0.00		• • • • • • • • • • • • • • • • • • • •	To:	0.50 ME 20.750	_			
670) 670)	1.30	20	R	From:	0.50 ME 38-658		NA	NA	1999
070				To:	38-662				
				From:	38-658				
671)	1.29	120	R				NA	NA	1999
				To: From:	1.30 ME 38-658				
671)	0.21	90	R			_	NA	NA	1999
				To:	38-611				
$\overline{}$	0.05		_	From:	38-658		N.1.A	NIA	4000
672) 672)	0.05	80	R			_	NA	NA	1999
$\bigcirc$	0.00	00		To: From:	0.05 MN 38-658	_	NIA	NIA	1000
672)	0.20	80	R	To:	38-768		NA	NA	1999
					30-700	1			

					Grays	on Mainte					Б .				
Route	Length	AADT	QA	4Tire	Bus	 2Δvla	Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Gravson County								ıııalı	4 1 1 a 11		ı ioui				
_	1.10	10	R	From:		38-76	58				NA		NA		1999
672				To:		38-674 SC	OUTH								
672	0.30	40	R	From:		30 07 1 50	30111				NA		NA		1999
				To: From:		38-674 NO	ORTH		]						
672)	0.80	40	R						_		NA		NA		1999
	1.70	49	R	From:		0.80 MN 3	38-674				NA		NA		1999
672	10			To:	IEE	FERSON F	OR BNIDV								1000
672	3.30	8	R	From:	JLI	TERSOIVI	OK BND I				NA		NA		1999
				To: From:		38-67	75								
672	1.30	9	R								NA		NA		1999
	2.90	20		From:		38-79	98				NA		NA		1999
672)	2.90	20	R	To:		38-65	58		7		INA		INA		1999
				From:		Dead I				•					
673	1.00	60	R	To:		20.550	TECT.		_		NA		NA		1999
				From:		38-658 V 38-658 E	EAST								
673	1.20	70	R	т					_		NA		NA		1999
				To: From:		38-662 SO 38-662 NO									
673)	0.40	40	R								NA		NA		1999
				To:		38-66									
674)	1.65	60	R	From:		38-76	08				NA		NA		1999
014)				To:		38-672 SC	OUTH								
674)	1.80	40	R	From:		38-672 NO	ORTH				NA		NA		1999
074)				To:		38-65	58								
				From:		38-60	)1								
675)	1.20	30	R						_		NA		NA		1999
676	0.40	20	R	From:		38-846 V	VEST		_		NA		NA		1999
675)	0.40	20		To:		38-67	16				IVA		IVA		1000
675)	0.80	20	R	From:		36-07	0				NA		NA		1999
				To: From:		38-60	)3								
675	1.55	1	R	-					-		NA		NA		1999
	2.05			From:		38-846 E	EAST		]		NI A		AIA		4000
675	3.95	5	R	To:		38-67	72		7		NA		NA		1999
				From:		38-67									
676)	0.20	20	R						_		NA		NA		1999
	0.00		_	To: From:		38-76	52				<b></b>				4000
676	3.90	30	R	To:		38-601 SC	OUTH		7		NA		NA		1999
				From:		38-601 NO									1605
676)	1.30	40	R	To:		38-67	75		7		NA		NA		1999
				From:		38-73			1						
<b>677</b> )	0.20	100	R	<u> </u>							NA		NA		1999
				To: From:		0.21 MN 3	38-739								
677)	1.10	80	R						_		NA		NA		1999
	0.00	70	B	From:		38-67	76				NA		NΙΛ		1999
677	0.90	70	R	To:		38-76	52		1		INA		NA		1999
				•					•						

						-								
Route	Length	AADT	QA	4Tire	Rue	Tr Axle 3+Axle			QC	Design Hour	QK A	AWDT	QW	Year
Gravson County				From:		38-762		1						
677	1.80	70	R			38-702				NA		NA		1999
				To: From:		38-732		]						
677)	1.20	80	R	To:		20.601		7		NA		NA		1999
				From:		38-601		<u> </u>						
678	2.10	40	R			US 58				NA		NA		1999
	2 20	220		From:		-711 EAST	10/			NIA		220	G	2001
678)	3.20	220	G	95% To:	0%	0% 3% 38-658	1%	0% 7	С	NA		220	G	2001
				From:		38-601		1						
679	2.40	50	R			30-001		_		NA		NA		1999
<u> </u>				To:		38-658								
				From:		38-711								
680	2.20	50	R					_		NA		NA		1999
				To: From:		-601 EAST -601 WEST								
580	1.10	49	R		30.	OUI WEDI				NA		NA		1999
				To:	1	Dead End								
				From:		38-711								
681)	0.95	210	R					_		NA		NA		1999
				To: From:		S 58 WEST S 58 EAST								
581)	1.30	110	R	<u> </u>	0.	5 50 12151				NA		NA		1999
,01)				To:		38-601		]						
				From:		US 58								
682	1.00	90	R							NA		NA		1999
				From:		38-683		]						
382	0.85	50	R					_		NA		NA		1999
				To:	]	Dead End		<u> </u>						
$\sim$	4.00	40	_	From:		US 58				<b>N</b> 1.0		<b>.</b>		4000
683)	1.00	40	R	To:		38-682		7		NA		NA		1999
				From:	1	Dead End								
684)	1.04	100	R			Dead End		_		NA		NA		1999
				To	1.05	ME Dead End		1						
684)	0.29	230	R	From:	1.03	IVIE Dead End		_		NA		NA		1999
				To: From:		38-883		1						
684)	0.82	280	R	From:						NA		NA		1999
				To:	WCL IN	NDEPENDENCE								
own of Independence								_						
	0.25	320	R	From:	WCL IN	NDEPENDENCE		_		NA		NA		1999
684)	0.25	320	IX					_		INA		INA		1993
<del>384</del> )	0.22	160	R	From:		US 21				NA		NA		1999
084)	0.22	100	1	To:	]	Dead End		7		1471		147 (		1000
				From:		US 58								
685)	0.74	670	R					_		NA		NA		1999
				To: From:		38-1124		7—						
685)	0.14	700	R	1 10III.				_		NA		NA		1999
				To:	CL I	Independence								
Gravson County				r										
	0.91	700	N	From:	CL 1	Independence		_		NA		NA		1999
685)	0.31	700	14	To:	38-	-686; 38-687		7		13/-1		13/7		1338
					30-	,								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Gravson County				From:	38-686; 38-687	1				
685)	0.60	130	R		30-000, 30-007	_		NA	NA	1999
	2.22			To: From:	38-688	]——				4000
685)	0.20	180	R			_		NA	NA	1999
	1.20	160	R	From:	38-888			NA	NA	1999
685	1.20	100		To:	SR 274	1		107	14/1	1000
				From:	38-685					
686	1.80	120	R	. —		_		NA	NA	1999
				To: From:	38-654 WEST 38-654 EAST	+				
686	0.30	30	R		22 02 1 = 1 12 2	_		NA	NA	1999
				To:	Dead End					
$\overline{}$	4.40		_	From:	38-685; 38-686					4000
687)	1.10	220	R			_		NA	NA	1999
	0.20	00		From:	38-688	_		NΙΔ	NIA	1000
687)	0.30	80	R			_		NA	NA	1999
	0.10	60	R	From:	38-689 SOUTH	_		NA	NA	1999
687)	0.10	00	K	т	An con You my	_		INA	INA	1995
687)	1.70	40	R	From:	38-689 NORTH			NA	NA	1999
007)	1.70	40		To:	38-691	٦		107	14/1	1000
				From:	38-685					
588	0.80	47	R			_		NA	NA	1999
				To	38-687					
$\bigcirc$	4.50		_	From:	38-691			NIA	NIA	4000
689	1.50	70	R	To:	38-687 SOUTH	¬		NA	NA	1999
				From:	38-687 NORTH					
689)	1.00	20	R			_		NA	NA	1999
				To:	38-654					
	0.20	40	_	From:	Dead End	╛		NΙΔ	NIA	1000
690	0.30	40	R	To:	38-706	7		NA	NA	1999
				From:	SR 274	1				
691)	0.50	140	R	<u> </u>	51(2).			NA	NA	1999
<u> </u>				To: From:	38-689	7				
691)	1.40	80	R	rion.		_		NA	NA	1999
				To: From:	38-687	]——				
691)	1.50	60	R					NA	NA	1999
				To: From:	38-692 WEST	]				
691)	0.10	150	R					NA	NA	1999
				From:	38-692 EAST					
691)	0.80	20	R			_		NA	NA	1999
	4.40	400		To: From:	38-694			NI A	NIA.	4000
691)	1.10	430	R	To:	38-660	7		NA	NA	1999
				From:	38-694					
692)	0.70	190	R		J0-07 <del>-1</del>			NA	NA	1999
				To:	38-691 WEST					
	1.30	220	P	From:	38-691 EAST	J		NA	NA	1999
692	1.30	220	R	To:	SR 274	1		INA	INA	1995
				From:	US 58	ì				
693)	0.14	110	R					NA	NA	1999
				To:	0.14 MN US 58					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Gravson County				From:	0.14 MN US 58					
693)	1.06	50	R		0.14 WIN OS 36	_		NA	NA	1999
				To:	SR 274					
$\overline{}$				From:	38-654					
694)	0.80	80	R					NA	NA	1999
			_	From:	38-692					
694)	1.20	200	R	To:	29 (01	7		NA	NA	1999
				From:	38-691					
605	3.30	160	R		38-654			NA	NA	1999
695)				To:	38-691					
				From:	Dead End					
696)	0.40	60	R					NA	NA	1999
				To: From:	38-654 NORTH					
606	1.50	20	R	rioii.	38-654 SOUTH			NA	NA	1999
696	1.00	20		To:	20.020	7				1000
696)	1.70	80	R	From:	38-830			NA	NA	1999
				To:	38-660					
				From:	US 21					
697)	1.19	580	R			_		NA	NA	1999
				To: From:	38-763	7				
697)	1.90	110	R	rion.		_		NA	NA	1999
				To: From:	38-765					
697)	0.40	60	R	rion.		_		NA	NA	1999
				To: From:	38-698	7				
697	1.10	80	R	rion.		_		NA	NA	1999
				To:	38-700					
$\sim$				From:	38-697					
698)	0.90	90	R					NA	NA	1999
			_	From:	38-715	]				
698)	0.57	320	R	To:	110.50	7		NA	NA	1999
				From:	US 58	<u> </u>				
600	0.80	10	R	rioii.	Dead End			NA	NA	1999
699	0.00	10		To:	38-700				101	1000
				From:	68-706					
700)	1.00	70	R					NA	NA	1999
				To: From:	38-702 NORTH	1				
700)	0.40	150	R	. tom.		_		NA	NA	1999
				To: From:	38-705					
700)	0.60	120	R			_ <del>-</del>		NA	NA	1999
				To: From:	38-702 SOUTH	]——				
700)	2.00	80	R			•		NA	NA	1995
				To: From:	38-701	]——				
700	0.80	100	R					NA	NA	1999
				To: From:	North Carolina State Line					
700)	2.60	80	R			_		NA	NA	1999
				To: From:	38-701	1				
700	0.80	60	R			_ <del>-</del>		NA	NA	1999
				To: From:	38-697	<b>—</b>				
700	0.10	20	R			_		NA	NA	1999
				To:	0.10 ME 38-697					

					Grayson Main	tenance A	rea							
Route	Length	AADT	QA	4Tire	Bus	Tru			QC	Design	OK	AAWDT	O/\/	Year
	Lengui	יייי	WM	71110	2Axle	e 3+Axle	1Trail	2Trail	QU	Hour	ωn	~~**DI	QVV	ı cai
Gravson County				From:	0.10 ME	38-697								
700	0.40	20	R		0.10 1412	30 071				NA		NA		1999
				To:	38-6	599								
700	0.20	3	R	From:						NA		NA		1999
				To:	Dead	End								
				From:	US 21 S	OUTH								
701	0.24	10	R							NA		NA		1999
				To: From:	38-700 \$	SOUTH								
701)	0.10	90	R							NA		NA		1999
				From:	38-700 N	NORTH								
701)	0.49	110	R	. —				_		NA		NA		1999
				To: From:	US 21 N US 21									
701)	0.05	90	R	<u> </u>	03 21	WIID				NA		NA		1999
				To:	0.06 ME U	S 21 MID								
701)	1.96	40	R	From:	0.00 ME 0	3 21 WIID		!		NA		NA		1999
(701)				To:	4	1		7						
$\bigcirc$				From:	38-7	756								
(701)	0.50	60	R							NA		NA		1999
<u> </u>				From:	38-7	757								
701)	0.10	10	R							NA		NA		1999
				To: From:	38-7	761								
701)	1.80	80	R	_				_		NA		NA		1999
				To:	38-7									
			_	From:	North Carolin	na State Line								1000
702	0.20	20	R	To:	38-700 \$	COLUTII		_		NA		NA		1999
				From:	38-700 i									
702	1.90	280	R	•				_		NA		NA		1999
				To	38-703 N	NORTH		7						
(702)	1.41	500	R	From:						NA		NA		1999
				To:	CL Indep	endence								
Town of Independence														
	0.50			From:	CL Indep	endence				NIA		N.1.0		4000
702	0.56	500	N	To:	IIC	50		7		NA		NA		1999
					US	38								
Gravson County				From:	US	21		1						
703	0.80	240	R	<u> </u>		<del></del>				NA		NA		1999
				To:	38-702 \$									
	1.10	340	R	From:	38-702 N	NORTH				NA		NA		1999
703	1.10	340	K	To:	US	58		7		INA		INA		1999
				From:				1						
(704)	0.60	NA			38-7	/03				NA		NA		
704)	0.00			т.,	0.001			_						
(704)	0.20	20	R	From:	0.60 ME	38-703				NA		NA		1999
704)	0.20	20	11	To	US	21		1		INA		IVA		1000
				From:	Dead			1						
705)	0.93	50	R		Dedu					NA		NA		1999
				To:	38-7	700								
				From:	Dead	End							-	
706)	1.25	30	R					_		NA		NA		1999
				To	38-6	590		7						
706)	0.15	60	R	From:	200			_		NA		NA		1999
				To:	38-7	700								

					Grayson	Mainten	ance A	rea							
Route	Length	AADT	QA	4Tire	Rus	2 2Axle 3			2Trail	QC	Design Hour	QK /	AAWDT	QW	Year
Gravson County				From:		38-700			1						
706)	1.90	200	R			38-700					NA		NA		1999
706)				To:	J	US 58 WES	ST		1						
$\overline{}$				From:	Ţ	US 58 EAS	ST								
706)	0.60	40	R	To:		D 1E					NA		NA		1999
						Dead End	1								
	0.12	20	R	From:		38-625					NA		NA		1999
707)	0.12	20	K	To:		Dead End	1				INA		INA		1333
				From:		SR 93	-		l						
708)	1.88	110	R	l l		SIC/S					NA		NA		1999
700)				To	2	88-766 WE	CT								
708)	0.31	70	R	From:	3	08-700 WE	31				NA		NA		1999
700)	0.0.	. •	•••	Tar		NO 566 E 14	om.		_						
<del></del>	0.39	90	R	From:	3	38-766 EAS	81				NA		NA		1999
708)	0.00	30	11						_		147.		147 (		1000
	2.24	70		From:	0%	38-712 <b>3</b> %	0%	40/	10/	С	NΙΔ		70	G	2001
708)	2.24	70	G	91% To:		3% 8-601 SOU		4%	1% <b>7</b>	C	NA		70	J	2001
				From:		38-601 MI									
708	0.66	80	R						_		NA		NA		1999
				To: From:		38-709									
708)	3.59	40	R	From:							NA		NA		1999
				To:	38	8-601 NOR	TH								
				From:	North (	Carolina St	tate Line								
709)	0.50	10	R						_		NA		NA		1999
				To:		38-708									
				From:	North (	Carolina St	tate Line								
710	0.80	20	R						_		NA		NA		1999
				To:		38-712									
$\bigcirc$				From:		38-727									
711)	0.80	50	R								NA		NA		1999
				To: From:		8-678 NOR 8-678 SOU									
711)	2.10	410	G	97%	0%	1%	2%	0%	0%	С	NA		410	G	2001
				To:		US 58									
711	0.20	100	R	From:		03 36					NA		NA		1999
				To:		20.714			7						
744	2.10	30	R	From:		38-714					NA		NA		1999
711)	2.10	30	11						_		147.		147 (		1000
	1.00	470	R	From:		38-681					NA		NA		1999
711	1.00	170	ĸ						_		INA		INA		1999
	4.00			From:		38-844					NIA		NIA		4000
711)	1.60	80	R	To:	26	9 601 COLL	TII				NA		NA		1999
				From:		8-601 SOU 8-601 NOR									
711	3.60	230	R								NA		NA		1999
				To:		US 58									
				From:	North (	Carolina St	tate Line								
712	0.70	9	R								NA		NA		1999
				To: From:		38-710			1—						
712	0.30	20	R	. 10III.					_		NA		NA		1999
				To:		38-708									
				From:		Dead End	i		_						
713	0.20	10	R	_					-		NA		NA		1999
				To:	0.20	0 ME Dead	d End		<del></del>						
713)	1.00	70	R	From:	0.20	Deac			_		NA		NA		1999
				To:		38-649			1						
·															

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Gravson County				From:	Dead End					
714)	0.70	60	R		Dead End	_		NA	NA	1999
				To:	38-711					
$\bigcirc$	4.00	470	-	From:	38-698			NIA	NIA	4000
715)	1.20	170	R	_		_		NA	NA	1999
745	3.08	70	R	From:	1.20 ME 38-698			NA	NA	1999
715 715	3.00	70	1	To	4.20 ME 20 (00	_		IVA	IVA	1000
715)	0.12	80	R	From:	4.28 ME 38-698			NA	NA	1999
				To:	US 58					
				From:	North Carolina State Line					
716	1.00	70	R	т		_		NA	NA	1999
				To: From:	38-767					
717	0.25	70	R	From:	38-660			NA	NA	1999
717)	0.20	70	.,	To:	Dead End			101	101	1000
				From:	North Carolina State Line					
718	0.20	70	R			_		NA	NA	1999
				To:	38-767					
	0.20	70	_	From:	North Carolina State Line			NIA	NIA	1000
719	0.20	70	R	To:	38-767	7		NA	NA	1999
				From:	38-821					
720)	2.10	260	R		50 021	_		NA	NA	1999
				To: From:	38-609	<del>_</del>				
720)	0.50	160	R					NA	NA	1999
720				To:	Carroll County Line; 17-720					
	4.40	70		From:	SR 16			NIA	NIA	4000
721)	1.13	70	R			_		NA	NA	1999
	1.00	20	R	From:	38-745			NA	NA	1999
721)	1.00	20	K	т	40 TAB GOVERNY	_		INA	INA	1999
721	0.30	20	R	From:	38-722 SOUTH			NA	NA	1999
721)	0.00	20	.,	To	38-722 NORTH			101	101	1000
721)	1.80	40	R	From:	38-/22 NORTH			NA	NA	1999
721)				To:	38-769					
721)	0.60	60	R	From:	30-707			NA	NA	1999
				To:	US 58					
$\bigcirc$				From:	38-856					
722	0.02	NA						NA	NA	
	4.05			From:	SR 16			N/A	N/A	4000
722)	1.65	60	R	To:	38-721 SOUTH	7		NA	NA	1999
				From:	38-721 NORTH					
722)	1.20	30	R					NA	NA	1999
				To: From:	38-723	]				
722) 722)	1.05	110	R		X10.60	_		NA	NA	1999
				To: From:	US 58					
723)	0.50	110	R	1 10III.	38-743	_		NA	NA	1999
<del>723</del> <del>723</del>	0.50			To	20.070				11/7	
723	3.20	40	R	From:	38-879			NA	NA	1999
				To:	38-722	1_				
<del></del>										

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Gravson County				From:		Dead E	nd								
724)	0.85	20	R						_		NA		NA		1999
				To: From:	No	rth Carolina	State Line	:	]——						
724)	0.05	10	R	To:		38-72	5		7		NA		NA		1999
				From:		US 58									
725	0.80	120	G	97%	0%	1%	1%	1%	0%	F	NA		120	G	2001
				To:		38-743 SC									
725	2.70	150	G	97%	0%	38-743 NO	ORTH 1%	1%	<b>」</b> 1%	F	NA		150	G	2001
725)	2.10	100	J	To:	0 70			1 70	7	'	IVA		100	O	2001
725)	0.80	310	G	97%	0%	38-80 1%	1%	1%	0%	F	NA		310	G	2001
120				To:		38-745 W									
725)	1.04	430	G	97%	0%	1%	1%	1%	0%	С	NA		430	G	2001
				To		SR 10	6		1						
725	0.16	270	R	From:			<u> </u>		_		NA		NA		1999
				To:	No	rth Carolina	State Line								
$\bigcirc$	1.00		_	From:		rth Carolina			00/	_			100	_	0004
726	1.22	100	G	93%	0%	0%	7%	0%	0%	С	NA		100	G	2001
	1.60	220	R	From:		38-755 NO	)RTH		_		NA		NIA		1000
726)	1.60	230	ĸ	To:		US 5	8		7		INA		NA		1999
				From:		38-72									
727)	1.10	60	R			30 72			_		NA		NA		1999
				To: From:		1.10 MN 3	8-728		<del>_</del>						
727)	2.10	30	R	rioni.					_		NA		NA		1999
727 727 727				To: From:		38-71	1		]						
727)	0.20	10	R								NA		NA		1999
				To: From:		38-73	3								
727)	0.30	50	R	To:		20.45			-		NA		NA		1999
				From:		38-67			_						
728)	0.45	400	R	T TOM.		US 58 W	ESI		_		NA		NA		1999
720				To:		38-66	1								
728)	0.05	70	R	From:		36-00	1		_		NA		NA		1999
				To:		0.05 MN 3	8-661		1						
728)	0.70	60	R	From:					_		NA		NA		1999
				To: From:		38-79	6		1						
728	0.20	80	R	rion.							NA		NA		1999
				From:		38-72	7		]——						
728)	1.80	160	R						_		NA		NA		1999
				To:		US 58 E.			1						
720)	0.20	10	R	From:		Dead E	nd		J		NA		NA		1999
729	0.20	10	1	To		0.20.145.5	-1F '		7		INA.		IN/A		1338
729	0.68	90	R	From:		0.20 ME De	au End				NA		NA		1999
729				To:		38-89	4								. 500
729	0.32	130	R	From:		30-09	<u>T</u>				NA		NA		1999
				To:		US 2	l								
				From:		38-74	0		]						
730	0.90	100	R	_					_		NA		NA		1999
				To:		SR 10	5								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail Q	Design Hour	QK AAWDT QW	Year
Gravson County						211411	HOUI		
721)	2.60	90	R	From:	38-658 WEST		NA	NA	1999
731)	2.00			To:	38-775				1000
731)	0.30	40	R	From:	30-113		NA	NA	1999
				To: From:	38-794				
731)	1.00	60	R			_	NA	NA	1999
				To: From:	38-658 EAST				
732	0.90	50	R	From:	38-603		NA	NA	1999
102)				To:	38-762	<b></b>			
732	1.30	20	R	From:	30 702		NA	NA	1995
				To:	38-677				
	2.80	46	_	From:	38-727		NΙΛ	NA	1999
733)	2.60	46	R	To:	38-658		NA	NA	1999
				From:	US 58				
734)	0.62	100	R				NA	NA	1995
				To: From:	38-835				
734)	1.08	80	R				NA	NA	1995
	0.70			From:	38-735	]——	<b>N1</b> *	A I A	4000
734)	0.70	60	R			_	NA	NA	1999
700	1.10	50	R	From:	38-736		NA	NA	1999
734)	1.10	30	IX.	To:	38-658		INA	IVA	1999
				From:	SR 16				
735)	1.29	90	R				NA	NA	1995
				To:	38-734				
726	1.30	40	R	From:	SR 16 S; 38-738		NA	NA	1995
736	1.00			To	SR 16 N; 38-740				1000
736	1.00	80	R	From:	SK 10 14, 30-7-40		NA	NA	1995
				To: From:	1.00 MN SR 16 N	7			
736)	0.50	10	R			<b>-</b> -	NA	NA	1995
				To:	38-734				
707	1.00	130	R	From:	SR 16		NA	NA	1995
737)	1.00	130	IX.	To:	38-658		IVA	INA	1000
				From:	38-740				
738)	1.50	190	R	To:	OD 14 00 700	_	NA	NA	1995
				From:	SR 16; 38-730				
739	3.85	80	R		38-603	_	NA	NA	1995
			-	To	38-836	<b></b>			
739)	0.85	100	R	From:		<b>_</b>	NA	NA	1995
				To: From:	SR 16 SOUTH SR 16 NORTH				
739	0.90	70	R		5K 10 NOK111		NA	NA	1995
				To: From:	38-677	7			
739	0.20	160	R			_	NA	NA	1995
				To:	38-658				
	2.70	80	R	From:	US 58		NA	NA	1995
740	2.10	ου	ĸ	Te	20 520	_	INA	INA	1993
740	0.40	110	R	From:	38-738		NA	NA	1995
				To:	38-730				
·									

										_	Design				
Route	Length	AADT	QA	4Tire	Bus			1Trail		QC	Hour	QK .	AAWDT	QW	Year
Gravson County				From:		38-730	)								
740	0.70	140	R			36-/30	)				NA		NA		1995
				To:		SR 16; 38	-736								
$\bigcirc$				From:		38-603	3								
741)	3.70	20	R	To:		CD 16			_		NA		NA		1995
				From:	Mont	SR 16									
742)	2.60	140	R	<u> </u>	INOIL	h Carolina	State Line				NA		NA		1995
•••				To:		US 58 SO									
742	1.40	60	R	From:		US 58 NO	RTH				NA		NA		1995
742	1.40			To:		Dead E	nd				1471		147 (		1000
				From:	Nort	h Carolina	State Line								
743)	2.60	180	G	92%	0%	1%	5%	3%	0%	F	NA		180	G	2001
				To: From:		38-725 SO									
743)	0.20	240	G	91%	0%	1%	5%	3%	0%	F	NA		240	G	2001
				From:		38-725 NO		061	] <u> </u>						
743)	0.40	240	G	92%	0%	1%	5%	3%	0%	F	NA		240	G	2001
	0.70	070		From:	00/	38-723		20/			NIA		270		2004
743)	0.70	270	G	92% To:	0%	1% US 58	4%	3%	0% 7	С	NA		270	G	2001
				From:		38-745									
744)	0.30	60	R			30 7 10					NA		NA		1999
				To: From:		38-807	7		<b>—</b>						
744)	2.80	20	R						_		NA		NA		1995
				To:		38-743									
	2.50	130	R	From:	Nort	h Carolina	State Line				NA		NA		1995
745)	2.50	130	K	To:		38-725 W	EST		1		INA		INA		1995
$\bigcirc$				From:		38-725 EA									
745)	0.70	46	R						_		NA		NA		1999
	0.30	40		From:		38-789	)				NA		NA		1999
745)	0.30	40	R	To:		38-721	1				INA		INA		1999
				From:	Nort	h Carolina									
746	0.50	20	R						_		NA		NA		1995
$\overline{}$				To: From:		38-782	2		<b>—</b>						
746	0.90	50	R						_		NA		NA		1995
				To:		38-797									
747	0.20	60	R	From:		Dead E	nd				NA		NA		1995
747)	0.20	00		To:		US 58	;				IVA		IVA		1000
				From:	Nort	h Carolina									
(748)	1.00	20	R				<u> </u>		_		NA		NA		1995
				To: From:		38-797	7								
748)	0.40	50	R								NA		NA		1995
				To: From:		38-812	2		]						
748)	1.00	130	R	To:		110.50	•		_		NA		NA		1995
				From:		US 58			<u> </u>						
749	0.90	80	R			US 58	)				NA		NA		1995
779				To:		Dead E	nd								
				From:		US 58									
750	0.74	260	R						_		NA		NA		1995
				To:		38-828	3								

					Grayson Maintenance A							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle			QC	Design Hour	QK AAWDT	QW	Year
Fravson County				From:	38-828							
750)	1.26	180	R		30 020		_		NA	NA		1995
				To:	Dead End							
				From:	38-600							
751)	0.27	60	R						NA	NA		1995
				To: From:	0.27 ME 38-600		]—					
751)	0.93	60	R						NA	NA		1995
				To: From:	1.20 ME 38-600		]——					
751)	1.00	220	R						NA	NA		1995
				To: From:	US 58		]—					
751)	1.10	490	G	98%	0% 1% 1%	1%	0%	С	NA	500	G	2001
				To:	North Carolina State Line							
$\widehat{}$				From:	Dead End							
752	0.25	50	R				_		NA	NA		1995
				To:	38-644							
	0.00	60	_	From:	38-726				NIA	NIA		1000
753)	0.90	60	R				_		NA	NA		1999
	1.00			From:	38-771							4005
753)	1.30	220	R	To:	20.754		7		NA	NA		1995
					38-754							
	0.80	200	_	From:	38-755	00/	00/	C	NIA	200	0	2001
754)	0.80	380	G	98% To:	0% 2% 0% US 58	0%	0%	С	NA	380	G	2001
				From:			1					
,	0.75	8	R	rioii.	Dead End		_		NA	NA		1991
755	0.70	Ū	11				_		1471	147		1001
$\overline{}$	4.75	70		From:	0.75 ME Dead End		_		NIA	NIA		4005
755)	1.75	70	R	To:	38-726 SOUTH		7		NA	NA		1995
				From:	38-726 NORTH							
755	1.50	170	G	-			_		NA	170	G	2001
				To:	38-754							
755)	0.40	80	R	From:	30 70 .				NA	NA		1995
9				To:	US 58							
				From:	US 21							
756	1.20	46	R	-					NA	NA		1999
				To:	38-763							
	0.40	20	_	From:	38-756				NIA	NIA		1999
756	0.40	20	R	To:	38-701		7		NA	NA		1998
				From:								
757	0.40	100	R	rioii.	38-701		_		NA	NA		1995
757)	0.40	100	11	To:	38-763		7		14/3	INA		1000
ćE:					30 703							
own of Fries				From:	38-1001							
758)	0.20	1200	G	98%	0% 1% 0%	0%	0%	С	NA	1200	G	2001
				To:	Carroll County Line							
ravson County												
			_	From:	38-646							400
759)	0.80	120	R	To:	20.645		7		NA	NA		1995
					38-647							
$\overline{}$	2.22	400	_	From:	38-604				N14	100	_	000
760	0.30	100	G						NA	100	G	2001
				To: From:	38-777							
760)	80.0	10	R				_		NA	NA		1995
$\sim$				To:	Dead End		1					

					Grayso	n Maintenar									
Route	Length	AADT	QA	4Tire	Bus	2Avlo 21			OT==:	QC	Design	QK /	AAWDT	QW	Year
Gravson County	-					2Axle 3+	AXIE 1	ıraıl	∠ırall		Hour				
				From:		38-701									
(761)	80.0	60	R						7		NA		NA		1995
				To:		38-757			1						
700	0.50	50	R	From:		38-676					NA		NA		1995
762	0.50	30	IX.	т					1		11/3		INA		1000
(762)	0.86	60	R	From:		38-677					NA		NA		1995
762	0.00	00		To:		0.061.01.20.65			7		11/3		INA		1000
(762)	0.14	60	R	From:		0.86 MN 38-67	//				NA		NA		1995
762)				To:		38-732			]						
				From:		38-756									
763	0.60	30	R								NA		NA		1995
				To: From:		38-757			<b>—</b> —						
763	0.80	140	R						_		NA		NA		1995
$\bigcirc$				To:		38-697									
$\bigcirc$				From:		38-668									400-
764)	1.50	20	R	To:		38-664			1		NA		NA		1995
				From:											
765)	1.26	130	R	Troni.		38-697					NA		NA		1995
703)	0		•••	To:		38-888			1						
				From:		38-708 WEST	Γ								
766	1.00	10	R	-							NA		NA		1995
				To: From:		38-852									
766	0.90	30	R	rioiii.					_		NA		NA		1995
				To:		38-708 EAST									
$\bigcirc$				From:		SR 16									
767)	2.54	200	R	To:		110.50			7		NA		NA		1995
				From:		US 58			1						
760	1.70	50	R	Troin.		38-672			_		NA		NA		1995
768	0	•	••	To:		20.674			7						
760	0.35	130	R	From:		38-674					NA		NA		1995
768)	0.00	.00	••	To:		38-601			1						
				From:		SR 16									
769	2.50	60	R						_		NA		NA		1995
				To:		38-721									
$\bigcirc$				From:		38-644								_	
770	0.58	240	G	98% To:	0%		0%	1%	0% T	С	NA		240	G	2001
				From:	27	38-647	* .		1						
771)	0.50	30	R	rioiii.	Nort	th Carolina Stat	e Line		_		NA		NA		1995
(11)	0.00	00	• • • • • • • • • • • • • • • • • • • •	To:		38-753			1		147 (		147 (		1000
				From:		38-720									
772	1.00	250	R						4		NA		NA		1995
				To:		Dead End									
				From:		38-651									
773	0.52	50	R	Tai		p :=:			7		NA		NA		1995
				To:		Dead End			]						
	0.04	440	В	From:		Dead End			J		NΙΛ		NIA		1005
774)	0.81	140	R	To:		38-634			1		NA		NA		1995
				From:		38-731			1 						
775)	0.05	6	R	<u> </u>		30-/31			J		NA		NA		1995
(13)				To:		Dead End		_							
				•											

Route	Length	AADT	QA	4Tire	Bus	2Axle				QC	Design Hour	QK	AAWDT	QW	Year
Gravson County				From:				iiiali			. ioui				
776)	0.30	8	R	From:		Dead Er	nd				NA		NA		1995
770				To:		38-604									
				From:		38-805	j								
777)	0.50	110	G	93%	0%	3%	4%	0%	0%	С	NA		110	G	2001
				To:		38-760									
	0.00	20	_	From:		US 21					NIA		NIA		400
778)	0.22	20	R	To:		Dead Er	nd		7		NA		NA		1995
				From:		38-631									
779)	0.50	30	R			30 031			_		NA		NA		199
<u> </u>				To:		38-636	)								
				From:		Dead Er	nd								
780	0.45	200	R								NA		NA		199
				From:		38-781									
780	0.10	230	R	т		20.540			_		NA		NA		199
				To:		38-640			1						
781)	0.10	20	R	From:		Dead Er	nd				NA		NA		199
701)	0.10	20		To:		38-780	)						101		100
				From:	North	h Carolina S									
782)	1.00	20	R	-					_		NA		NA		199
				To:		38-746	)								
$\overline{}$			_	From:		US 58									400
783	1.25	80	R								NA		NA		199
	0.75			To: From:	JEFF	ERSON FO	OR BNDY		_		NIA		NIA		400
783)	0.75	20	R	To:		Dead Er	nd		_		NA		NA		199
_				From:	Mont										
784)	0.50	20	R		Noru	h Carolina S	state Line				NA		NA		199
				To:		Dead Er	nd								
				From:		38-613	}								
785)	1.25	200	R								NA		NA		199
				From:		38-886	)								
785)	1.70	190	R	т					_		NA		NA		199
				To: From:		38-607									
796	0.25	190	R	rioii.		38-821			_		NA		NA		199
786	0.20	100		To:		20.050			7				101		100
786)	0.25	60	R	From:		38-859	<u>'</u>				NA		NA		199
700				To:		Dead Er	nd								
				From:		Dead Er	nd								
787)	0.30	90	R								NA		NA		199
				To: From:		38-615	i		]						
787)	2.52	80	R								NA		NA		199
_				To: From:	2	2.53 MN 38	3-615		]						
787)	0.13	110	R	To:		20.00=	,		_		NA		NA		1995
				From:		38-607									
788)	0.31	40	R	. tom.		38-649	,		_		NA		NA		199
100)	0.01	70		To:		Dead Er	nd		7		14/7		14/1		100
				From:		38-745									
789	0.50	30	R								NA		NA		199

					Grayson Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	C)C:	Design Hour	QK AAWDT QW	Year
Gravson County				From:	BLUE RIDGE PKWY	1			
790)	0.60	60	R		BBGB RBGB TITW T		NA	NA	1995
				To:	38-613; 38-804				
$\overline{}$				From:	38-658				
791)	1.30	330	R				NA	NA	1995
				From:	US 21; 38-614				400-
791)	1.00	90	R	To:	38-657	7	NA	NA	1995
				From:	38-658				
792	3.00	40	R	<u> </u>	36-036	_	NA	NA	1999
.02				To:	38-791				
				From:	Dead End				
793	0.05	7	R			_	NA	NA	1995
				To:	38-601				
	1 10	EO	Б	From:	38-731	_	NIA	NIA	1000
794)	1.10	50	R	_		_	NA	NA	1999
	0.05	60	R	From:	38-795		NA	NA	1995
794)	0.05	60	ĸ	,		_	INA	INA	1995
	0.25	40	R	From:	38-858		NA	NA	1995
794)	0.20	70	17	To:	38-601	7	INA	INA	1990
				From:	Dead End	Ī			
795	0.50	10	R		2000 2000	_	NA	NA	1995
				To:	38-794				
$\overline{}$				From:	US 58				
796	1.70	20	R			_	NA	NA	1995
				To:	38-728				
	2.10	60	R	From:	US 58	_	NA	NA	1995
797	2.10	00	K			_	INA	NA .	1993
	0.70	50	R	From:	38-746		NA	NA	1995
797	0.70	30	IX.	To:	38-748	7	IVA	IVA	1000
				From:	38-672				
798)	0.50	20	R			_	NA	NA	1995
				To:	Smyth County Line				
$\sim$				From:	38-613				
799	0.60	120	R				NA	NA	1995
			_	To: From:	38-609				
799	0.50	110	R	To:	Compile of T	7	NA	NA	1995
				From:	Carroll County Line	1			
800)	0.10	30	R	4 10m.	38-636	_	NA	NA	1995
000	J. 10			To:	Dead End	1			
				From:	US 58				
801)	0.50	50	R			_	NA	NA	1999
				To: From:	0.50 MN US 58				
801)	0.33	30	R			_	NA	NA	1995
				To:	Dead End				
			_	From:	38-697				
802	0.10	650	R	To:	CI Indonondono-	7	NA	NA	1995
				1	CL Independence	1			
Town of Independence				From:	CL Independence				
(802)	0.63	650	N				NA	NA	1995

					Olays					_	Design				
Route	Length	AADT	QA	4Tire	Bus			1Trail		QC	Hour	QK AA	WDT	QW	Year
Gravson County				From:		38-60	1		1						
803	0.50	30	R	<u> </u>		30 00	1		_		NA		NA		1995
				To:		Dead E									
$\bigcirc$	4.50	00	_	From:		38-613; 3	8-790				NIA		NIA		4005
804)	1.50	60	R	To:	P	LUE RIDGI	E DKWV				NA		NA		1995
				From:		US 2									
805	1.20	350	G	89%	0%	3%	3%	4%	1%	F	NA		350	G	2001
				To		38-65			٦						
805)	3.19	350	G	89%	0%	3%	3%	4%	1%	F	NA		350	G	2001
				To: From:		38-604 W	/EST		<b>—</b>						
805)	1.00	340	G	89%	0%	3%	3%	4%	1%	F	NA		340	G	2001
				To: From:		38-604 E	AST								
805)	0.75	300	G	89%	0%	3%	3%	4%	1%	F	NA		300	G	2001
				To:		38-65	4		<b>—</b>						
805)	0.85	360	G	89%	0%	3%	3%	4%	1%	С	NA		360	G	2001
				To: From:		38-77	7		]						
805)	2.45	440	G	89%	0%	3%	3%	4%	1%	F	NA		450	G	2001
				To: From:		38-649 NO	ORTH		<u> </u>						
805)	0.20	1400	G	89%	0%	3%	3%	4%	1%	F	NA	•	400	G	2001
				To: From:		38-88	1								
805)	0.55	1800	G	94%	0%	2%	1%	2%	0%	F	NA	,	1800	G	2001
				From:		38-64									
805)	0.78	1700	G	94%	0%	2%	1%	2%	0%	С	NA	•	700	G	2001
				To: From:		38-649 SC			]						
805)	0.17	1600	G	94% To:	0%	2%	1%	2%	0%	F	NA	•	700	G	2001
				From:		SR 94									
806	0.50	30	R			Dead E	and				NA		NA		1995
000)				To:		38-72	5								
				From:		Dead E	end								
807)	0.35	46	R								NA		NA		1999
				To:		38-74	4								
	0.50			From:		Dead E	ind								4000
808	0.50	40	R	To:		US 5	0		7		NA		NA		1999
				From:											
809	1.05	200	R			38-60	0		_		NA		NA		1995
000)				To:	(	Carroll Cour	nty Line								
				From:		SR 94	4								
810	0.70	50	R								NA		NA		1999
				To:		Dead E									
	4.00	00	_	From:		US 5	8				NIA		N.1.0		4005
811)	1.00	30	R	To:		Dead E	ind				NA		NA		1995
				From:		Dead E			1						
812	0.20	70	R	Ш		Deau E	and .				NA		NA		1995
	-			To:		38-74	8								
				From:		38-64	4								
813	0.12	140	R						_		NA		NA		1995
				To:		Dead E			<u> </u>						
<u> </u>	0.40			From:		Dead E	end				NIA.		NIA -		1000
814)	0.13	30	R	To:		38-69	5				NA		NA		1999
				ı		20-09	J		1						

Route	Length	AADT	QA	4Tire	Bus		Trι 3+Axle	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Gravson County				From:		SR 94 WI									
815	0.43	180	R	L		SIC 71 WI	351				NA		NA		1995
	0.02	700		From:	00/	SR 94 M		40/		-	NIA		700	-	2004
815	0.03	760	G	96%	0%	0%	2%	1%	0%	С	NA		760	G	2001
815)	0.30	160	R	From:		38-647					NA		NA		1995
				To:		SR 94 EA	ST								
	0.15	310	R	From:		38-649	)				NA		NA		1995
816	0.13	310	K	To:		SR 94					INA		INA		1990
				From:		US 58									
817)	0.26	60	R						_		NA		NA		1995
	0.74	20	R	From:		38-889	)				NA		NA		1995
817)	0.74	20	K	To:		0.743.01.20	000		_		INA		INA		1990
817) 817)	0.40	5	R	From:		0.74 MN 38	3-889				NA		NA		1995
<u></u>				To:		Dead Er	nd								
	0.15	420	R	From:		38-805	i				NIA		NIA		1005
818	0.15	120	ĸ	To:		20.055	,		<b>-</b> 1		NA		NA		1995
818)	0.35	60	R	From:		38-857	<u>'</u>				NA		NA		1995
				To:		Dead Er	nd								
	0.11	440	_	From:	S	SR 89 SCL G	ALAX				NΑ		NΑ		1005
819	0.11	440	R	To:		SCL GAL	AX		1		NA		NA		1995
				From:		Dead Er									
820	0.17	60	R	т		***			_		NA		NA		1995
				To: From:		US 58									
821	1.42	780	G	94%	0%	SR 89 SOU	0%	1%	0%	F	NA		780	G	2001
				To: From:		38-786									
821)	0.59	500	G	94%	0%	5%	0%	1%	0%	F	NA		500	G	2001
821)	0.04	440		From:	00/	38-720		40/			NIA		440		2004
821)	0.61	410	G	94% To:	0%	5% SR 89 NOI	0% RTH	1%	0% 7	С	NA		410	G	2001
				From:		SR 94 WI									
822	0.27	70	R						_		NA		NA		1995
				To: From:		SR 94 EA			1						
823	0.26	40	R			Dead Er	10				NA		NA		1995
				To:		38-642	ļ								
	0.57	240		From:		Dead Er	nd				NIA		NIA		1005
824)	0.57	210	R	To:		WCL GAI	AX		1		NA		NA		1995
				From:		US 21									
825)	0.10	110	R								NA		NA		1999
	0.00	F^		To: From:		38-669	l				NI A		NI A		4000
825)	0.20	50	R	To:		38-611			1		NA		NA		1999
				From:		Dead Er									
826)	1.00	100	R						<del>-</del>		NA		NA		1995
				To:		38-711									

					Grayson Maintenance Area	Dee	:	
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	OC	· ()K AAVVI)I ()VV	Year
Town of Troutdale						211011		
	0.12	20	В	From:	Dead End		Λ ΝΑ	1000
827)	0.13	30	R	To:	38-603	¬ N	A NA	1999
Gravson County					30 003			
				From:	38-750			
828)	0.50	50	R	т	P 15	N	A NA	1999
				To:	Dead End			
200	0.40	30	R	From:	Dead End	_l N	A NA	1995
829	0.40	30	IX	To:	SR 89 SOUTH	ר"	A IVA	1995
$\overline{}$				From:	SR 89 NORTH			
829	0.35	40	R	To:	DI LIE DIDGE DVWW	¬ N	A NA	1995
				From:	BLUE RIDGE PKWY			
920	0.20	8	R	Pioni.	Dead End	⊥ N	A NA	1995
830	0.20	·		To:	38-696	``		1000
				From:	US 21			
831)	0.85	80	R			N	A NA	1999
				To:	Dead End			
$\bigcirc$	0.00		_	From:	38-728	J		4005
832	0.60	20	R	To:	Dead End	¬ N	A NA	1995
				From:				
833	0.42	30	R	<u> </u>	38-650	∟ N	A NA	1995
000)	-			To:	Dead End			
				From:	US 58			
834)	0.33	20	R			N	A NA	1995
				To:	US 58			
	0.44	00	_	From:	SR 16	<b>」</b>	Λ ΝΑ	4005
835)	0.44	90	R	To:	38-734	¬ N	A NA	1995
				From:	38-739			
836)	0.58	60	R	<u>L</u>	36-737	⊒ N	A NA	1999
				To:	SR 16			
Town of Troutdale								
	0.22	270	R	From:	SR 16	_l N	A NA	1995
837)	0.22	370	K	To:	38-603	¬ "	A NA	1995
Gravson County								
_				From:	Dead End			
838)	0.79	40	R			N	A NA	1995
				To:	SR 93			
	0.62	40	R	From:	38-658	_l N	A NA	1995
839	0.02	40	IX.	To:	Dead End	ר '`	n IVA	1000
				From:	Dead End			
840)	0.20	30	R	•		N	A NA	1995
				To:	SR 16			
$\bigcirc$			_	From:	38-626			
841)	0.10	680	R	To:	110 50	N	A NA	1995
				From:	US 58 1S-58			
841)	0.20	220	R			N	A NA	1995
				To: From:	0.20 MN US 58	]		
841)	0.21	150	R			N	A NA	1995
				To:	Dead End			

					Grayson Ma	aintenance .	Area							
Route	Length	AADT	QA	4Tire	Rus	Tı			QC	Design	QK AA	AWDT	QW	Year
Gravson County	J				2A	xle 3+Axle	1Trail	2Trail		Hour				
				From:	D	ead End								
842)	1.00	60	R	To:		20.005				NA		NA		1995
				From:		38-805								
943	0.25	70	R	Pioni.	D	ead End				NA		NA		1995
843)		. •		To:		38-692								
				From:	D	ead End								
844)	0.40	48	R	_				<b>—</b> 1		NA		NA		1999
				To:		38-711								
045	0.15	20	R	From:		38-601				NA		NA		1995
845)	0.10	20		To:	D	ead End				147				1000
				From:		38-675								
846	1.00	20	R							NA		NA		1995
				To:		38-675								
<u> </u>	0.02	40	_	From:		38-603				NIA		NIA .		1000
847)	0.03	40	R					_		NA		NA		1999
	0.11	40	R	From:	0.04	MN 38-603				NA		NA		1991
847)	0.11	40	ĸ	To:	D	ead End				INA		INA		1991
				From:		ead End		İ						
848	0.08	30	R	<u> </u>		oud Did				NA		NA		1999
				To:	3	38-644								
				From:	D	ead End								
849	0.26	40	R							NA		NA		1995
	0.00	70		To: From:		38-890				NIA		NIA		4005
849	0.09	70	R	To:		US 58				NA		NA		1995
				From:		ead End								
850	0.03	NA		<u> </u>	В	cau Liiu				NA		NA		
				To		38-870								
850	0.22	90	R	From:	-					NA		NA		1995
				To:		38-785								
$\bigcirc$	0.75			From:	D	ead End								4005
851)	0.75	70	R	To:		38-626				NA		NA		1995
				From:		38-766								
852)	1.00	8	R		<u> </u>	36-700				NA		NA		1995
002)				To:	D	ead End								
				From:		38-648								
853	0.30	60	R					_		NA		NA		1995
				To:		ead End								
854)	0.25	120	R	From:		SR 89		_		NA		NA		1995
004)	0.20			To:	D	ead End		ユ						
				From:		ead End								
855	0.05	30	R					<u> </u>		NA		NA		1995
				To:		38-644		<u> </u>						
	0.40	470	_	From:	North Car	rolina State Lin	e			NI A		NIA		1005
856	0.40	170	R	To:		38-722		¬		NA		NA		1995
				From:		ead End		<del></del>						
857	0.75	60	R	<u> </u>	D	Cau End		_		NA		NA		1995
				To:		38-818								
						·								

					Grayson Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	()(:	Design Hour	QK AAWDT QW	Year
Gravson County				From:	38-794	1			
858)	0.20	50	R		30-754		NA	NA	1995
999				To:	38-601				
				From:	Dead End				
859)	0.21	70	R			_	NA	NA	1995
				To:	38-786				
$\bigcirc$				From:	SR 94				
860	0.27	40	R	To:	D1 F1	⊣	NA	NA	1995
				From:	Dead End				
961	0.10	30	R	r toni.	US 21		NA	NA	1999
861)	0.10	00		To:	Dead End	7	10.	147	1000
				From:	38-821				
862	0.20	110	R		30 021	<b>_</b>	NA	NA	1995
				To:	Dead End	1			
				From:	38-648				
863)	0.10	50	R				NA	NA	1995
				To: From:	0.10 MS 38-648	]			
863)	0.10	50	R			_	NA	NA	1995
<u> </u>				To:	Dead End				
$\sim$				From:	Dead End				
864	0.50	20	R	To:	20.665	_	NA	NA	1995
					38-665				
	0.50	290	R	From:	38-619		NA	NA	1995
865)	0.50	290	ĸ	To:	38-819	7	INA	INA	1995
				From:	Dead End	1			
866)	0.10	70	R		Dead End	_	NA	NA	1995
900				To:	38-644	1			
				From:	SR 94				
867	0.12	48	R			<u> </u>	NA	NA	1999
$\bigcirc$				To:	Dead End				
$\sim$				From:	Dead End				
868	0.18	40	R	т	20.524	_	NA	NA	1999
				To:	38-634				
	0.39	30	R	From:	Dead End		NA	NA	1995
869	0.59	30	K	To:	38-641	7	INA	IVA	1990
				From:	38-850				
870	0.20	70	R		36-630		NA	NA	1995
9.9				To:	Dead End				
				From:	Dead End				
871)	0.50	40	R			_	NA	NA	1995
				To:	38-813				
$\sim$				From:	US 21				
872	0.10	50	R	Te	D In I	7	NA	NA	1999
<u> </u>				To	Dead End	<u> </u>			
	0.35	30	R	From:	Dead End	_	NA	NA	1995
873)	0.35	30	ĸ	To:	SR 89	7	INA	INA	1995
				From:	38-660	1			
874)	0.12	60	R	<u> </u>	38-000		NA	NA	1995
5,4	J. 12		••	To:	Dead End				
				From:	US 58				
875	0.70	60	R		~~~	_	NA	NA	1999
				To:	Dead End				
·		·			·	·		·	

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Gravson County				From:	Dead End					
376	0.19	290	R			<b>_</b>		NA	NA	1995
				To:	SR 16					
$\bigcirc$	0.22	400	В	From:	38-805			NA	NA	1995
877)	0.22	100	R	To:	Dead End	7		INA	INA	1990
				From:	US 58					
878	0.65	80	R			<b>-</b>		NA	NA	1999
				To:	Dead End					
070	0.10	20	R	From:	38-723			NA	NA	1995
879	0.10	20		To:	Dead End	7		1471	14/1	1000
				From:	Dead End					
880	0.40	40	R			_		NA	NA	1995
				To:	38-639	<u> </u>				
601	0.10	70	R	From:	55-805	_		NA	NA	1995
881)	<u> </u>			To:	Dead End	1			ING	
				From:	SR 94					
882	1.50	310	R			_		NA	NA	1995
				To:	WCL GALAX	<u> </u>				
<u> </u>	0.27	10	R	From:	Dead End			NA	NA	1995
883	0.27	10	IX	To:	38-684	7		INA	INA	1995
				From:	38-613					
884)	0.28	60	R			<b>=</b>		NA	NA	1995
				To:	Dead End	<u> </u>				
	0.20	40	R	From:	38-742			NA	NA	1999
885)	0.20	40	K	To:	Dead End	7		INA	IVA	1999
				From:	38-785					
886)	0.26	390	R			<b>=</b>		NA	NA	1995
				To:	Dead End					
	0.08	40	R	From:	38-726			NA	NA	1995
887	0.08	40	K	To:	Dead End	7		INA	IVA	1995
				From:	US 58 EAST					
888	0.07	30	R			_		NA	NA	1995
				To: From:	0.07 MS US 58					
888	0.30	30	R					NA	NA	1995
$\overline{\bigcirc}$	<b>A</b> :=			To: From:	38-765	]——				
888	0.15	170	R			_		NA	NA	1995
	0.01	450	R	From:	US 58 WEST			NA	NIA	1005
888	0.01	150	ĸ	т	0.00	_		INA	NA	1995
888	1.14	50	R	From:	0.02 MN US 58			NA	NA	1995
				To:	38-685	1			17/1	
	<u>-</u>			From:	38-817					_
889	0.12	10	R			_		NA	NA	1995
				To:	Dead End	<u> </u>				
900	0.25	40	R	From:	38-849			NA	NA	1999
890	0.20	<del></del> -		To:	Dead End	l		11/7	INC	
				From:	38-805					
891)	0.50	40	R			_		NA	NA	1995
$\overline{}$				To:	Dead End					

					Grayso	n Mainte									
Route	Length	AADT	QA	4Tire	Bus		Tru		OT!!	QC	Design	QK	AAWDT	QW	Year
Gravson County	J					2Axle	3+Axle	1 I rail	21 rail		Hour				
				From:		38-65	1								
892	0.15	40	R	To:		D 15	1		-		NA		NA		1995
				From:		Dead E			<u> </u>						
893)	0.22	30	R			38-634	4				NA		NA		1995
093)				To:		Dead E	nd								
				From:		Dead E	nd								
894)	0.64	40	R						<b>=</b> 1		NA		NA		1999
				To: From:		38-729									
895)	0.22	60	R	rioiii.		38-658	8				NA		NA		1995
(693)	0:==			To:		Dead E	nd								
				From:		SR 27-	4								
896	0.24	40	R						_		NA		NA		1995
				To:		Dead E									
(O)	0.17	80	R	From:		Dead E	nd		J		NA		NA		1995
897)	0.17	00	ri	To		20.00	0		_		INA		INC		1990
(907)	0.04	140	R	From:		38-900	U				NA		NA		1995
897)	0.01	140	• • • • • • • • • • • • • • • • • • • •	To:		38-80:	5				101				.000
				From:		38-946	55								
898)	0.53	80	R						_		NA		NA		1995
				To:		Dead E									
	0.15	60	R	From:		US 58	3				NA		NA		1995
899	0.13	00	K	To:		Cul-de-S	Sac		1		INA		INA		1995
				From:		38-89			Ì						
900	0.04	50	R						_		NA		NA		1995
				To:		Dead E	nd								
	0.44	70		From:		38-82	1				NIA		NIA		4005
905)	0.14	70	R	To:		Dead E	nd		7		NA		NA		1995
				From:		38-60			1						
907)	0.30	50	R								NA		NA		1999
				To:		Dead E	nd								
$\bigcirc$	0.00			From:		Dead Er	nd/								
908	0.08	NA		To:		38-00813	(B)/		╗		NA		NA		
				From:		Dead E			1						
909	0.11	NA		<u> </u>		Dead L	ng .				NA		NA		
				To:		38-620	6								
$\bigcirc$				From:		Dead E	nd								
910	0.15	80	R	To:		20.72			7		NA		NA		1995
						38-620			1						
914)	0.12	NA				Dead E	nu		_		NA		NA		
	-			To:		38-68	5								
				From:		SR 27-	4								
(915)	0.20	100	R	To:		ъ	,		_		NA		NA		1995
									1						
016	0.15	NΔ		rtom:		Dead E	nd		_		NΔ		NΔ		
(910)	0.10	NA.		To:		38-634	4		7		I WA		1 1/-1		
				From:					Ī						
(920)	0.12	47	R						<del>-</del>		NA		NA		1999
				To:		Dead E	nd								
914) 915) 916) 920)	0.12 0.20 0.15	NA	R R	From:  To:  From:		SR 27- Dead E  Dead E  38-63- 38-60	5 4 nd nd 4				NA NA NA		NA		

Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	uck 1Trail	2Trail	QC	Design Hour	QK A	AAWDT	QW	Year
Gravson County				From:		Dead E									
923	0.10	NA				Dead E	IIU/		!		NA		NA		
				To:		38-00658	8(B)/								
	0.21	40	_	From:		US 2	1				NIA		NIA		1005
930	0.31	40	R	To:		Dead E	nd		7		NA		NA		1995
				From:		ECL GAI									
940	0.22	170	R								NA		NA		1995
				To: From:		38-94	1		]						
940	0.28	60	R	To:		6.1.1	2		_		NA		NA		1995
				From:		Cul-de-S									
941)	0.37	NA		rioin.		38-94	0				NA		NA		
341)				To:		Dead E	ind								
				From:		Cul-de-	Sac								
942	0.16	NA		Tax		20.04			_		NA		NA		
				To: From:		38-94			1						
950	0.53	20	R			38-66	9		_		NA		NA		1995
000)				To:		Dead E	nd								
Town of Fries				r											
(1001)	0.21	3600	G	97%	0%	SR 94 1%	4 0%	2%	1%	F	NA		3600	G	2001
1001)	0.21			To:	0 70	38-100			٠	•	101		0000		2001
1001)	0.38	3000	G	96%	0%	1%	0%	2%	1%	F	NA		3000	G	2001
				To:		38-1012 E	EAST								
1001)	0.13	3000	G	97%	0%	1%	0%	1%	0%	С	NA		3000	G	2001
				To: From:		38-75	8		]						
1001)	0.23	3600	G	97%	0%	1%	0%	2%	1%	С	NA		3600	G	2001
				From:	201	38-101		201	] <del></del>						222
1001)	0.13	3500	G	96%	0%	1%	1%	2%	1%	F	NA		3500	G	2001
$\bigcap$	0.07	3600	G	From: 97%	0%	38-100 1%	0%	2%	1%	F	NA		3600	G	2001
(1001)	0.07	3000	G	To:	0 70	38-100		2 /0	7 ' "	,	INA		3000	O	2001
$\bigcirc$	0.40		_	From:	00/	38-100	)1	00/	10/	_			0500	_	0004
(1001)	0.18	3500	G	97% To:	0%	1% 38-60	1%	2%	1% <b>T</b>	F	NA		3500	G	2001
Gravson County						30 00	0								
	_			From:		SR 94 SO	UTH								
(1002)	0.45	280	R	To:		SR 94 NO	DTH		_		NA		NA		1995
				From:		38-100									
(1003)	0.09	120	R	<u> </u>		38-100	)2		_		NA		NA		1995
				To		38-100	)9		<b>—</b>						
(1003)	0.11	20	R	From:							NA		NA		1995
				To:		Carroll Cour									
	0.20	440	В	From:	(	Carroll Cour	nty Line				NIA		NIA		1005
1004	0.30	110	R	To:		38-100	)2		7		NA		NA		1995
Town of Fries															
				From:		38-100	)1								
(1005)	0.12	450	R	To:		Dead E	'nd		1		NA		NA		1995
				From:		Dead E			+						
(1006)	0.09	80	R			Dead E	iiU		_		NA		NA		1995
				To:		38-100	)1		7						

					Grayson Maint	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus	Tru			QC	Design	QK AA	TUWA	OW	Year
	Lengui	יייי	ų,	71110	2Axle	3+Axle	1Trail	2Trail	QC.	Hour	QIV AV	וטייי	QVV	i cai
Town of Fries				From:	38-10	001		1						
(1006)	0.08	120	R		30 10			_		NA		NA		1995
				To:	Dead	End								
$\bigcirc$				From:	Dead	End								
(1007)	0.05	120	R							NA		NA		1995
	0.40		_	From:	38-10	001		_						1005
1007	0.10	80	R	To:	Dead 1	End		_		NA		NA		1995
G G /					Dead	Eng		<u> </u>						
Gravson County				From:	Dead 1	End								
(1008)	0.12	70	R							NA		NA		1991
				To:	SR 9	94								
$\bigcirc$	0.05			From:	Dead 1	End								1000
(1009)	0.05	60	R	To:	38-10	102		_	NA	NA	NA		1999	
					38-10	103		l						
Town of Fries				From:	SR 9	94								
(1010)	0.04	940	R					_		NA		NA		1995
				To:	38-10	001		<u></u>						
$\bigcirc$	2.12			From:	38-10	001								400-
(1011)	0.13	190	R	To:	Dead 1	End		_		NA		NA		1995
				From:				l I						
(1012)	0.29	340	R	<u> </u>	38-1001	WEST				NA		NA		1995
				To:	38-1001	EAST								
				From:	38-1001	North								
(1013) 0.19	0.19	NA								NA		NA		
				To:	38-1001	South								
Gravson County				From:	20.6	12		ı						
(1015)	0.22	NA			38-6	13				NA		NA		
(1019)				To:	Cul-de-	-Sac								
	0.24	<u> </u>		From:	38-6	54			NA					
(1020)		80	R								NA		1995	
				To:	Dead	End								
Town of Independence				From:	20 11	22								
(1100)	0.03	8	R		38-11	.32		_		NA		NA		1995
				To:	Dead	End				<b>*</b>		-		
				From:	US 2	21								
(1101)	0.24	1100	R					-		NA		NA		1995
				To: From:	38-11	31		]						
(1101)	0.10	740	R					_		NA		NA		1995
				To:	38-1104; 3									
	0.15	700	-	From:	US 5	58		_		NA		NIA		1995
1102	0.15	720	R	To:	US 2	21		7		INA		NA		1990
				From:	Dead 1			<del>1</del>						
(1103)	0.34	110	R		Beau			_		NA		NA		1995
				To:	US 58 E	EAST		1						
$\overline{}$	0.12	60		From:	US 58 V	VEST		_		NA		NIA		1000
1103	0.12	60	R	To:	0.12 MN	US 58		7		INA		NA		1999
				From:	38-1101; 3			†						
(1104)	0.08	70	R		30-1101, 3	70-1103		_		NA		NA		1995
1104)				To:	Dead 1	End								

					Grayson Maintenance Area			D		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Town of Independence				From:	US 58					
1105)	0.23	450	R			_		NA	NA	1995
				To:	38-1108					
	0.05	600	В	From:	US 58			NA	NA	1995
1106	0.05	600	R	To:	38-1101	$\neg$		INA	INA	1990
				From:	38-1105	1				
1107)	0.02	20	R					NA	NA	1995
				To:	38-1108					
$\overline{}$				From:	38-685					
1108	0.34	100	R	To:	D1 F-1	_		NA	NA	1995
				From:	Dead End	1				
100	0.13	90	R	Piolii.	US 21		NA		NA	1995
1109	00		• • •	To:	20.1122	_				
1109	0.05	49	R	From:	38-1123			NA	NA	1999
1103				To:	Dead End					
				From:	38-1108					
1110	0.05	8	R			_		NA	NA	1995
				To:	Dead End					
1111)				From:	US 21					400=
	0.14	280	R	To:	38-802	_		NA	NA	1995
				From:						
1112)	0.06	49	R	110311	US 21			NA	NA	1999
1112	0.00			To:	Dead End					
				From:	US 58					
113)	0.07	30	R			_		NA	NA	1999
				To:	Dead End					
$\overline{}$	0.07	400	_	From:	38-1122					4005
1114	0.07	130	R	To:	38-685	_	INA.	NA	NA	1995
				From:	US 21	<del></del>				
1115	0.26	110	R	<u> </u>	03 21			NA	NA	1995
				To:	Dead End					
				From:	38-684					
1116)	0.05	50	R			_	NA		NA	1995
				To:	Dead End					
$\frown$	0.10	440	ъ	From:	38-1120			NIA	NIA	4005
1117)	0.10	110	R	To:	US 21	$\neg$		NA	NA	1995
				From:	Dead End					
1118)	0.10	180	R	<u> </u>	Doug Line	_		NA	NA	1995
$\bigcup$				To:	US 58					
				From:	Dead End					
1119	0.47	830	R	т	HO SO UDICE TOWN	_		NA	NA	1995
				To	US 58 KINGS ROW					
$\bigcirc$	0.07	10	R	From:	Dead End			NA	NA	1995
1120	0.07	10	ĸ		-	_		INA	INA	1995
1120	0.15	60	R	From:	38-1130			NA	NA	1995
1120)	0.10	90	ĸ	To:	38-684	┑		14/4	IN/A	1990
				From:	US 58	Ì				
1121	0.10	70	R		0000			NA	NA	1995
				To:	Dead End					
			_				_		·	_

					Grayson Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Town of Independence				From:	US 58					
1122)	0.14	350	R					NA	NA	1995
				To:	38-685					
$\bigcirc$	0.00	400	_	From:	Dead End			NIA	NIA	4005
1123	0.20	100	R	To:	US 21	1		NA	NA	1995
				From:	US 58	1				
1124)	0.33	1200	R		03 36			NA	NA	1995
				To:	38-685					
				From:	38-1124					
1125)	0.06	30	R			_		NA	NA	1995
				To:	Dead End					
Gravson County				From:	US 21					
1126)	0.45	370	R	<u> </u>	03.21			NA	NA	1995
1120				To:	Dead End					
				From:	38-1126					
1127	0.25	100	R			_		NA	NA	1995
				To:	Dead End					
$\sim$	0.05		_	From:	38-1127			NIA	NIA	4005
1128	0.05	20	R	To:	Dead End	╗		NA	NA	1995
				From:		1				
120)	0.35	130	R		Dead End			NA	NA	1995
1129	0.00			To:	38-1126	1				
own of Independence										
				From:	38-1120					
1130)	0.09	.09 10	R	To:	B 15 1	_		NA	NA	1995
					Dead End					
	0.21	30	R	From:	38-1101	J NA	NA	NA	1999	
1131)	0.21	30	IX.	т	0.00.00.00.00.00	_		INA	IVA	1000
1131)	0.20	6	R	From:	0.22 MN 38-1101				NA	1995
1131)	0.20	·		To:	Dead End			NA	177	1000
				From:	38-802					
1132)	0.16	60	R			_		NA	NA	1995
				To:	Dead End					
				From:	38-1101					
1133)	0.06	7	R	To:	D 15 1	_		NA	NA	1991
				From:	Dead End	1				
	0.24	180	R	rioii.	Dead End			NA	NA	1995
1134	0.24	100	• • • • • • • • • • • • • • • • • • • •	To	20.1110	_		14/1	177	1000
1134)	0.22	70	R	From:	38-1119			NA	NA	1995
1134)				To:	Dead End	1				
Gravson County										
	• • • •		_	From:	Dead End					
1135)	0.10	110	R	To:	20 (05	_		NA	NA	1995
					38-685					
own of Independence				From:	US 21	1				
1136)	0.09	240	R	<u> </u>	002.	_		NA	NA	1995
				To:	Dead End					
				From:	US 58					
1137	0.04	190	R			_		NA	NA	1995
				To:	38-1101					

					Grayson Main	tenance A	rea							
Route	Length	AADT	QA	4Tire	Bus	Tru	ıck		QC	Design	OK	AAWDT	ΟW	Year
Noute	Longui	AADI	W/A	71110	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QIV	AAWDI	QVV	rear
Town of Independence				From:	US	21		1						
(1138)	0.09	70	R		03	21		_		NA		NA		1995
(1130)				To:	Dead	End								
				From:	38-802 S	SOUTH								
(1139)	0.17	220	R	-				_	NA		NA		1995	
				To:	38-802 N	NORTH								
Gravson County														
	0.40	70	_	From:	38-636 S	SOUTH				N.1.0		NIA		4005
(1145)	0.40	70	R	To:	38-636 N	IODTH		_		NA		NA		1995
				_	38-030 I	NORTH								
Town of Troutdale				From:	38-6	503								
(1201)	0.13	110	R	<u> </u>	30 (	,03				NA		NA		1995
				To:	Dead	End								
				From:	Dead	End								
(1202)	0.43	30	R							NA		NA		1995
				To:	38-6	503								
Gravson County														
	0.40		_	From:	ELK CREEK	ELEM SCH								4005
9175)	0.13	200	R	To:	38-6			_		NA		NA		1995
					38-0	139								
Town of Independence				From:	INDEPENDE	NCE HIGH								
(9176)	0.11	950	R		NA		NA		1995					
				To:	US	58								
Gravson County														
				From:	38-8	321								
(9465)	0.19	180	R	To:				_	N			NA		1991
					FAIRVIEW									
	0.00	400	_	From:	SPRINGVAL	LEY ELEM				NIA		NIA		4004
9512	0.08	120	R	To:	38-6	3/10		_		NA		NA		1991
				From:										
9513)	0.18	140	R	110111	WOOD EI	LEM SCH		_		NA		NA		1995
9513)	0.10	140		To:	38-6	536						10.		1000
				From:	FLATRIDGE									
(9916)	0.06	80	R	<u> </u>	1 LATRIDGE	LLLIVI SCII	-			NA		NA		1995
				To:	38-6	501		1						
				From:	BRIDGE CR									
9966)	0.05	80	R	<u> </u>						NA		NA		1991
$\bigcup$				To:	38-6	501								
				From:	MT ROGERS	HIGH SCH								
9968	0.06	120	R					_		NA		NA		1991
				To:	US	58								