### 2001

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

Jurisdiction Report

44

Henry County City of Martinsville Town of Ridgeway

### 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.

					Henry	y Mainter	ance Are	ea							
Doute	Longth	AADT	ΟΛ.	4Tiro	Due		Tru	ıck		00	Design	OK	4 4 1 4 D.T.	OW/	Voor
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	ŲΚ	AAWDT	QW	Year
Henry County				From:	Т	Ontrials Con	atry T in a		1						
<b>67</b>	3.77	8400	G	96%	1%	Patrick Cour 1%	1%	2%	0%	F	820	G	8500	G	2001
57	· · · ·		•	To:	.,,	44-90			¬	•	0_0	Ū	0000		
57 Fairystone Park Hwy	2.09	10000	G	96%	1%	1%	1%	2%	0%	F	1000	G	11000	G	2001
(37) - a, stone - a			•	To					¬	•					
<b>[ 7</b> ]	2.83	11000	G	96%	0%	SR 57 Alt 1 1%	3assett 1%	1%	0%	F	1200	G	11000	G	2001
57	2.00	11000	G	30 70				1 /0	→ 0 /0 <b>→</b>	'	1200	U	11000	O	2001
	1.01	16000	G	From: 96%	0%	14-903 Stan 1%	leytown 1%	1%	0%	F	1600	G	16000	G	2001
57	1.01	16000	G	90%				1 70	U% —	г	1000	G	10000	G	2001
$\overline{}$	^			From:		S 220 Bass		100/			4000	_	10000		
57 [220]	0.77	16000	G	83%	1%	1%	1%	12%	1%	F	1300	G	16000	G	2001
				110III.		OUTH OF B									
57	0.40	2200	G	95%	0%	1%	2%	1%	0%	F	250	G	2200	G	2001
				To: From:	Colli	nsville Urba	n Boundar								
57	1.28	2200	G	95%	0%	1%	2%	1%	0%	F	260	G	2200	G	2001
<u> </u>				To: From:		44-609 Fi	eldale		<b>—</b>						
57	2.41	7800	G	95%	0%	1%	2%	1%	0%	F	720	G	7900	G	2001
				To:		WCL Mart	insville								
City of Martinsville															
				From:		WCL Mart									
57 Fayette Street	0.93	4200	G	97%	0%	1%	1%	1%	0%	F	470	G	4400	G	2001
				To: From:		Pine Hal	l Rd		]						
57 Fayette St	0.34	5200	G	97%	0%	1%	1%	1%	0%	С	520	G	5500	G	2001
				To	US	S 220 Mem	orial Blvd		1						
Bus Mamarial Blud	0.05	42000	_	From:			1%	20/	00/	С	1200	G	14000	_	2001
57 220 Memorial Blvd	0.85	13000	G	95%	1%	1%	170	2%	0%	C	1200	G	14000	G	2001
Bus				From:		BROAD	ST								
57) (220) Memorial Blvd	0.25	19000	G	95%	1%	1%	1%	2%	0%	F	1700	G	20000	G	2001
				To:	D'	Γ 220 BUS	& DT 50								
Bus			_	From:				40/				_	4.4000		
57 (58) Starling Ave	0.85	10000	G	95%	0%	1%	2%	1%	0%	С	940	G	11000	G	2001
Bus				From:		MULBERI	RY RD								
57) (58) Starling Ave	0.15	9300	G	95%	0%	1%	2%	1%	0%	F	880	G	9800	G	2001
37 (30)			_	To:		CHURCI			7						
Bus				From:		STARLING									
57) (58) Church Street	0.10	13000	G	95%	1%	1%	1%	2%	0%	С	1200	G	13000	G	2001
<u> </u>				To: From:	(	CHURCH S	ST EXT		]						
Bus 57) 58 Church Street	0.28	12000	G	95%	1%	1%	1%	2%	0%	F	1300	G	13000	G	2001
57 (58) Church Street	0.20	12000	3	, <del></del>	1 /0			<b>-</b> /0	7	•	1000	J	10000	5	2001
Bus				From:		FAIRY	ST								
57) (58) Church Street	0.26	12000	G	95%	1%	1%	1%	2%	0%	F	1200	G	12000	G	2001
$\bigcirc$				To		BROOKDA	LE ST		<b>—</b>						
Bus Church Street	0.40	16000	_	From:				20/	<b>-</b>	_	1700	0	16000	_	2004
57 (58) Church Street	0.13	16000	G	94%	1%	1%	1%	3%	0%	F	1700	G	16000	G	2001
Bus				To: From:		HOOKE	R ST		]						
57) (58) Church Street	0.77	18000	G	94%	1%	1%	1%	3%	0%	С	1800	G	19000	G	2001
				To		L MARTI									
Ienry County		_				_			_		_				
Bus				From:	EC	CL MARTII	NSVILLE								
57) (58)	0.54	16000	Α	97%	0%	1%	0%	1%	0%	Α	1700	Α	17000	Α	2001
$\vee \vee$				To		E US :	58								
57	9.82	2200	G	91%	1%	3%	1%	5%	0%	F	220	G	2200	G	2001
57)	<del>-</del>		_	To:					¬	-		_		-	
	2.98	1900	G	From: 91%	1%	44-64 3%	7 1%	5%	0%	F	180	G	1900	G	2001
57	2.50	1900	G	9 1 % To:				J /0	7 0 /0	1	100	G	1900	G	200 I
					Piti	tsylvania Co	ounty Line								

					Heni	ry Mainter	nance Are	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	Design	OK	AAWDT	O\\\	Year
Noule	Lengui	AADI	ŲΑ	41116	bus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	ŲΝ	~~\V\	QVV	ı edi
Henry County				From:		CD 57 D	agatt								
ALT 57	2.87	9100	G	93%	1%	SR 57 Ba	assett 1%	3%	0%	F	940	G	9200	G	2001
57	2.01	3100	J	JJ 70				370	7	'	540	0	3200	O	2001
ALT				From:		44-903 Stan	leytown								
(57)	1.22	9100	G	93%	1%	1%	1%	3%	0%	F	920	G	9200	G	2001
				To:		US 220 &	44-682								
~~~				From:		Patrick Cou									
(58)	2.67	6500	G	91%	1%	2%	2%	5%	0%	F	600	G	6600	G	2001
<u> </u>				To: From:		44-69	95		<b>—</b>						
58	3.31	7600	G	91%	1%	2%	2%	5%	0%	F	690	G	7800	G	2001
				To		E 44-6	87								
58	2.46	12000	G	91%	1%	2%	2%	5%	0%	F	1200	G	13000	G	2001
36)				To:	. , ,	US 58		0,0	¬ ~~	•				•	
				From:	US 220	S W OF M.		LLE							
58 \ (220 \	3.49	16000	G	83%	1%	1%	1%	12%	1%	F	1200	G	16000	G	2001
<del></del>				To: From:	US 220 1	BUS S OF M	1ARTINSV	ILLE	<b>—</b>						
58	2.65	10000	G	90%	1%	2%	0%	6%	0%	F	920	G	10000	G	2001
				To:		44-65									
(50)	3.92	7200	G	From: 90%	1%	2%	0%	6%	0%	F	620	G	7100	G	2001
58	0.02	7200	J	30 70	1 70			070	<b>-</b> 0 70	'	020	J	7 100	O	2001
~~	1.00			From:	40/	US 58		00/		_	1000	_	4.4000		2004
58	1.89	14000	G	90%	1%	2%	1%	6%	0%	F	1300	G	14000	G	2001
				To: From:		44-62	20								
58	2.11	13000	G	90%	1%	2%	1%	6%	0%	F	1100	G	12000	G	2001
<u> </u>				To: From:		44-610 A	xton		<b>—</b>						
58	1.38	10000	G	90%	1%	2%	0%	6%	0%	F	940	G	9900	G	2001
				To:	Pi	ttsylvania C	ounty Line								
Bus				From:		US 5	8								
58	2.40	10000	G	96%	0%	1%	1%	2%	0%	F	1000	G	10000	G	2001
				To:	IIC 1	220 Bus S of	Montingvill								
Bus				From:										_	
(58)	0.72	22000	G	94%	0%	1%	2%	3%	0%	F	2000	G	23000	G	2001
~				To:		SCL Marti	nsville								
City of Martinsville															
Bus Momorial Blvd	0.74	22222	_	From:	00/	SCL Marti		20/		0	2400	_	24000	0	2004
Memorial Blvd.	0.71	23000	G	94% To:	0%	1%	2%	3%	- 0%	С	2100	G	24000	G	2001
Bus				From:		Starling Av Memorial									
58 Starling Ave	0.85	10000	G	95%	0%	1%	2%	1%	0%	С	940	G	11000	G	2001
<u> </u>															
Bus				From:		Mulberr									
Bus 58 Starling Ave	0.15	9300	G	95%	0%	1%	2%	1%	0%	F	880	G	9800	G	2001
<u> </u>				To: From:		Church									
Bus 58 Church Street	0.10	13000	G	95%	1%	Starling 1%	Ave 1%	2%	0%	С	1200	G	13000	G	2001
(28) Charch Street	0.10	13000	G	90 70	ı 70			∠ /0	U /0	C	1200	G	13000	G	200 I
Bus				From:		Church S	St Ext		_						
Bus 58 Church Street	0.28	12000	G	95%	1%	1%	1%	2%	0%	F	1300	G	13000	G	2001
				To:											
Bus				From:		Fairy									
58 Church Street	0.26	12000	G	95%	1%	1%	1%	2%	0%	F	1200	G	12000	G	2001
D.::-				To: From:		Brookda	le St		_						
Bus (58) Church Street	0.42	16000	_		40/			20/	00/	_	1700	0	16000	C	2004
58 Church Street	0.13	16000	G	94%	1%	1%	1%	3%	0%	F	1700	G	16000	G	2001
Bus				To: From:		Hooke	r St								
58 Church Street	0.77	18000	G	94%	1%	1%	1%	3%	0%	С	1800	G	19000	G	2001
	- • •			To:		ECL Marti			7	-	<del>-</del>	-		-	
									-						

Length	AADT	QA	4Tire	Bus	0.4.1	Tru		OT: "	QC	Design	QK	AAWDT	QW	Year
-					2Axle	3+Axle	1 I rail	21 rail		Hour				
0.54	40000		From:	00/			40/		^	4700		47000	^	0004
0.54	16000	А	97%					∪‰ ¬	А	1700	А	17000	А	2001
2.12		_	From:							4000		10000	_	2221
2.48	13000	G	97%	0%			1%	0% <del></del>	F	1200	G	13000	G	2001
_			From:					J					_	
0.57	12000	G	97% To:	0%			1%	¬ 0%	F	1100	G	12000	G	2001
			From:	No				<u> </u>						
3.27	8800	G	88%	0%	2%	1%	8%	0%	F	740	G	9000	G	2001
			To:		SCL Ridg	eway								
			From:	U	JS 220 Bus I	Ridgeway								
0.28	8200	G	88%	0%	2%	1%	8%	0%	F	650	G	8400	G	2001
			To:		US 22	20								
			From:		SR 17	'4								
4.24	4700	G	96%	1%	2%	1%	2%	0%	F	470	G	4700	G	2001
1.45	12000	G		0%	1%	1%	2%	<b>_</b> 0%	F	1300	G	13000	G	2001
			To:											
1.12	14000	G	96%	0%	1%	1%	2%	0%	F	1300	G	14000	G	2001
			To: From:			18								
1.72	14000	G	96%	0%		1%	2%	0%	F	1400	G	14000	G	2001
			10.		NCL Marti	nsville								
			From:											
0.49	8100	G	95%	1%	3%	1%	1%	0%	F	780	G	8500	G	2001
0.20	0200	-	From:	10/			10/	00/		960		0000		2001
0.20	9300	G	95 76	1 70			1 70	U% <b>-</b>	Г	800	G	9600	G	2001
0.60	11000	G	95%	1%	3%	1%	1%	0%	С	1100	G	12000	G	2001
			To:	(	Commonwea	ılth Blvd								
			From:	No	erth Carolina	Stata Lina		ı						
3.05	11000	Α	83%	1%	1%	1%	12%	1%	С	980	Α	11000	Α	2001
			To: From:	F	BUS US 220	SOUTH		<u> </u>						
0.34	12000	G	83%	1%	1%	1%	12%	1%	F	820	G	12000	G	2001
			10:		SCL Ridg	eway								
			From:		SCL Ridg	eway								
0.94	12000	N	83%	1%	1%	1%	12%	1%	N	820	N	12000	Ν	2001
			10:		NCL Ridg	geway								
			From:		NCL Ridg	geway								
0.03	12000	N	83%	1%	1%	1%	12%	1%	N	820	N	12000	N	2001
			From:					] <del></del>		1000				
2.40	24000	G	83% To:					1% <b>7</b>	F	1800	G	23000	G	2001
			From:	BUS	US 220 S of	f Martinsvil	le	1						
3.49	16000	G	83%	1%	1%	1%	12%	1% 	F	1200	G	16000	G	2001
4 00	16000	G	From:				12%	1%	F	1200	G	16000	G	2001
<del>-</del> .00	10000		To				14/0	¬	<u>'</u>	1200		10000		
3.22	12000	G	From: 83%	1%	1%	1%	12%	1%	F	910	G	12000	G	2001
			To:			etts Fork								
	0.54 2.48 0.57 3.27 0.28 4.24 1.45 1.12 1.72 0.49 0.20 0.60 3.05 0.34 0.94 0.03 2.40 3.49 4.00	0.54 16000 2.48 13000 0.57 12000 3.27 8800 0.28 8200 4.24 4700 1.45 12000 1.12 14000 1.72 14000 0.49 8100 0.20 9300 0.60 11000 0.34 12000 0.34 12000 0.94 12000 2.40 24000 3.49 16000	0.54 16000 A  2.48 13000 G  0.57 12000 G  3.27 8800 G  0.28 8200 G  4.24 4700 G  1.45 12000 G  1.12 14000 G  1.72 14000 G  0.49 8100 G  0.20 9300 G  0.60 11000 G  3.05 11000 A  0.34 12000 G  0.94 12000 N  2.40 24000 G  3.49 16000 G  3.49 16000 G	0.54   16000   A   97%	0.54	Commonwest   Com				1.54   16000   A   97%   0%   1%   0%   1%   0%   A   97%   0%   1%   0%   1%   0%   A   97%   0%   19%   0%   1%   0%   F   1   1   1   1   1   1   1   1   1	AAJ	Company   Comp	2.54   16000   A   97%   0%   1%   0%   1%   0%   1%   0%   A   1700   A   17000	2.48   16000

					Henr	y Mainter	nance Are	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	OK	AAWDT	OW/	Year
	Longin	ו עחה	<b>س</b> ۲	71116	מטם	2Axle	3+Axle	1Trail	2Trail	Q.O	Hour	ωi	, U (VV D I	W 1 1	i cai
Henry County				From:		SR 57 Base	tts Fork								
(220)	0.77	16000	G	83%	1%	1%	1%	12%	1%	F	1300	G	16000	G	2001
				To: From:	(	SR 57; BUS	US 220		]						
220	1.98	17000	G	83%	1%	2%	1%	13%	1%	F	1400	G	17000	G	2001
				To: From:		44-66									
220	3.84	15000	G	83% To:	1%	2%	1%	13%	1%	F	1200	G	15000	G	2001
				From:	ı	Franklin Cou									
Bus (220)	3.21	18000	G	96%	1%	US 22 1%	1%	2%	0%	F	1600	G	18000	G	2001
220)				To		58 South of			¬	•					
Bus Bus	0.70	22222	•	From:						_	2000	0	22000	0	2004
[220] [58]	0.72	22000	G	94% To:	0%	1% CL MARTIN	2%	3%	0%	F	2000	G	23000	G	2001
CI. 43.5 .1					31	CL WAKTI	NOVILLE								
<u>City of Martinsville</u> Bus Bus				From:	S	CL MARTIN	NSVILLE								
220 58 Memorial Blvd.	0.71	23000	G	94%	0%	1%	2%	3%	0%	С	2100	G	24000	G	2001
$\hookrightarrow$				To		STARLING	G AVE		<b>—</b>						
Bus 220 (Memorial Blvd	0.25	19000	G	95%	1%	1%	1%	2%	0%	F	1700	G	20000	G	2001
(220) Memorial Blvd	0.20	13000	J	95 76 To:	1 /0	Broad St		∠ /0	7 70	•	1700	J	20000	J	2001
Bus				From:		Broad S	reet								
(220) Memorial Blvd	0.85	13000	G	95%	1%	1%	1%	2%	0%	С	1200	G	14000	G	2001
Bus				From:		Fayette	St		]						
220 Memorial Blvd	0.65	14000	G	93%	0%	2%	2%	3%	0%	С	1300	G	15000	G	2001
				To:		NCL Marti	insville								
Henry County															
Bus Managial Blad	0.00		_	From:	00/	NCL Marti		00/		_	4000	_	00000	0	0004
Memorial Blvd	2.29	22000	G	93%	0%	2%	2%	3%	0%	F	1900	G	22000	G	2001
Bus				From:		44-60	19								
220	2.02	21000	G	95%	0%	1%	1%	2%	0%	F	2300	G	22000	G	2001
<u> </u>				To:		US 220 &	SR 57								
Bus				From:		220 South o					242				2224
220 Mooreland Ave	0.30	2000	G	98% To:	0%	1%	1%	1%	□ 0%	F	210	G	2000	G	2001
				10.		SCL Ridg	geway								
Bus Bus				From:		SCL Ridg	reway								
220 Mooreland Ave	0.53	2000	N	98%	0%	1%	1%	1%	0%	Ν	210	Ν	2000	Ν	2001
<u> </u>				To:		SR 87 Rid	geway								
Bus	0.81	4500	G	98%	0%	1%	0%	1%	0%	F	430	G	4600	G	2001
[220]	0.01	4500	G	To:	0 70	NCL Ridg		1 /0	¬ ~~	•	430	U	4000	O	2001
Henry County				<u> </u>			,,								
Bus				From:		NCL Ridg	geway								
(220)	0.04	4500	N	98%	0%	1%	0%	1%	0%	N	430	N	4600	Ν	2001
				To:	US	220 North o	f Ridgeway	7							
City of Martinsville				From:	C+ 57 T	Dug HE 220	Mamarial F	Dlvd	Ī						
(457)	0.59	11000	G	97%	0%	3us US 220 1 1%	1%	1%	0%	F	1300	G	12000	G	2001
	ned Traffic:	17000	G	97%	0%	1%	1%	1%	0%	F	1800	G	18000	G	2001
				To:	-	Fayette			¬						-
457 Market St	0.20	7100	G	97%	0%	1%	1%	1%	0%	F	560	G	NA		2001
				To:		Commonwea			1						
0	0.50	4655		From:	001	Market		40/	00/	_	4000		47000		000:
Commonwealth Blvd	0.56	16000	G	97%	0%	1%	1%	1%	0%	F	1600	G	17000	G	2001
		04000		From:	201	Northsid		407	<u> </u>		0005		00000		000:
Commonwealth Blvd	0.36	21000	G	97%	0%	1%	1%	1%	0%	С	2000	G	22000	G	2001
Combir	ned Traffic:	NA		To:		ъ.	C+		7		NA		NA		
						Fairy	3l								

						Hen	ry Mainter	nance Are	ea							
Route		Length	AADT	QA	4Tire	e Bus	20vlo	Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
City of Martinsville							ZAXIC	JTAKIE	TITAL	ZIIali		Hour				
Commonwea	ilth Blvd	0.48 led Traffic:	7000 NA	G	97%	0%	Fairy 1%	1%	1%	0%	F	710 NA	G	7400 NA	G	2001
					To: From:		Chathan Commonwea									
Chatham Rd		0.99	6000	G	96%		1% ECL Marti	1%	2%	0%	С	650	G	6300	G	2001
Henry County																
457		2.62	2000	G	96% To:	1%	ECL Marti	0%	1%	0%	F	180	G	2000	G	2001
City of Martinsville							SR 5									
		0.04	5500	_	From:		JS 220 Mem		40/		0	500	0	5000	_	2004
457	Combin	0.61 ed Traffic:	5500 17000	G G	98% 97%		0% 1%	0% 1%	1% 1%	0% 0%	C F	580 1800	G G	5800 18000	G G	2001 2001
	Combin	eu manic.	17000	G	To:	0 70	SR 457 Ma		1 /0	7 0 /%		1000	G	18000	G	2001
					From:	SR	457 Commor		ď	1						
457 Fairy St	Combin	0.29 ed Traffic:	9300 NA	G	98%		0%	0%	1%	0%	F	980 NA	G	9700 NA	G	2001
	Combin	eu manic.	INA		To:		Bus US 58 C	hurch St		7		INA		INA		
Henry County										-						
_					From:		CL Ridge	eway								
845)		0.03	NA		To:	LIC 220:	44 COZ CELL	C 220 CO A	DCTO	_		NA		NA		
					From:	US 220;	44-687 C5U		1510							
600		0.55	40	R	rioiii.		44-64					NA		NA		04/05/2000
600		0.00	40		To:		44.04	0		$\neg$		101				0 11 001 2000
600		0.72	20	R	From:		44-84	.0				NA		NA		05/05/2000
000					To:		Dead I	End								
					From:		Dead F	End								
(601)		0.50	220	R								NA		NA		07/19/2000
					To:		SR 5	7								
		0.00	400	_	From:		US 5	8				NI A		<b>N</b> 1.0		00/40/0000
(602)		0.68	100	R	To:		Dead F	and		<b>-</b>		NA		NA		06/12/2000
					From:		44-67			l I						
(603)		1.64	250	R	<u> </u>		44-07	4				NA		NA		08/02/2000
000					To:		Franklin Cou	ınty Line								
					From:		Franklin Cou	ınty Line								
604		0.94	50	R	_					_		NA		NA		08/02/2000
					To:		44-60									
		0.51	4400	G	92%		Franklin Cou 3%	inty Line 3%	1%	<b>_</b> 0%	С	110	G	1100	G	2001
605		0.51	1100	G	92 70 To:		Franklin Cou		1 70	7 0%	C	110	G	1100	G	2001
					From:		44-75									
606)		1.16	390	R			44-73	-				NA		NA		07/26/2000
					To		SR 5	7		7						
606 Oak Level Ro	d	1.11	2100	G	95%	1%	3%	1%	0%	0%	F	200	G	2200	G	2001
(606) Oak Level Ro	d	1.35	1200	G	From: 95%	1%	44-90 <b>3</b> %	1%	0%	0%	С	130	G	1200	G	2001
000					To:		44-66				-		_		_	
(606) Oak Level Dr		2.74	1300	G	95%	1%	3%	0%	0%	0%	F	150	G	1300	G	2001
					To:		44-674 E	AST								
		3.76	1500	_	From:	1%	44-674 W	VEST 1%	Ω0/		E	150	G	1600	_	2001
606)		3.70	1500	G	95% To:		Franklin Cou		0%	0% □	F	150	G	1600	G	200 I
							i idiikilli CUl	шку шис		<u> </u>						

Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	OW/	Year
Henry County	Lengui	AADI	QA.	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QI	AAWDI	QVV	i cai
	0.27	200	Ъ	From:		44-67	4				NIA		NIA		08/02/200
607	0.27	380	R	To:	F	ranklin Cou	ınty Line		7		NA		NA		08/02/2000
				From:		44-65									
608	0.33	200	R			44-02	, ,				NA		NA		08/07/2000
000				To:	F	ranklin Cou	ınty Line								
				From:		44-68	37								
609	0.20	3400	G	95%	1%	2%	1%	2%	0%	F	350	G	3500	G	2001
				To: From:		44-77			]						
609	2.38	3300	G	95%	1%	2%	1%	2%	0%	С	350	G	3400	G	2001
				To: From:		44-68	33								
609	0.54	7100	G	95%	1%	2%	1%	2%	0%	F	680	G	7200	G	2001
				To: From:		US 22	20								
609	1.66	4600	G	98%	0%	1%	0%	0%	0%	С	450	G	4600	G	2001
				To: From:		44-68	32								
609	0.14	4600	G	95%	1%	2%	1%	2%	0%	F	560	G	NA		2001
				To: From:		SR 5	7		]						
609	0.15	5600	G	98%	0%	1%	0%	0%	0%	F	540	G	5700	G	2001
				To: From:		Urban Bo	ındary								
609) S Daniel Creek Rd	1.88	3800	G	98%	0%	1%	0%	0%	0%	С	580	G	4000	G	2001
				To: From:		US 220	BUS		<b>—</b>						
609 N Daniel Creek Rd	0.23	6900	G	98%	1%	1%	0%	0%	0%	F	650	G	7300	G	2001
				To: From:		44-660 SC	OUTH		<b>—</b>						
609	0.62	5700	G	98%	1%	1%	0%	0%	0%	F	590	G	6000	G	2001
				To:		SR 17	74		1						
609 Daniel Creek Rd	0.28	2400	G	98%	1%	1%	0%	0%	0%	F	240	G	2500	G	2001
				To: From:		44-11	47		1						
609 Daniel Creek Rd	0.09	1900	G	98%	1%	1%	0%	0%	0%	F	240	G	2000	G	2001
				To: From:		44-11	76								
609	0.08	1600	G	98%	0%	1%	0%	0%	0%	С	180	G	1700	G	2001
				To: From:		44-79	97		1						
609 Daniel Creek Rd	0.10	1600	G	98%	1%	1%	0%	1%	0%	F	170	G	1600	G	2001
				To:		44-11	16		1						
609 Daniel Creek Rd	0.89	650	G	98%	0%	1%	0%	0%	0%	F	80	G	660	G	2001
				To		44-67	0		<b>1</b> ——						
609	1.27	300	R	rioii.							NA		NA		08/07/2000
				To: From:		44-66	59								
609	3.17	300	R	From:							NA		NA		05/22/2000
				To:		44-65	57								
				From:		rth Carolina									
610	1.28	1900	G	97%	1%	1%	0%	1%	0%	С	180	G	1900	G	2001
				To: From:		44-62			]——						
610	3.16	1300	G	97%	1%	1%	0%	1%	0%	F	120	G	1300	G	2001
				To: From:		44-65			]——						
610) Axton Rd	3.44	1100	G	97%	1%	1%	0%	1%	0%	F	120	G	1200	G	2001
				To: From:		44-697 S			]						
610	1.58	1700	G	97%	0%	2%	0%	1%	0%	С	170	G	1700	G	2001
				To:		US 58; 4	4-647								
				From:	_	44-62	25								
611)	1.21	120	R	To:		44.65	.0		1		NA		NA		04/12/2000
				10.		44-65	U								

Route	Length	AADT	QA	4Tire	Bus	Tr	uck	OT "	QC	Design	QK	AAWDT	QW	Year
Henry County	-					xle 3+Axle		2Trail		Hour				
643	1.90	220	R	From:	Pittsylvar	nia County Line				NA		NA		04/05/2000
612	1.90	220	IX	To:		44-647				INA		INA		04/03/2000
				From:		44-647								
613)	0.80	70	R							NA		NA		04/05/2000
				To:		Dead End								
	0.11	470	R	From:		44-610				NIA		NIA		04/12/2000
614)	0.11	470	ĸ	_				_		NA		NA		04/12/2000
	1.74	860	R	From:		US 58				NA		NA		03/27/2000
614)	1.74	000	IX	т				_		INA		INA		03/21/2000
644	1.00	670	R	From:		44-616				NA		NA		03/27/2000
614)	1.00	0/0		To:	Pittsylvai	nia County Line	:			147 (		147 (		00/21/2000
				From:		44-647		Ì						
615)	1.80	120	R							NA		NA		03/27/2000
				To:	Pittsylvar	nia County Line								
$\bigcirc$				From:	4	44-648								
616)	2.20	270	R	To:	44.6	47 NODTH				NA		NA		04/05/2000
				From:		47 NORTH 47 SOUTH								
616)	1.30	150	R	-						NA		NA		03/27/2000
				To: From:		44-614		<b>T</b>						
616)	0.43	230	R	rioii.						NA		NA		03/27/2000
				To:	Pittsylvar	nia County Line	:							
	4.00	400	_	From:		US 58								00/07/0000
617	1.06	100	R	To:	Dittevlya	nia County Line				NA		NA		03/27/2000
				From:		386; 44-890		1						
618)	0.20	700	R		44-0	000, 44-090				NA		NA		05/08/2000
010				To:	Franklii	n County Line								
				From:	Pittsylvar	nia County Line	:							
(619)	1.76	210	R					_		NA		NA		04/05/2000
				To: From:		647 EAST 647 WEST								
(619)	3.03	560	R		44-(	04/ WESI				NA		NA		04/10/2000
019				To:		. 57 EAST		1						
	1.60	400	_	From:	SR	57 WEST				NIA		NIA		04/40/2000
619	1.69	420	R							NA		NA		04/19/2000
	1.77	230	R	From:	44-6	28 SOUTH		_		NA		NA		04/19/2000
619	1.77	230	K					_		INA		INA		04/19/2000
640	0.45	70	R	From:		44-651				NA		NA		04/19/2000
619	0.40	70	IX	To:	Franklii	n County Line				INA		IVA		04/13/2000
				From:		44-650		Ì						
620	1.17	880	G	98%		% 0%	0%	0%	С	80	G	900	G	2001
				To: From:		44-960		<b>—</b>						
620	0.90	560	G	98%	0% 2	.% 0%	0%	0%	F	48	G	570	G	2001
				To: From:		44-803		<b>T</b>						
620	2.40	380	G	98%	0% 2	% 0%	0%	0%	F	40	G	390	G	2001
				To: From:		44-646		]						
620 Old Liberty	0.76	810	G	98%	0% 2	% 0%	0%	0%	F	70	G	820	G	2001
				To: From:		58; 44-648		]——						
620	0.90	2100	G	94%		% 2%	2%	0%	F	200	G	2100	G	2001
_				To: From:		44-644		]——						
620	0.96	510	G	94%		% 2%	2%	0%	С	50	G	520	G	2001
$\overline{}$				To:	US 58	Gap Terminus								

					HEIN	y iviairiteri					D				
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Henry County				r -					1		11001				
620	1.30	300	R	From:	44	4-610 Gap T	erminus		_		NA		NA		04/12/2000
020				To:	Pitt	tsylvania Co	ounty Line								
$\bigcirc$	0.04		_	From:		44-61	0				NIA		NIA		0.4/0.4/0.000
621)	0.21	200	R	To:	Pitt	tsylvania Co	unty Line		7		NA		NA		04/24/2000
				From:	110	Dead E									
622	1.37	250	R			Doud L			_		NA		NA		06/05/2000
				To: From:		SR 87	7		]						
622	0.37	640	R	To		44.750.00	A LODA I		7		NA		NA		04/24/2000
				To: From:		44-750 SC 44-750 NC			+						
622	3.48	480	G	98%	1%	1%	0%	0%	0%	С	60	G	490	G	2001
				To: From:		44-632 W	EST								
622)	0.41	600	G	98%	1%	1%	0%	0%	0%	F	70	G	610	G	2001
	0.40			From:	40/	44-632 E		00/					200		0004
622	3.18	380	G	98%	1%	1%	0%	0%	0%	F	40	G	390	G	2001
	0.85	730	G	From: 98%	1%	44-61 1%	0 0%	0%	0%	F	80	G	740	G	2001
622	0.03	730	G	To:		tsylvania Co		0 /0	7	•	80	G	740	G	2001
				From:		SR 57	7								
623	3.88	70	R						_		NA		NA		04/05/2000
				To:		tsylvania Co									
	1 12	90	В	From:	Pitt	tsylvania Co	ounty Line				NΙΔ		NΙΔ		04/05/2000
624)	1.13	80	R	To:		44-97	9		7		NA		NA		04/05/2000
				From:		44-697 SC									
625)	1.90	170	R	<u> </u>					_		NA		NA		04/12/2000
				To: From:		44-61	1		]						
625)	0.48	370	R								NA		NA		04/12/2000
				From:		44-73	8		]						
625	0.20	480	R	To:		44 (50 00	ALITH		7		NA		NA		04/12/2000
				From:		44-650 SC 44-650 NC									
625)	1.00	390	R								NA		NA		04/12/2000
0				From:		44-70	0		]						
625	0.74	460	R	To:		44-697 NO	ND TII		7		NA		NA		04/12/2000
				From:	г	Patrick Cour			1						
(626) Morningside Rd	1.82	2300	G	98%	0%	1%	0%	1%	0%	С	230	G	2300	G	2001
				To:		44-68	7		1						
				From:		ck County L									
627	2.05	850	G	98%	1%	1%	0%	0%	0%	С	90	G	870	G	2001
Win of ald Oash and Da	0.07	7.10		From:	40/	44-698 NO		00/			00		750		0004
627) Wingfield Orchard Dr	2.97	740	G	97%	1%	1%	0%	0%	0%	F	80	G	750	G	2001
627	1.07	510	R	From:		44-68	7				NA		NA		07/06/2000
627		J.0		To:		44.70	0				11/7		13/7		31,00,2000
627)	0.91	800	R	From:		44-70	7				NA		NA		07/06/2000
		-		To:		44-68	3		]						
				From:		SR 57	7								
628	1.10	290	R								NA		NA		04/19/2000
	=			To: From:		44-741 SC	UTH		]						04/40/5555
628	2.95	120	R	To:		44-619 SC	пти		7		NA		NA		04/19/2000
						44-019 SC	иυιп		1						

					Henr	y Mainten									
Route	Length	AADT	QA	4Tire	Bus			ıck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Henry County				From:		44-619 NO	RTH								
628	0.50	70	R						<u>-</u>		NA		NA		04/19/2000
				To:		Dead E									
(620)	2.60	220	R	From:		Patrick Coun	ty Line				NA		NA		06/26/2000
629	2.00			To:		44-695 W									00/20/2000
	2.76	80	R	From:		44-695 EA	AST				NA		NA		06/26/2000
629	2.10			To:		44-693	2				1471		147.		00/20/2000
629	1.80	400	R	From:		44-092	,				NA		NA		06/26/2000
				To:		44-692	2								
	1.43	70	R	From:		US 58 WI	EST				NA		NA		06/28/2000
630	1.43	70	K	To:		HC 50 M	IID		7		INA		INA		00/20/2000
630	0.57	50	R	From:		US 58 M	Ш				NA		NA		06/28/2000
				To: From:		US 58 EA	AST		<b></b>						
630	2.00	240	R						_		NA		NA		06/28/2000
				To:		Dead E									
(631)	1.21	500	R	From:		Patrick Coun	ty Line				NA		NA		06/26/2000
(631)				To:		44-695	5								00/20/2000
				From:	No	rth Carolina	State Line								
632	1.45	350	R	To:		44-622 EA	ACT		7		NA		NA		04/24/2000
				From:		44-622 E									
632	3.37	130	R	To:		11.62	,		7		NA		NA		04/24/2000
				From:		Dead E									
633	0.18	80	R	<u> </u>		Dead El	iiu		_		NA		NA		07/31/2000
				To: From:		44-106									
633	0.10	180	R	rioni.		Dead E	nd				NA		NA		07/31/2000
				To:		44-669	)								
	4.40		_	From:		44-636	6								0.4/0.4/0.000
634)	1.49	200	R	To:		44-632	)		٦		NA		NA		04/24/2000
				From:		44-622									
(635)	1.70	140	R						<u>-</u>		NA		NA		04/24/2000
$\stackrel{\smile}{=}$				To:		44-634									
626	3.61	300	G	93%	2%	44-750 <b>3</b> %	0%	2%	<b>」</b> ○%	С	30	G	300	G	2001
636)	0.01			To:		44-632			٦						2001
636	2.05	180	G	93%	2%	3%	0%	2%	0%	F	20	G	180	G	2001
				To:		44-697	7								
Town of Ridgeway				From:		SR 87 WI	EST								
(637)	0.20	1200	R						_		NA		NA		06/05/2000
				To		SCL Ridge	eway								
Henry County				From:		SCL Ridge	eway								
(637)	3.70	1200	N						_		NA		NA		06/05/2000
				To:		SR 87 EA									
638)	0.35	950	R	From:		44-782	2		_		NA		NA		06/07/2000
030				To:		44-639 NO									
620	0.59	360	R	From:		44-639 SO	UTH				NA		NA		06/05/2000
638		300		To:		44-640	)						101		

					110111	y Maintenai	IICE AIE	<u>а</u>							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	Design Hour	QK	AAWDT	QW	Year
Town of Ridgeway				_							. 1001				
(620)	0.40	750	R	From:		US 220 BU	JS		_		NA		NA		06/07/2000
(639)	0.10		•••	To:		NCL Ridgew	vay		]						00/01/2000
Henry County				From:					_						
(639)	0.70	750	N	From:		NCL Ridgew	vay		_		NA		NA		06/07/2000
0000				To		44-1340			7						
(639)	0.39	590	R	From:					_		NA		NA		06/07/2000
				To: From:		44-638 SOU	TH								
639)	0.79	320	R	To:		44-640			7		NA		NA		06/07/2000
				From:		44-750			1						
(640)	2.90	380	R	<u> </u>		44-730			_		NA		NA		05/06/2000
				To:		44-642									
	2.26	1900	R	From:		44-687					NA		NA		06/12/2000
641)	2.20	1900	K	To:		44 1252			7		INA		INA		00/12/2000
641)	0.27	2800	R	From:		44-1352					NA		NA		05/12/2000
				To: From:		44-685			<b>—</b>						
(641)	1.54	1500	R						<b>-</b> '		NA		NA		06/12/2000
				To:	4	4-970; US 220	BUS								
(642)	0.31	1000	R	From:		44-782			_		NA		NA		05/24/2000
642)	0.01	1000		To:		44-976							10.		00/2 1/2000
642)	3.23	600	R	From:		44-970					NA		NA		05/24/2000
				To:		44-636									
Town of Ridgeway				From:		US 220 BU	I <b>C</b>								
(643)	0.07	6	R			US 220 BU	15				NA		NA		06/05/2000
				To:		NCL Ridgev	vay								
Henry County				From:		NGI P.1			1						
(643)	0.02	6	N	FIOIII.		NCL Ridgev	vay		_		NA		NA		06/05/2000
(043)				To:		Dead End									
				From:		Dead End	l		]						
644)	0.80	80	R								NA		NA		05/24/2000
	0.50			From:	40/	44-650	00/	00/							0004
644)	2.50	270	G	97%	1%	1%	0%	0%	0%	С	30	G	280	G	2001
(644)	1.50	590	G	From: 97%	2%	44-645 1%	0%	0%	0%	F	70	G	600	G	2001
044)				To:		44-620			]						
				From:		Dead End									
645	0.60	10	R	To:		44-644			7		NA		NA		04/12/2000
				From:			1		<u> </u>						
646)	2.26	100	R	T tom.		Dead End	1				NA		NA		05/24/2000
040				To:		44-620			]						
				From:		US 58; 44-6									
(647) Mountain Valley Rd	3.42	1200	G	94%	1%	3%	1%	1%	0%	С	110	G	1200	G	2001
	0.70	=		From:	401	44-600	40/	401					7.0		0001
647)	3.52	730	G	94%	1%	3%	1%	1%	0%	F	80	G	740	G	2001
	2.66	500	G	From: 94%	1%	44-612 3%	1%	1%	0%	F	60	G	510	G	2001
647)	2.00	300	3	74 /0 To:	1 /0	SR 57 WES		1 /0	7	•	00	J	310	J	2001

					Henr	y Mainter	nance Are	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Henry County	Ŭ					2Axle	3+Axle	1 Trail	2Trail		Hour				
				From:		SR 57 E	AST								
647	0.28	150	R	To:		44-65	1		_		NA		NA		04/19/2000
				From:		US 58; 44			1						
648	1.09	2100	G	96%	1%	1%	1%	1%	0%	С	200	G	2200	G	2001
				To: From:		44-162	22		<del>_</del>						
648)	4.33	520	G	96%	1%	1%	1%	1%	0%	F	50	G	530	G	2001
				To:		SR 5									
640	0.37	40	R	From:		Dead E	End				NA		NA		04/10/2000
649	0.07		- 1	To:		44.61	0				14/1		107.		0-11 10/2000
649	0.24	90	R	From:		44-61	9				NA		NA		04/10/2000
040				To:		Dead E	End								
$\overline{}$				From:		CL MARTII									
650	0.53	6700	G	97% To:	0%	1%	1%	1%	0%	С	710	G	6800	G	2001
				From:		CL MARTII CL GAP TE			+						
650	0.11	6400	G	97%	0%	1%	1%	1%	0%	F	660	G	NA		2001
				From:		CL GAP TE									
650	0.08	6100	G	97%	0%	1%	1%	1%	0%	F	590	G	NA		2001
				From:		NTING RIE									
650	0.19	5800	G	97%	0%	1%	1%	1%	0%	F	550	G	NA		2001
	0.07	6900	G	From: 97%	0%	CL GAP TE 1%	RMINUS 1%	1%	0%	F	640	G	NA		2001
(650)	0.07	0900	G	37 70				1 /0	7	'	040	J	INA		2001
650 650	0.39	6000	G	From: 97%	0%	CL GAP TE 1%	1%	1%	0%	F	580	G	NA		2001
				To:		44-62	0		<b>—</b>						
650	0.77	4900	G	97%	1%	1%	0%	1%	0%	F	460	G	4900	G	2001
				To:	0.0	7 M FRM U	JS 58 BUS		<u> </u>						
650	0.98	2900	G	97%	1%	1%	0%	1%	0%	F	260	G	2900	G	2001
				To: From:		44-70			]						
650	2.06	1700	G	96%	1%	1%	0%	1%	0%	F	160	G	1700	G	2001
	0.00	0.4.0		From:	40/	44-64		40/					000		0004
650	2.98	910	G	96%	1%	1%	0%	1%	0%	F	90	G	920	G	2001
650	0.55	820	G	From: 96%	1%	44-625 NO 1%	ORTH 0%	1%	0%	F	100	G	830	G	2001
(650)	0.00	020	•	To:	1 70			170	7		100		000		2001
650	1.80	440	G	97%	1%	44-625 SC 1%	0%	1%	0%	С	49	G	450	G	2001
				To:		44-61	0								
$\overline{}$				From:		44-61	9								
651)	1.05	140	R								NA		NA		04/19/2000
	1.10	450		From:		44-65	2				NIA		NIA		04/40/2000
651)	1.10	150	R	To:		SR 5	7		7		NA		NA		04/19/2000
				From:		Dead F			†						
652	1.00	20	R						_		NA		NA		04/19/2000
				To:		44-65									
	0.53	000	-	From:		SR 57 W	EST				NIA		NIA		07/17/2000
653	0.53	900	R						_		NA		NA		07/17/2000
(652)	0.17	1300	R	From:		44-67	6				NA		NA		07/17/2000
653	J.17			To:		SR 57 E	AST				14/1		17/3		

Route	Length	AADT	QA	4Tire	Bus	2ΔVIA		ıck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Henry County								TITAII	ZITAII		noui				
	0.35	80	R	From:		44-657					NA		NA		05/08/2000
654)	0.00			To:		44-736			¬		1471		147.		00/00/2000
(654)	0.75	40	R	From:		44-730	<u>'</u>		_		NA		NA		05/08/2000
				To:		Dead Er	nd								
	1.50	240	R	From:		SR 57					NA		NA		05/08/2000
(655)	1.50	240	ĸ	To:		44.720			7		INA		INA		05/06/2000
655)	2.40	100	R	From:		44-720	<u> </u>				NA		NA		05/08/2000
				To:		44-657									
$\bigcirc$	0.00			From:		44-606									00/00/000
656	0.92	70	R	To:	F:	ranklin Cour	ty Line		7		NA		NA		08/02/2000
				From:	- 1	US 220									
657	0.20	980	R			05 220	,		_		NA		NA		08/07/2000
				To: From:		44-993			]——						
657	3.08	450	R	TOM:							NA		NA		08/07/2000
				From:		44-609			]——						
657	3.80	120	R	To:	CD	100. 44 000	COLUTIA		7		NA		NA		05/22/2000
				From:	SK	108; 44-890 44-890 NO									
657	1.01	480	R								NA		NA		05/08/2000
				To: From:		44-664			]						
657	1.59	420	R						_		NA		NA		05/08/2000
	0.75	310	R	To: From:		44-663 EA	AST				NA		NA		05/08/2000
(657)	0.73	310	K	To		44.742			_		INA		IVA		03/00/2000
657 657	0.80	360	R	From:		44-743					NA		NA		05/08/2000
(007)				To		44-654			<b></b>						
657)	3.05	520	R	From:					_		NA		NA		05/08/2000
				To:		SR 57									
	2.72	440	В	From:		44-663					NA		NA		05/09/2000
658	2.72	110	R	To:		44-657			7		INA		INA		05/08/2000
				From:		Dead Er									
(659)	0.34	180	R								NA		NA		04/19/2000
				From:	1	US 58 Gap T	ermin		]						
659	0.10	20	R	To:		44 772			7		NA		NA		04/10/2000
				From:		44-773 24-773			<u> </u>						
659	0.40	60	R	. —					_		NA		NA		04/10/2000
				To: From:		44-777			1						
660	0.19	2000	G	97%	1%	US 220 B 1%	1%	0%	0%	F	480	G	2100	G	2001
000				To:		44-113									
660	0.06	1500	G	97%	1%	1%	1%	0%	0%	F	290	G	1600	G	2001
				To: From:		44-112			]——						
660	0.07	1500	G	97%	1%	1%	1%	0%	0%	F	280	G	1600	G	2001
			_	To: From:		44-895			]			_		_	
660	0.08	1500	G	97%	1%	1%	1%	0%	0%	С	260	G	1600	G	2001
	0.27	160		To: From:		44-609 SO	UTH				NA		NA		06/01/2000
660	0.27	160	R	To:		44-609 NO	RTH		7		INA		INA		00/01/2000
•									-						

Route	Length	AADT	QA	4Tire	Bus	2Axle			2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Henry County				_				TITAII	ZIIali		noui				
661)	0.38	170	R	From:		Dead Er	ıd				NA		NA		07/19/200
001)				To:		44-1712	2								
				From:		CL MARTIN									
662	2.14	2300	G	95% To:	1%	2%	1%	1%	0%	С	250	G	2300	G	2001
				From:	N	SR 57									
663	2.16	840	G	96%	0%	CL MARTIN 3%	1%	0%	0%	С	80	G	850	G	2001
663				To		44-778			¬						
663)	0.60	700	R	From:		77-770			_		NA		NA		05/22/200
				To: From:		44-658			٦						
663	2.80	270	R	From:							NA		NA		05/08/200
				To: From:		44-657 EA									
(662)	0.26	40	R	Piolii.		44-657 WI	EST				NA		NA		05/08/200
663	0.20	40		To:		Dead Er	nd		1						00/00/200
				From:		Dead Er	nd								
664)	0.95	130	R								NA		NA		05/08/2000
				To:		44-657									
	4.00	••	_	From:		Dead Er	nd				NIA		NIA		05/00/000
665)	1.09	30	R						_		NA		NA		05/22/2000
	0.00	450		From:		44-609	1		_		NIA		NIA		05/00/000
665)	2.29	450	R	To:		SR 108	}		7		NA		NA		05/22/2000
				From:		44-674									
(666)	0.82	1300	G	86%	1%	3%	9%	2%	0%	F	140	G	1300	G	2001
000)				To:		44-722									
666 Trenthill Rd	0.27	1700	G	From: 86%	1%	3%	9%	2%	0%	С	180	G	1700	G	2001
000				To		44-962			٦						
(666) Trenthill Dr	0.07	2400	G	From: 86%	1%	3%	9%	2%	0%	F	520	G	2500	G	2001
				To:		SR 57									
				From:		SR 57									
(667)	0.88	4800	G	95% To:	0%	1%	3%	1%	0%	С	430	G	4800	G	2001
				From:		1133; US 220 US 220 BUS									
667	0.16	16000	G	95%	0%	1%	3%	1%	0%	F	1500	G	16000	G	2001
				To:		44-1112	2		1						
667	1.10	1800	G	95%	0%	1%	3%	1%	0%	F	180	G	1800	G	2001
				To:	W	CL MARTIN	SVILLE								
				From:		SR 57									
668	0.23	440	R	To:		D 15	,		_		NA		NA		07/19/2000
				From:		Dead Er									
600	0.66	830	R	From:		44-606					NA		NA		07/31/2000
669	0.00	000	1	To:		US 220 SO	UTH				14/1		100		0110112000
$\bigcirc$				From:		US 220 NO	RTH								
669	1.07	80	R	To:		44-609					NA		NA		08/07/2000
				From:											
670)	0.90	130	R			44-993					NA		NA		05/30/2000
0,0				To:		He 220 B	LIC								
670	1.32	290	R	From:		US 220 B	US				NA		NA		08/07/2000
0.0				To:		44-609									
				From:		44-672									
(671)	0.96	1000	R						_		NA		NA		07/31/2000
				To:		44-606 NO	RTH								

Route	Length	AADT	QA	4Tire	Bus	2Axle		uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Henry County				From:		44-606 SC	OUTH		1						
671)	0.47	430	R						_		NA		NA		07/31/200
671)	0.27	90	R	To: From:		44-123	38				NA		NA		07/31/200
671)	0.21	30	IX	To:		44-122	22		1		IVA		INA		077317200
				From:		SR 5'									
672 Bassett Hghts Rd	0.84	660	G	98%	1%	1%	0%	0%	0%	F	90	G	670	G	2001
(672) Bassett Hghts Rd	0.41	880	G	From: 98%	1%	44-70 1%	0%	0%	0%	F	110	G	890	G	2001
				From:	10/	44-67		00/							
672 Bassett Hghts Rd Ext	2.37	1200	G	98% To:	1%	1%	0%	0%	0%	С	140	G	1200	G	2001
				From:		44-674 W									
(672)	0.93	280	R						<u> </u>		NA		NA		09/02/200
				To:		44-60	6								
				From:		SR 57 A									
(673) Bullocks Dr	0.10	1600	G	89%	1%	2%	7%	2%	0%	С	170	G	1600	G	2001
				To: From:		SR 57 E.									
673	0.02	650	R	L		SR 57 W	ESI				NA		NA		07/31/2000
	0.98	850	R	To: From:		44-75	6		]		NA		NA		07/31/2000
673				To:		44.12	2.4		_						
672	1.62	620	R	From:		44-123	54				NA		NA		07/31/2000
673)	1.02	020		To:		44-67	2		7		147 (		147 (		077017200
				From:		SR 5'									
674)	1.30	1100	G	93%	1%	4%	1%	1%	0%	F	120	G	1100	G	2001
674)	1.24	1300	G	From: 93%	1%	44-66 3%	1%	1%	0%	F	140	G	1300	G	2001
				To:		44-60	13								
674) Philpot Dr	3.12	550	G	93%	1%	3%	1%	1%	0%	F	70	G	560	G	2001
<u> </u>				To: From:		44-672 W									
674) Philpott Dr	0.97	1100	G	93%	1%	3%	1%	1%	0% ¬	F	110	G	1200	G	2001
674)	1.60	2000	G	From: 93%	1%	44-606 E 3%	1%	1%	0%	С	200	G	2000	G	2001
(674)	1.00	2000	J	To:	1 70	US 22		170	٦ ٠٠٠	O	200	Ü	2000	O	2001
				From:		44-77									
675)	0.90	280	R			44-77	<u>/</u>				NA		NA		07/19/2000
				From:		SR 5'	7								
675	0.30	60	R	To:					_		NA		NA		07/19/2000
						Dead E									
	3.46	1100	R	From:		44-69	8				NA		NA		07/17/2000
676	3.40	1100	K	To:		44-65	3		7		INA		INA		07/17/2000
				From:	70.6	527; Patrick		ne							
677	1.50	1500	R		/0-0	127, Faulck	County Li	iic .			NA		NA		07/17/2000
677				To:		44-687 NO	ORTH		1						
$\bigcirc$				From:		44-687 SC									
677	1.38	540	R	To:		D. 17	and		_		NA		NA		07/17/2000
						Dead E									
070	1.50	190	D	From:		44-62	6				NA		NA		07/10/2000
678)	1.50	190	R	To:		44-67	7		1		INA		INA		01/10/2000
				From:					1						
670	2.00	580	R			44-68	/				NA		NA		07/10/2000
679	2.00	000		To:		44-69	8		$\exists$		. 4/ 1		. 47 (		3171372000
						11 02			_						

					Henr	y Mainter	nance Are	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Henry County								uii			11001				
(680)	3.61	230	R	From:		44-68	31				NA		NA		07/26/2000
				To:		SR 57 A	ALT								
	0.53	130	R	From:		44-68	37				NA		NA		07/26/2000
(681)	0.00	130		To:		44-679 NO					IVA		IVA		0112012000
691	2.95	1000	R	From:		44-679 SC	DUTH				NA		NA		07/26/2000
681)	2.00	1000		To:		44-68	33								0172072000
	0.40		_	From:		Dead F	End								05/00/0000
682	2.12	210	R						_		NA		NA		05/30/2000
682	0.20	300	R	From:		44-74	4				NA		NA		05/30/2000
				To: From:		44-70	)1		7						
682	0.27	5900	G	92%	1%	1%	3%	3%	0%	F	550	G	6000	G	2001
				From:		44-60			]						
682	1.39	5500	G	92% To:	1%	1% US 22	3%	3%	0%	С	530	G	5600	G	2001
				From:		44-68									
(683)	3.36	720	Α	95%	0%	1%	2%	1%	0%	Α	80	Α	730	Α	2001
				To: From:		44-62			]						
683	0.92	1700	G	95%	0%	1%	2%	1%	0%	F	200	G	1800	G	2001
	2.93	2600	G	From: 95%	0%	44-60 1%	2%	1%	0%	F	220	G	2600	G	2001
683	2.00	2000		To:	0 70	SR 57 A		1 /0	7	'	220		2000		2001
(683)	0.66	620	R	From:		SK 37 F	AL I				NA		NA		07/26/2000
				To: From:		44-90	)7		]						
683	0.42	170	R	To:		Dead E	and and				NA		NA		07/26/2000
				From:		Dead F			<u> </u>						
684)	0.83	240	R			Deua	JII G				NA		NA		06/28/2000
				To: From:		US 5									
684	4.49	2900	G	82% To:	1%	4% 44-609; 4	9%	4%	0%	С	270	G	2900	G	2001
				From:		44-64									
(685)	1.48	3400	G	97%	1%	1%	0%	0%	0%	С	350	G	3500	G	2001
				To:		US 220									
686	0.25	50	R	From:		Dead E	End				NA		NA		06/12/2000
686				To:		44-641 NO									
686	0.35	110	R	From:		44-641 SC	OUTH				NA		NA		06/12/2000
686				To:		Dead F	End								
0 0 1 0 1 0 1	2.22			From:	40/	SR 57; 44		00/		_	000		2222	_	2004
687 Stone's Dairy Rd	2.86	2900	G	95%	1%	2%	0%	2%	0%	F	290	G	3000	G	2001
(687) Stone's Dairy Rd	2.15	3200	G	95%	1%	44-62 <b>2</b> %	0%	2%	0%	С	330	G	3200	G	2001
				To		44-68			<b>—</b>	-		-			
687) Stone's Dairy Rd	1.69	3600	G	95%	1%	2%	0%	2%	0%	F	360	G	3600	G	2001
				To: From:		44-60			]						
687	4.60	1300	G	95%	1%	2%	0%	2%	0%	F	120	G	1300	G	2001
	1.29	3000	G	From: 95%	1%	44-68 <b>2</b> %	0%	2%	0%	F	300	G	3100	G	2001
687)	1.20	3000		To:	1 /0	US 5		- 70			300		3100		
	-														

					пен	y Mainten									
Route	Length	AADT	QA	4Tire	Bus					QC	Design	QK	AAWDT	QW	Year
H	ŭ					2Axle	3+Axle	1Trail	2Trail		Hour				
Henry County				From:		US 58									
(687) Soapstone Rd	3.95	1200	G	95%	1%	2%	0%	2%	0%	F	130	G	1200	G	2001
				To: From:		44-641									
(687)	2.65	1600	G	95%	1%	2%	0%	2%	0%	F	210	G	1700	G	2001
				To:		US 220 ; FF									
	0.07	400	_	From:		44-695	5				N1.0		NIA		00/00/000
688	3.27	160	R	To:		44-692 NO	RTH		7		NA		NA		06/28/2000
_				From:		44-692 SO	UTH								
688	3.15	470	G	93%	4%	1%	1%	1%	0%	С	60	G	480	G	2001
				To: From:		44-106									
688	1.95	390	G	93%	4%	1%	1%	1%	0%	F	50	G	400	G	2001
				To: From:		44-816	,		]						
688	0.64	510	G	95%	3%	2%	0%	1%	0%	С	70	G	520	G	2001
				To:	U	S 220 ; US 2	20 BUS								
$\bigcirc$				From:		US 220	)								
(689)	0.80	80	R	т		- I - I - I			_		NA		NA		06/26/2000
				To:		Dead E									
	1.09	90	ь	From:		Dead E	nd				NA		NA		06/26/2000
690	1.09	80	R						_		INA		NA		06/26/2000
	0.00	40		From:		44-692 NO	RTH		_		NIA		NIA		00/00/000
690)	0.92	48	R	To:		44-692 SO	ПТН				NA		NA		06/26/2000
				From:	NT.				_						
601	0.30	660	G	94%	1%	rth Carolina :	0%	1%	0%	С	70	G	670	G	2001
691)	0.00	000	·	To:	170	44-692		1 70	7 ~	Ü	70	Ŭ	010	Ü	2001
				From:	No	rth Carolina	State Line								
692)	3.21	960	G	93%	1%	3%	2%	2%	0%	F	90	G	980	G	2001
				To		44-629	)		¬						
692)	3.70	2200	G	93%	1%	3%	2%	2%	0%	С	220	G	2200	G	2001
				To:		US 58 EA									
	0.40	00	_	From:		US 58 M	ID				NIA		NΙΔ		07/06/2000
692	0.48	90	R						_		NA		NA		07/06/2000
$\overline{}$	0.00	200		From:		44-142	9		_		NIA		NIA		07/00/0000
692	0.30	300	R	To:		US 58 WI	сст		_		NA		NA		07/06/2000
				From:	NT.										
603	1.50	70	R		No	rth Carolina	State Line				NA		NA		1996
693)	1.50	, 0	13	To:		44-629	)		7		14/7		INA		1000
				From:		44-695									
694)	3.45	320	R								NA		NA		1996
				To:		44-692	2								
				From:	No	rth Carolina	State Line								
695)	2.37	190	R								NA		NA		1996
				To: From:		44-629 EA	AST		]						
695)	6.08	700	R						-		NA		NA		1996
				To: From:		US 58			<b>_</b>						
695)	0.59	1000	G	95%	1%	2%	1%	1%	0%	С	110	G	1000	G	2001
				To		44-698	3		1						
695)	0.60	490	G	95%	1%	2%	0%	1%	0%	F	60	G	500	G	2001
				To		44-972	,		<b></b>						
695)	3.32	520	G	95%	1%	2%	0%	1%	0%	F	70	G	530	G	2001
				To:	-	44-687		-							

Route	Length	AADT	QA	4Tire	Bus			ıck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Henry County				From:		44-69			1						
696)	3.47	230	R						<del>-</del>		NA		NA		07/10/2000
				To:		44-62									
607	1.65	90	R	From:		Dead E	ind				NA		NA		04/12/2000
697)	1.00			To:		44-62	5								0 17 12/2000
697)	1.35	120	R	From:		44-02	3		_		NA		NA		04/12/2000
				To: From:		44-63	6		1—						
(697) (697)	1.20	250	G	96%	3%	0%	0%	0%	0%	С	30	G	250	G	2001
	0.70			From:		44-65	0		_		NIA		NIA		04/40/2004
697)	2.78	230	R	_					_		NA		NA		04/12/2000
	0.41	600	R	From:		44-62	5				NA		NA		04/12/2000
697)	0.11			To:		44-610 SC	MITH								0 17 12/2000
697)	0.29	30	R	From:		44-010 30	70 111				NA		NA		04/12/2000
				To:		44-610 NO	ORTH								
	4.00	=00	_	From:		44-69	5								07/40/000
698)	1.00	530	R						_		NA		NA		07/10/2000
	4.47	100	R	From:		44-69	6		_		NA		NA		07/10/2000
698)	7.77	100	K	To:		44-627 SC	UTH		7		INA		IVA		07/10/2000
One stride a Dd	4.00	4000	_	From:	40/	44-62		40/	00/	_	400	0	4000	_	0004
698 Crestridge Rd	1.98	1200	G	97% To:	1%	1% 44-68	0% 7	1%	0% 7	F	120	G	1200	G	2001
				From:		44-687 NO	ORTH		<u> </u>						
698)	3.08	3600	G	97%	1%	1%	0%	1%	0%	F	370	G	3600	G	2001
	4.40	4700		From:	40/	44-78		40/			500		4000		2004
698)	1.49	4700	G	97% To:	1%	1% 4-1228; SR	0% 57 ALT	1%	0% 7	С	500	G	4800	G	2001
				From:		US 5			i						
(699)	0.17	7	R				*		_		NA		NA		06/28/2000
				To:		Dead E	nd								
	2.11	50	_	From:		44-62	5				NIA		NIA		04/12/2000
700	2.11	50	R	To:		44-61	0		7		NA		NA		04/12/2000
				From:		44-866 W									
(701)	0.15	120	R	•					_		NA		NA		03/29/2000
				To: From:		44-74	7		]——						
(701)	0.44	440	R								NA		NA		03/29/2000
	0.47			From:		44-86	8		]						00/00/0000
701)	0.17	590	R						_		NA		NA		03/29/2000
	0.96	2100	G	From: 99%	0%	44-86 0%	7 0%	0%	0%	С	270	G	2100	G	2001
701)	0.50	2100	J	To:				0 70	7	O	210	J	2100	O	2001
701)	0.08	13000	G	From: 99%	0%	44-609 Gap 0%	0%	0%	0%	F	1100	G	13000	G	2001
				To:		44-68									
701)	0.06	11000	G	99%	0%	0%	0%	0%	0%	F	870	G	11000	G	2001
				To:		SR 5'	7								
$\bigcirc$				From:		Dead E	nd								
702	2.06	390	R	To:		44-65	0		7		NA		NA		05/28/2000
				From:		SR 57; 44			+						
(703) Ridgewood Rd	0.85	470	G	94%	3%	3%	0%	0%	0%	С	47	G	480	G	2001
(103)	3.00		-	To:	270	44-67		- 70	٦ ΄ ΄	•	••	-	.50	Ŭ	_50.

Route	Length	AADT	QA	4Tire	HUS	Tru 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Henry County				From:	Dead E	nd		1						
704)	0.55	180	R					<u>-</u>		NA		NA		08/07/2000
				To: From:	44-993									
705)	0.24	30	R	From:	SR 57 EA	AST		_		NA		NA		04/19/2000
(703)				To:	SR 57 W	EST								
			_	From:	US 58	3								
706	0.90	500	R					_		NA		NA		06/07/2000
700	0.70	360	R	From:	44-70	7				NA		NA		06/07/2000
706)	0.70		.``	To:	SCL MARTIN	ISVILLE								00/01/2000
				From:	44-960									
707	0.87	1700	G	98% To:	0% 1%	1%	0%	0%	С	180	G	1700	G	2001
				From:	SCL MARTIN									
708)	0.46	70	R		44-08	1		_		NA		NA		07/26/2000
				To:	Dead E	nd								
	4.00		_	From:	44-68	7								07/00/0000
709	1.60	280	R	To:	44-62	7		1		NA		NA		07/06/2000
				From:	44-648									
(710)	0.20	10	R					_		NA		NA		04/12/2000
				To:	Dead E									
(744)	0.50	630	R	From:	North Carolina	State Line				NA		NA		04/24/2000
711)	0.30	000		To:	44-610	0				IVA		IVA		04/24/2000
				From:	44-698	8								
712	1.70	740	R					<b>-</b>		NA		NA		07/19/2000
				To: From:	SR 57 A									
713)	0.27	610	R	rioni.	SR 10	8		_		NA		NA		05/22/2000
				To:	44-164	13		1						
(713)	0.08	370	R	From:				_		NA		NA		05/22/2000
				To:	44-986									
	0.56	4300	В	From:	SR 108 SC	)UTH		_		NA		NA		08/07/2000
714	0.30	4300	R	To:	CD 27	.1		_		IVA		IVA		00/01/2000
(714)	0.53	570	R	From:	SR 37	1				NA		NA		08/07/2000
				To:	SR 108 NO	ORTH								
	2.22		_	From:	44-710	6								07/04/0000
715	0.08	90	R	To:	SR 57; 44	1-703		7		NA		NA		07/31/2000
				From:	SR 57; 44			1						
(716)	0.20	170	R		5107, 11			_		NA		NA		07/31/2000
				To:	Dead E									
<del></del>	0.20	150	R	From:	Dead E	nd				NA		NA		04/26/2000
(717)	0.20	130	IX.	То:	SR 57 SO	UTH				INA		INA		04/20/2000
	0.45	00	В	From:	SR 457 NO					NA		NIA		04/26/2000
717	0.45	80	R	To:	44-940	0		1		INA		NA		04/26/2000
				From:	Dead E									
718)	1.28	300	R	_				_		NA		NA		07/10/2000
				To:	44-698			<u> </u>						
(710)	0.50	90	R	From:	44-674	4				NA		NA		08/09/2000
719				To:	Dead E	nd		1						

						Maintenan									
Route	Length	AADT	QA	4Tire	Bus	2Avlo 2				QC	Design	QK	AAWDT	QW	Year
Henry County						2Axle 3-	+AXIE	ı ı rall	∠ i raii ———		Hour				
	1.51	120	R	From:		44-655					NA		NA		05/08/2000
(720)	1.01	120		To:		SR 57					14/-3		IVA		03/00/2000
				From:		Dead End									
(721)	0.33	2400	R								NA		NA		06/12/2000
	2.25	4000		From:	40/	44-801	00/	00/			450		4000		2004
(721) Dupont Rd	0.25	1300	G	95% To:	1%	2% US 58	0%	2%	0% 7	С	150	G	1300	G	2001
				From:		44-666									
722	1.66	160	R	_					_		NA		NA		08/09/2000
				To: From:		44-674									
723	1.24	160	R	rioni.		44-698			_		NA		NA		07/26/2000
723				To:		Dead End									
				From:		US 220 BUS	S								
724	0.04	1500	R						_		NA		NA		06/07/2000
	0.40	1300	R	From:		44-1350					NA		NA		06/07/2000
724)	0.40	1300	K	To:		44-1332					INA		IVA		00/01/2000
-				From:		44-605									
725)	0.05	10	R	To:		111. 0			_		NA		NA		08/02/2000
				From:	Fra	anklin County 44-688	Line								
726)	0.50	180	R			44-000			_		NA		NA		06/26/2000
				To		Dead End									
$\bigcirc$	0.20	450		From:	Fra	anklin County	Line				NIA		NIA		00/00/2000
(727)	0.20	150	R	To:		44-674			7		NA		NA		08/09/2000
				From:		44-609									
728	0.43	3000	G	98%	0%		1%	1%	0%	С	340	G	3200	G	2001
				To: From:		US 220 BUS	S		<u> </u>						
729	0.65	40	R	From:		Dead End			_		NA		NA		04/24/2000
(129)				To:		44-634									
				From:	NCI	L MARTINS	VILLE								
730	0.10	1000	R	To:	NCI	L MARTINS	ЛІЕ		7		NA		NA		05/22/2000
				From:	INCI	44-732	VILLE								
731)	0.05	40	R			,32					NA		NA		05/30/2000
				To:		Dead End									
722	0.05	740	R	From:		SR 57			_		NA		NA		06/01/2000
732	0.00	740	IX.	To		44 721					14/-3		IVA		00/01/2000
732	0.34	2500	R	From:		44-731					NA		NA		06/01/2000
<u> </u>				To: From:	0.3	34 M FRM 44	-731								
732)	1.75	2500	R						_		NA		NA		06/01/2000
				To: From:		44-728			<u> </u>						
733	0.38	140	R	1 10III.		Dead End			_		NA		NA		08/02/2000
			-	To:		44-672									
				From:		US 220									
734)	0.65	100	R	To:		Dead End			7		NA		NA		06/05/2000
				From:		Dead End			+						
735)	0.50	80	R	_		Doug End			_		NA		NA		08/09/2000
$\bigcirc$				To:		44-666									

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Henry County						ZITAII		rioui				
<del>(200)</del>	0.33	40	R	From:	Dead End			NA		NA		05/08/2000
(736)	0.55	40	IX.	To:	44-654	7		INA		INA		03/00/2000
				From:	44-1140							
737)	0.47	150	R					NA		NA		06/01/200
				To:	44-799 NORTH							
$\bigcirc$	0.75		_	From:	Dead End							0.4.4.0.10.00
738	0.75	45	R	To:	44-625	7		NA		NA		04/12/200
				From:	SR 57							
739	0.28	120	R	<u>.                                    </u>	SRO	<b>⊒</b> !		NA		NA		07/31/200
				To:	44-903							
				From:	44-666							
740	0.56	600	R	To:	D 15.1	7		NA		NA		08/09/200
				From:	Dead End							
741	0.30	20	R	Pioni.	Dead End; Gap Terminus			NA		NA		04/19/200
741)	0.00	20		To:	44-628 SOUTH	1		147 (		1471		0-11 10/200
$\bigcirc$				From:	Dead End; Gap Terminus							
741)	0.50	40	R	To:	44 (28 NOPTH	7		NA		NA		04/19/200
				From:	44-628 NORTH							
742	0.13	40	R	Tronic	44-627 EAST	_		NA		NA		07/06/200
142				To:	44-627 WEST	1						
				From:	44-657							
743)	1.30	110	R			_		NA		NA		05/08/200
				To:	Dead End							
	0.20	48	R	From:	Dead End	J		NA		NA		05/30/200
744	0.20	40	K	To:	44-682	7		INA		INA		03/30/200
				From:	44-747; 44-872							
745)	0.08	590	R	<u></u>	,			NA		NA		03/29/200
				To:	44-701							
$\bigcirc$				From:	44-701 WEST							
746)	0.05	120	R	To:	44-908 WEST	7		NA		NA		03/29/200
				From:	44-908 WEST 44-908 EAST							
746)	0.03	210	R			_		NA		NA		03/29/200
				To:	44-701 EAST							
	0.28	930	R	From:	44-609; 44-684	_		NA		NA		03/29/200
747)	0.20	930	K			_		INA		INA		03/29/200
(747)	0.75	450	R	From:	44-745; 44-872			NA		NA		03/29/200
747)	0.70	400		To:	44-701	1		147 (		1471		00/20/200
				From:	44-677							
748)	1.03	90	R			_		NA		NA		07/17/200
				To:	44-687							
$\bigcirc$	0.00	400	_	From:	US 220 BUS							00/07/000
749	0.20	400	R	To:	Dead End	7		NA		NA		06/07/200
Form of Did					Dead Flid							
Town of Ridgeway				From:	SR 87 WEST							
(750)	0.07	1600	G	93%	1% 2% 1% 3%	0%	С	170	G	1600	G	2001
				To:	ECL Ridgeway							
Henry County				From:	ECL Ridgeway							
(750)	0.09	1600	N	93%	1% 2% 1% 3%	0%	Ν	170	N	1600	Ν	2001
				To:	ECL RIDGEWAY							

					Hen	ry Mainte	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Trı			QC	Design	QK	AAWDT	QW	Year
	3***		·	•		2Axle	3+Axle	1Trail	2Trail		Hour	_,,			
Town of Ridgeway				From:		ECL Rid									
750 Old Leaksville Rd	0.23	1000	G	93% To:	1%	2% ECL Rid	1%	3%	0%	F	100	G	1000	G	2001
Henry County				10.		ECL KIQ	geway								
				From:		ECL Rid			<b>_</b>						
750 Old Leaksville Rd	0.86	1000	N	93%	1%	2%	1%	3%	0%	N	100	N	1000	N	2001
750	2.54	700	G	From: 93%	1%	44-63 2%	36 1%	3%	0%	F	70	G	720	G	2001
750				To:	. , ,	SR 87 E		0,0	<u> </u>						
$\sim$				From:		SR 57 E	EAST								
751)	2.13	130	R	To:		SR 57 W	VEST		7		NA		NA		04/10/2000
				From:		44-78									
752)	1.95	860	R			,	<u> </u>				NA		NA		06/12/2000
				To:		US 5	58								
	1.00	400	_	From:		SR 5	57				NA		NA		07/31/2000
753)	1.00	400	R	To:		Dead 1	End		7		INA		INA		07/31/2000
				From:		44-90									
754)	1.07	270	R						_		NA		NA		07/26/2000
				To: From:		44-606 I									
755)	0.30	250	R	From:		SR 57 V	VEST				NA		NA		07/31/2000
755	0.00			То:		SR 57 E	EAST								
				From:		44-6	73								
756	0.17	760	R	To:		SR 5	.7		_		NA		NA		07/31/2000
				From:		44-78									
757)	0.20	310	R			44-70	30				NA		NA		06/07/2000
				To:	S	CL MARTI	NSVILLE								
$\bigcirc$	0.00	40	_	From:		44-69	92				NIA		NIA		00/00/000
758)	0.60	10	R	To:		Dead 1	End				NA		NA		06/28/2000
				From:		Dead l									
(759)	0.34	60	R								NA		NA		06/28/2000
				To: From:		US 58 E	EAST		]						
759)	1.55	350	R	To:		US 58 V	VECT		_		NA		NA		07/06/2000
				From:		44-64			1						
760	0.80	160	R			44-0-	10				NA		NA		04/12/2000
				To:		Dead l	End								
	2.40	4000		From:		44-68	87				NIA		NIA		07/06/2000
761)	2.40	1600	R	To:		44-60	09				NA		NA		07/06/2000
				From:		Dead l			1						
762	0.50	100	R								NA		NA		06/26/2000
				To		US 2									
(763)	0.16	100	R	From:		44-70	54		_		NA		NA		03/29/2000
1.55				To:		44-70	01				•		•		
				From:		44-70	65								
764)	0.24	90	R	To:		Dead	End		7		NA		NA		03/29/2000
				From:		Dead 1									
765)	0.06	20	R			44-/(	U-T		_		NA		NA		03/29/2000
				To:		Dead l	End								

					TICTILY IVIGII	iteriarioe 7 ti	cu							
Route	Length	AADT	QA	4Tire	Bus 2Ax	de 3+Axle	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Henry County				» I										
	0.56	70	R	From:	4	4-921				NA		NA		06/28/2000
766	0.56	70	ĸ	To:	De	ad End		7		INA		INA		00/20/2000
				From:		4-681		1						
(767)	1.25	80	R		4	+-061		_!		NA		NA		07/26/2000
(101)	0		•••	To:	De	ad End		7						0172072000
				From:	De	ad End								
768)	0.60	40	R					_1		NA		NA		07/06/2000
				To:	44-78	7 NORTH								
				From:	De	ad End								
769	0.16	70	R							NA		NA		07/31/2000
				To:	4	4-903								
				From:	S	SR 57								
770	0.51	1200	R	To:				_		NA		NA		07/31/2000
						4-903								
	0.70	70	В	From:	4	4-636				NA		NA		04/24/2000
771)	0.70	70	R	To:	Do	ad End		7		INA		INA		04/24/2000
				From:										
772)	0.23	70	R			JS 58		_		NA		NA		04/05/2000
772	0.20			To:	De	ad End		7		10.		10.		0 11 00/2000
				From:		SR 57								
773	0.18	200	R		-	1107		_1		NA		NA		04/10/2000
				To: From:	Δ	4-659								
773)	0.32	180	R	From:		1-037		_		NA		NA		04/10/2000
				To:	J	JS 58								
				From:	4	4-609								
(774)	0.19	70	R	-						NA		NA		07/10/2000
				To:	De	ad End								
				From:	4	4-964								
(775)	2.02	790	R							NA		NA		07/17/2000
				To:	4	4-881								
				From:	4	4-750								
776	0.90	60	R	To:				_		NA		NA		04/24/2000
						ad End								
(777) Mt. Olivet Rd	2 22	4600	•	From:		4-620	10/	00/	C	150	0	1600	C	2001
(777) Mt. Olivet Rd	2.33	1600	G	97%	0% 1%		1%	0%	С	150	G	1600	G	2001
$\overline{}$	0.00	4000	_	From:	US	58 BUS		_		NI A		NIA		0.4/4.0/0000
(777)	0.26	1300	R							NA		NA		04/10/2000
				From:	4	4-920								0.444.040.000
777	0.60	840	R							NA		NA		04/10/2000
				From:	4	4-659								
777	0.13	920	R							NA		NA		04/10/2000
				To: From:	S	SR 57		]						
777	0.73	1200	R							NA		NA		04/26/2000
				From:	44	l-1642								
777	0.26	1200	R					_		NA		NA		04/26/2000
				To:	S	R 457								
				From:	4	4-663								
778	2.66	320	R	т						NA		NA		05/22/2000
				To:		R 457								
$\bigcirc$	4.0=		_	From:	4	4-698								07/40/222
779	1.85	500	R	To		ID 57				NA		NA		07/19/2000
				To:	S	SR 57								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Henry County				From:	44-680							
780	1.46	170	R					NA		NA		07/26/2000
	0.50	30	R	To: From:	44-698			NA		NA		07/19/2000
(780)	0.50	30	ĸ	To:	Dead End	7		INA		INA		07/19/2000
				From:	44-688							
781	3.28	70	R					NA		NA		06/26/2000
	1.99	F20	R	To: From:	44-687	_		NA		NA		06/12/2000
(781)	1.99	520	ĸ	To	44-877			INA		INA		00/12/2000
(781)	0.40	110	R	From:	44-8//			NA		NA		06/12/2000
				To:	Dead End							
$\sim$				From:	44-902							
782	2.62	970	G	97% To:	1% 1% 0% 1%	0%	С	100	G	990	G	2001
				10.	US 220 BUS; FR 836							
Town of Ridgeway				From:	Dead End							
(783)	0.20	150	R	т	**** *** P****	_		NA		NA		06/05/2000
				To:	US 220 BUS							
Henry County				From:	Dead End	1						
784)	0.30	120	R					NA		NA		05/30/2000
				To:	44-667							
$\bigcirc$	2.25	242	_	From:	SR 57							07/04/000
785	0.85	240	R	To:	44-703	7		NA		NA		07/31/2000
				From:	Dead End	l l						
786)	0.48	48	R	<u>I</u>	Dead End	_		NA		NA		04/24/2000
<u> </u>				To:	44-610							
				From:	44-768 SOUTH							
(787)	0.45	100	R	To:	11.50=			NA		NA		07/06/2000
				From:	44-687	_						
(788)	0.42	380	R	Piolii.	US 58 BUS			NA		NA		06/07/2000
(700)	0.12	000	• • • • • • • • • • • • • • • • • • • •	To:	Cul-de-Sac							00/01/2000
				From:	44-647							
(789)	1.21	70	R			_		NA		NA		04/05/2000
				To:	Dead End							
	0.10	120	R	From:	Dead End			NA		NA		04/05/2000
790	0.10	120	ĸ	To:	44-647	7		INA		INA		04/05/2000
				From:	Dead End							
791)	0.40	130	R		****	_		NA		NA		04/24/2000
				To:	44-610							
$\bigcirc$	2.22		_	From:	Dead End							05/00/000
792)	0.08	80	R	To	44-663	7		NA		NA		05/22/2000
				From:	44-692	1						
793)	1.52	120	R	<u> </u>	44-072	_		NA		NA		06/28/2000
				To:	44-687							
$\overline{}$				From:	Dead End							
794)	0.04	40	R					NA		NA		05/30/2000
				To: From:	44-1157	]—						05/00/55
794)	0.20	920	R	To:	He and Dire	_		NA		NA		05/30/2000
-					US 220 BUS							

					Henry		nance Are								
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Henry County						ZAXIE	3+Axle	ııralı	∠ıralı		Hour				
	0.04	4000		From:		US 220	BUS								00/04/0000
(794)	0.24	1000	R	To:		44-60	19		7		NA		NA		06/01/2000
				From:		US 220									
795)	0.27	950	R	<u> </u>		05 220	B05		_		NA		NA		06/01/2000
				To		44-60	19		1						
795)	0.08	200	R	From:					_		NA		NA		06/01/2000
				To:		44-11	17								
$\bigcirc$			_	From:		44-11	43								0=1001000
796	0.60	3200	R	To:		44-60	10		7		NA		NA		05/30/2000
				From:		Dead E									
(797)	0.19	80	R			Dead E	ena				NA		NA		05/30/2000
(191)				To		44-11:	5.1								
797)	0.66	450	R	From:		44-11,	<i>)</i> 1				NA		NA		05/30/2000
(10)				To		44-11	30		1						
(797)	0.68	1500	R	From:		44-11,	39				NA		NA		05/30/2000
				To:		S 220 BUS									
(797) Seminole Dr	0.65	500	G	97%	1%	S 220 BUS 1%	NORTH 1%	0%	<b>」</b> 0%	С	50	G	530	G	2001
(797) Seminole Dr	0.03	500	G	To:	1 /0	44-60		0 70	7 0 /8	C	50	G	550	G	2001
				From:		44-75									
(798)	0.25	30	R			11.75	•				NA		NA		07/26/2000
				To		SR 5	7		1						
(798)	0.29	440	R	From:			,				NA		NA		07/31/2000
				To:		44-60	16								
				From:		US 220	BUS								
799	0.05	1400	R								NA		NA		06/01/2000
<u> </u>				From:		44-73	7								
799	0.60	800	R	To:		44.11	4.1		_		NA		NA		06/01/2000
				From:		44-114									
(800)	0.70	220	R	Troni.		Dead E	end				NA		NA		07/06/2000
(800)				To:		44-68	7		1						
				From:		44-72	1								
801)	0.10	340	G	95%	4%	0%	1%	0%	0%	С	40	G	350	G	2001
				To:	SC	L MARTI									
	0.44	200	_	From:		Dead E	End				NIA		NIA		05/00/0000
802	0.14	330	R	To:		US 220	RUS		1		NA		NA		05/30/2000
				From:		Dead F			<u> </u>						
803	0.55	80	R	<u> </u>		Deau I	ena				NA		NA		05/24/2000
000				To:		44-62	0								
				From:		US 220	BUS								
804)	0.60	640	R						_		NA		NA		06/01/2000
				To:		Dead I									
	0.30	40	В	From:		Dead E	End		_		NA		NIA		05/22/2002
805)	0.30	48	R	To:		SR 10	08		7		INA		NA		05/22/2000
				From:		44-69									
806	0.47	40	R			<del></del> 02	~		_		NA		NA		06/26/2000
				To:		Dead E	End								
				From:		SR 17	74								
807)	0.15	190	R	т.					_		NA		NA		08/07/2000
				To:		44-850 NO	ORTH		]						

Route	Length	ΔΔΠΤ	QA	4Tire	Henry Maintenance AreaTruck Bus		QC	Design	QK AAWDT	QW Year
Henry County	Longin	AADI	W.A.	41110	2Axle 3+Axle 1Trail	2Trail	QU	Hour	QIC /VIVIDI	QVV TCGI
_				From:	SR 57					
808	0.20	200	R	To:	Dood End	¬		NA	NA	07/31/2000
				From:	Dead End 44-808					
809	0.10	60	R		44-808	_		NA	NA	07/31/2000
000				To:	Dead End					
				From:	SR 57					
810	0.15	110	R	To:	44.505	<b>-</b> 1		NA	NA	07/31/2000
				From:	44-785	+				
(014)	0.90	200	R	Pioni.	Dead End	_		NA	NA	07/06/2000
811)	0.00	200	.,	To:	44-687				101	0170072000
				From:	Dead End					
812	0.34	170	R			_		NA	NA	03/29/2000
				To:	44-609					
$\bigcirc$	0.44			From:	44-902					00/05/000
813	0.14	100	R	To:	Dead End	7		NA	NA	06/05/2000
				From:						
814)	0.14	120	R	110111	44-902	_		NA	NA	06/05/2000
014)				To:	Dead End	1				
				From:	44-902					
815)	0.14	80	R			_		NA	NA	06/05/2000
<u> </u>				To:	Dead End					
	0.05	00		From:	Dead End			NIA	NIA	00/00/000
816	0.35	60	R	To:	44-688	_		NA	NA	06/26/2000
				From:	US 220					
817)	0.40	1100	R	<u> </u>	03 220	_		NA	NA	08/07/2000
				To:	44-993					
				From:	Dead End	]				
818	0.20	10	R			_		NA	NA	06/26/2000
				To:	44-629					
	0.30	20	R	From:	SR 57			NA	NA	04/05/2000
819	0.30	20	ĸ	To:	Dead End	7		INA	NA.	04/05/2000
				From:	Dead End					
(820)	0.25	300	R		Boat End	_		NA	NA	05/30/2000
				To:	SR 57					
				From:	US 220 BUS					
821)	0.19	380	R			_		NA	NA	06/07/2000
				To: From:	44-724 WEST 44-724 EAST					
821)	0.20	280	R	<u> </u>	,2.13.15			NA	NA	06/07/2000
				To:	44-1332					
				From:	44-775					
822)	0.40	80	R	To:	D 15.1	_		NA	NA	07/17/2000
				From:	Dead End					
823	0.55	10	R	4 TOHI.	Dead End	_		NA	NA	06/26/2000
023)			_ '`	To:	44-629	1				
				From:	44-973					
824	0.50	120	R			<b>-</b>		NA	NA	04/19/2000
				To:	Dead End					
$\bigcirc$		_		From:	Dead End			NIA NIA	06/12/2000	
825)	0.17	10	R	To:	44 1252	¬		NA	NA	06/12/2000
				To:	44-1353	1				

					Henry		nance Ar								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Henry County								ıııalı	ZIIdli		i ioui				
_	0.16	1000	R	From:		44-13:	53				NA		NA		06/12/2000
825	0.10	1000	1	To:	US	S 220 BUS	; FR-847				IVA		INA		00/12/2000
_				From:		Dead F	End								
826	0.60	90	R						_		NA		NA		08/02/2000
				To: From:		44-67									
(927)	1.20	250	R	From:	70-62	7; Patrick	County Lin	e			NA		NA		07/10/2000
827	0			To:		44-62	6								00.2000
				From:		Dead E	End								
828	0.20	60	R						_		NA		NA		07/10/2000
				To: From:		44-68									
829	0.40	70	R	From:		44-87	5				NA		NA		06/28/2000
(629)	0.10		.,	To:		Dead E	End								00/20/2000
				From:		44-62	:7								
830	0.75	60	R								NA		NA		07/10/2000
				To:		Dead E									
	0.50	00	_	From:	I	Dead End;	.50 MS				NA		NIA		07/10/2000
831)	0.50	80	R	To:		SR 57 W	EST				NA		NA		07/19/2000
				From:		SR 57 E									
831	0.37	910	R								NA		NA		07/17/2000
				To: From:		44-122	26								
831)	0.48	140	R	To:		Dead E	and				NA		NA		07/17/2000
				From:		44-68									
832	0.30	260	R			44-00	1				NA		NA		07/17/2000
002				To:		Dead E	End								
				From:		44-83	8								
833	0.41	350	R						_		NA		NA		07/19/2000
				To:		SR 5									
(834)	0.25	50	R	From:		44-66	6				NA		NA		08/09/2000
(634)	0.20		.,	To:		Dead E	End								00/00/2000
				From:	Nort	th Carolina	State Line								
(835)	0.45	200	R						_		NA		NA		04/24/2000
				To:		SR 8									
	1.40	200	ъ.	From:		44-75	9				NA		NA		07/06/2000
836	1.40	300	R	To:		44-68	17				INA		INA		07/00/2000
				From:		44-68									
837	0.90	90	R				-				NA		NA		07/06/2000
				To:		Dead E	End								
$\bigcirc$				From:		SR 5	7								0=/40/0000
838	1.83	1400	R	To:		Dead E	and				NA		NA		07/19/2000
				From:		44-65									
839	0.85	150	R	<u> </u>		44-03	U		_		NA		NA		05/08/2000
				To:		Dead E	End		1						
				From:		Dead E	End								
840	1.00	10	R	Te		4	.0		_		NA		NA		04/05/2000
				To: From:		44-60									
(941)	0.23	240	R	1 IOIII.		SR 5	/		_		NA		NA		04/10/2000
841)	0.23 <b>240</b>			To:		44-99	0		1						
		_						_	_	_				_	

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Henry County				From:	44-990	1				
841)	0.11	120	R	<u> </u>	14-770	_		NA	NA	04/10/2000
	0.44			To: From:	44-991	]				0.4.4.0.0000
841)	0.11	30	R	To:	Dead End	7		NA	NA	04/10/2000
				From:	44-622	i				
842	1.05	20	R	_		_		NA	NA	04/24/200
				To: From:	Dead End					
843)	1.20	190	R		44-679	_		NA	NA	07/26/200
				To:	44-780					
$\bigcirc$	4.00	440	_	From:	Dead End			NIA	NIA	00/02/200
844	1.00	110	R	To:	44-674	7		NA	NA	08/02/200
				From:	Dead End					
845)	0.43	130	R			_		NA	NA	07/10/200
				To:	44-627	<u> </u>				
846)	0.35	100	R	From:	Dead End	_		NA	NA	03/29/200
(840)				To:	44-609					
				From:	US 220 BUS					
847)	0.24	180	R	To:	44-796	7		NA	NA	06/01/200
				From:	44-728					
848)	0.30	1200	R	<u> </u>	11 /20	_		NA	NA	05/30/200
				To:	US 220 BUS					
	0.17	400	В	From:	44-848			NA	NΛ	05/30/200
849	0.17	490	R	To:	US 220 BUS	1		INA	NA	05/30/200
				From:	US 220 BUS; 44-889					
850	0.31	160	R			_		NA	NA	08/07/200
				To: From:	44-807 SOUTH					
851)	0.10	160	R	rioni.	44-804	_		NA	NA	06/01/200
(001)				To:	Dead End					
$\bigcirc$				From:	Dead End					
852	0.10	90	R			_		NA	NA	04/26/200
(F2)	0.45	410	R	From:	44-856	_		NA	NA	04/26/200
852	0.40	410		To:	SR 57			1471	10.1	0-1/20/200
				From:	44-799					
853	0.13	260	R					NA	NA	06/01/200
	0.04	40		From:	44-854			NIA	NIA	00/04/200
853	0.01	10	R	To:	Dead End	7		NA	NA	06/01/200
				From:	44-853	i				
854)	0.08	140	R			_		NA	NA	06/01/200
				To:	44-855					
(855)	0.18	280	R	From:	44-854	_		NA	NA	06/01/200
855				To:	44-1141					22.3230
				From:	Dead End					
856	0.24	80	R			_		NA	NA	04/26/2000
<b>856</b> )	0.20	460		From:	44-1613	]		NA	NA	04/26/2000
(856)	0.20	160	R	To:	44-852	<del>-</del> i		INA	NA	04/26/2000

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	()(	Design Hour	QK AAWDT	QW Year
Henry County				From:			11001		
(857)	0.20	80	R	From:	Dead End		NA	NA	06/07/2000
037)				To:	SCL MARTINSVILLE				
$\bigcirc$	0.40	400		From:	Dead End		NIA	NIA	05/00/0000
858	0.18	160	R			_	NA	NA	05/22/2000
858)	0.30	360	R	From:	44-937		NA	NA	05/22/2000
030)				To:	SR 57				
	2.22		_	From:	44-683				07/00/000
859	0.23	200	R	To:	Dead End	$\neg$	NA	NA	07/06/2000
				From:	44-707 NORTH				
860	0.22	90	R			_	NA	NA	06/07/2000
				To: From:	44-707 SOUTH				
861)	0.10	60	R	From:	44-609		NA	NA	03/29/2000
(601)				To:	Dead End				
				From:	44-747				
862	0.09	80	R	To:	44-701	$\neg$	NA	NA	03/29/2000
				From:	44-747				
863	0.08	350	R			<u> </u>	NA	NA	03/29/2000
				To:	44-701				
	0.08	30	R	From:	Dead End		NA	NA	03/29/2000
864	0.08	30	K	To:	44-701	$\neg$	INA	INA	03/29/2000
				From:	Dead End				
865	0.08	48	R	To:	11.50	<b>—</b> 1	NA	NA	03/29/2000
				From:	44-701				
866	0.05	110	R	T tom.	44-747	_	NA	NA	03/29/2000
				To: From:	44-701 WEST				
866	0.18	250	R	PIOIII.		<b>'</b>	NA	NA	03/29/2000
				To: From:	44-868				
866	0.18	200	R				NA	NA	03/29/2000
	0.09	40	R	From:	44-701 EAST		NA	NA	03/29/2000
866	0.09	40	K	To:	Dead End	$\neg$	INA	INA	03/29/2000
				From:	44-866				
(867)	0.22	70	R			_	NA	NA	03/29/2000
				To:	44-701				
868	0.02	70	R	From:	44-747		NA	NA	03/29/2000
(808)				To:	44-1099	_			
(868)	0.14	60	R	From:	11 10//		NA	NA	03/29/2000
				To: From:	44-869				
868	0.05	310	R			_	NA	NA	03/29/2000
				To: From:	44-866 24-866	-			
868	0.15	80	R			<b>_</b>	NA	NA	03/29/2000
				To:	44-701				
<u> </u>	0.20	370	R	From:	44-868	_	NA	NA	03/29/2000
869	0.20	J/ U		To:	44-701	1_	14/4	INA	03/29/2000

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Henry County				From:	44-609	1				
870	0.15	400	R		44-009	_		NA	NA	06/01/2000
				To:	Dead End					
$\bigcirc$	0.05			From:	Dead End					00/04/0000
871	0.05	30	R	To:	44-870	7		NA	NA	06/01/2000
				From:	44-745; 44-747	1				
872	0.21	60	R		77-175, 77-171	_		NA	NA	03/29/2000
				To:	Dead End					
				From:	44-684					
873	0.08	20	R	To:	D 15 1	_		NA	NA	06/28/2000
				From:	Dead End					
874)	0.41	300	R	Troni.	US 58 WEST			NA	NA	07/06/2000
<u> </u>				To:	US 58 EAST					
				From:	US 58 WEST					
875)	0.13	130	R	_		_		NA	NA	06/28/2000
				To:	44-829					
	0.54	30	R	From:	Dead End			NA	NA	06/12/2000
876	0.54	30	K	To:	US 58 BUS	7		INA	INA	00/12/2000
				From:	Dead End					
877)	0.12	48	R	<u></u>		_		NA	NA	06/28/2000
				To:	US 58	<b>—</b>				
877)	0.49	910	R	110111.				NA	NA	06/12/2000
				To: From:	44-781	]——				
877	0.32	6	R			_		NA	NA	06/12/2000
				To:	Dead End					
	0.35	70	R	From:	US 58; 44-969			NA	NΛ	06/26/2000
878)	0.33	70	K	To:	Dead End	7		INA	NA	00/20/2000
				From:	Dead End					
879	0.30	80	R	<u> </u>		_		NA	NA	07/10/2000
				To:	44-695					
$\bigcirc$				From:	44-626					0=11010000
880	0.30	48	R	To:	Dead End	7		NA	NA	07/10/2000
				From:	Dead End	1				
881)	0.76	150	R	<u> </u>	Dead End	_1		NA	NA	07/17/2000
001)				To	44-775					
881)	0.20	700	R	From:	11.775			NA	NA	07/17/2000
				To:	44-653					
				From:	44-971					
882	0.16	80	R	To:	D 15 1	_		NA	NA	06/05/2000
				From:	Dead End	1				
883)	0.18	60	R		Dead End	_		NA	NA	05/22/2000
				To:	SR 108					
				From:	44-835 NC ST LINE					
884	2.00	150	R			_		NA	NA	04/24/2000
				To:	44-632					
_	0.40	80	R	From:	Dead End	_		NA	NA	06/12/2000
885	0.40	ου	ĸ	To:	44-685	7		INA	INA	00/12/2000
					77-003					

					Henry Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		- QC	Design Hour	QK	AAWDT	QW	Year
Henry County				From:	Dead End							
(886)	0.90	110	R		Dead End			NA		NA		05/08/2000
000				To:	44-618; 44-890							
				From:	44-874							
(887)	0.50	200	R					NA		NA		07/06/200
				To:	Dead End							
$\bigcirc$				From:	Dead End							
888	0.33	90	R	To:	AA (7)(	<b>-</b> -		NA		NA		07/17/200
				From:	44-676							
600	0.20	550	R	Piolii.	US 220 BUS ; 44-850			NA		NA		08/07/200
889	0.20	330	IX.	To:	Dead End	$\neg$		INA		14/3		00/01/200
				From:	SR 108; 44-657							
(890) Figsbore Rd	1.78	2700	G	96%	0% 2% 1% 1%	0%	С	290	G	2800	G	2001
030) 3				To:	Franklin County Line							
				From:	SR 108							
891	0.12	60	R					NA		NA		05/22/200
				To:	Dead End							
_				From:	Dead End							
892	0.12	60	R					NA		NA		04/26/200
				To:	SR 57							
$\bigcirc$				From:	Dead End							
893)	0.23	290	R	To:	44.600	_		NA		NA		05/30/200
				_	44-609							
	0.40	440	_	From:	44-609			NIA		NIA		4000
894)	0.10	140	R	To:	Dead End	_		NA		NA		1996
				From:								
(ODE)	0.33	400	R		44-660			NA		NA		1996
895)	0.00		• • •	To:	Dead End							.000
				From:	Dead End							
896)	0.50	50	R					NA		NA		06/12/200
				To:	44-641							
				From:	Dead End							
(897)	0.48	190	R					NA		NA		1996
<u> </u>				To:	SR 108							
$\circ$				From:	Dead End							
(898)	0.20	10	R	-		_		NA		NA		04/12/200
				To:	44-697							
	0.55	70	_	From:	Dead End			NIA		NIA		04/40/000
899	0.55	70	R	To:	44-620	_		NA		NA		04/12/200
				From:								
(000)	0.05	10	R	r toni.	Dead End			NA		NA		06/07/200
900	0.00	10	IX.	To:	SCL MARTINSVILLE	$\neg$		INA		14/3		00/01/200
				From:	70-627; Patrick County Line							
901)	0.55	520	R	<u> </u>	70-027, I direct County Ene			NA		NA		07/10/200
				To:	44-677							
Town of Ridgeway												
				From:	US 220 BUS							
(902)	0.03	970	G	90%	1% 7% 0% 1%	0%	С	150	G	990	G	2001
				To:	NCL Ridgeway							
Henry County				From:	NCI Did	_						
902	0.76	970	N	90%	NCL Ridgeway 1% 7% 0% 1%	0%	N	150	N	990	N	2001
902)	J J	•	••	To:	44-782	7			- •		. •	
				-	*	•						

					Henr	y Mainten	ance Are	ea							
Route	Length	AADT	QA	4Tire	Bus			ıck		QC	Design	QK	AAWDT	QW	Year
Henry County						2Axle	3+Axle	1Trail	21 rail		Hour				
	0.47	000	R	From:		44-782	2				NΙΔ		NIA		06/05/2000
902	0.47	980	ĸ	To:		US 220	0		7		NA		NA		06/05/2000
				From:		SR 57 B									
903) TB Stanley Hwy	0.48	7200	G	96%	1%	1%	1%	1%	0%	С	800	G	7300	G	2001
				To: From:		SR 57			}—						
903 Henry St	0.85	1700	G	96% To:	1%	1%	1%	1%	0%	F	190	G	1800	G	2001
				From:		Dead Er									
904)	0.35	30	R			Dead El	Iu		_		NA		NA		07/17/2000
				To: From:		SR 57 WI									
(004)	1.03	1200	R	rioiii.		SR 57 EA	AST		_		NA		NA		07/19/2000
904)				To:		Dead E	nd								
				From:		44-904	1								
905)	0.66	190	R	т			,		_		NA		NA		07/19/2000
				To: From:		Dead E			1						
906)	0.49	150	R	rioiii.		Dead E	nd		_		NA		NA		07/31/2000
900)				To:		44-703	3								
				From:		Dead E	nd								
907	0.29	40	R								NA		NA		07/26/2000
				To: From:		SR 57 A	LT		]—						
907	0.39	1200	R	To:		44-683	1		7		NA		NA		1996
				From:		44-701 W			1						
908)	0.12	570	R			44-701 W	LUI				NA		NA		03/29/2000
				To:		44-701 EA	AST								
	0.45		_	From:		44-687	7								07/47/0000
909	0.45	340	R	To:		Dead Er	ad		_		NA		NA		07/17/2000
				From:		44-609									
910	0.25	40	R			11 002	•		_		NA		NA		07/06/2000
				To:		Dead E	nd								
$\bigcirc$	0.05		_	From:		44-687	7				NIA		NIA		07/00/0000
911)	0.35	30	R	To:		Dead Er	nd		7		NA		NA		07/06/2000
				From:		Patrick Coun									
912	0.84	1200	R				.,		<u>-</u>		NA		NA		07/17/2000
				To:		44-687									
	0.70	80	R	From:		44-612	2				NA		NA		04/05/2000
913)	0.70	00	K	To:		Dead Er	nd		7		INA		INA		04/03/2000
				From:		Dead Er									
914)	0.80	90	R								NA		NA		04/05/2000
				To:		44-647									
	0.07	10	R	From:		44-641					NA		NA		06/12/2000
915)	0.07			To:		US 220 B	BUS				1 1/-1		1973		
				From:		44-648								_	
916	0.29	150	R						_		NA		NA		05/05/2000
				To:		US 58			<u> </u>						
(017)	0.20	90	R	From:		44-717	7		_		NA		NA		04/26/2000
917)	J.20		- 11	To:		44-940	)						. 4/ \		3 112312000
917)	0.05	820	R	From:		44-940	,				NA		NA		04/26/2000
		-		To:		SR 457 SO	UTH								

					Henr	y Mainter									
Route	Length	AADT	QA	4Tire	Bus			ıck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Henry County				From:		SR 457	MID								
917)	0.55	100	R			SIC 437 I	WIID				NA		NA		04/26/2000
				To:		SR 457 NO	ORTH								
	0.24	400		From:		Dead E	End				NIA		NIA		06/07/2000
918	0.24	120	R	To:	SC	CL MARTII	NSVILLE		7		NA		NA		06/07/2000
				From:		Patrick Cou									
919	1.05	280	R								NA		NA		07/17/2000
				To:		44-68	37		ļ						
	0.23	200	ъ.	From:		Dead F	End				NA		NA		04/10/2000
920	0.23	300	R	To:		44-77	7				INA		INA		04/10/2000
				From:		Dead E									
921)	1.00	110	R						<del>_</del>		NA		NA		06/28/2000
				To:		US 5									
	1.40	170	R	From:		44-65	57				NA		NA		05/08/2000
922	1.40	170	K	To:		44-89	00		7		INA		INA		03/06/2000
				From:		Dead F									
923	0.43	70	R						<del>_</del>		NA		NA		07/19/2000
				To:		44-71	2								
	0.60	190	R	From:		44-68	33				NA		NA		07/26/2000
924)	0.60	190	K	To:		Dead E	End		7		INA		INA		0772072000
				From:		SR 57; SI									
925	0.40	300	R						_		NA		NA		04/10/2000
				To: From:		44-97	'4		<u> </u>						
925	0.28	50	R						_		NA		NA		04/10/2000
				To:		Dead F									
600	0.26	70	R	From:		44-96	55				NA		NA		07/19/2000
926	0.20	70	IX.	To:		Dead E	End		7		INA		INA		07/19/2000
				From:		Dead E	End								
927)	0.56	570	R						_		NA		NA		06/05/2000
				To:		44-63									
600	0.20	40	R	From:		Dead F	End				NA		NA		05/22/2000
928	0.20	40	K	To:		SR 10	)8		7		INA		INA		03/22/2000
				From:		US 22									
929	0.15	40	R						_		NA		NA		06/07/2000
				To:		44-90									
	0.15	2400	R	From:		US 58 E	BUS				NA		NA		04/10/2000
930	0.15	2400	ĸ						_		INA		INA		04/10/2000
630	0.91	2000	R	From:		44-932; 44	1-9964				NA		NA		04/10/2000
930	0.01	2000	• • • • • • • • • • • • • • • • • • • •	To:		44-160	07						100		0 11 10/2000
				From:		Dead E	End								
931)	0.30	160	R								NA		NA		04/19/2000
			_	From:		US 58 E	BUS		]						
931)	0.61	550	R						_		NA		NA		04/10/2000
	2.25			To: From:		44-160	02		]		N1.0		N/A		04/40/0000
931)	0.05	6	R	To:		Dead F	End		1		NA		NA		04/10/2000
				From:		44-160			1						
932	0.56	260	R			T-1-101	v I				NA		NA		04/10/2000
$\overline{}$				To:		44-930; 44	1-9964								

					riciny maniton	idiloc 7 ii cd							
Route	Length	AADT	QA	4Tire	Bus 2Axle	Truck 3+Axle 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Henry County				From:									
933)	0.26	160	R	From:	44-95	8			NA		NA		05/24/2000
933)				To:	44-93	4							
				From:	44-95	8							
934)	0.54	110	R	To:			_		NA		NA		05/24/2000
				From:	44-93								
935	0.13	50	R	FIOIII.	44-95	5			NA		NA		04/26/2000
(933)	51.15			To:	Dead E	End							0 11 201 2000
				From:	Dead E	End							
936	0.27	90	R				_		NA		NA		08/07/2000
				To:	44-89								
(027)	0.15	60	R	From:	Dead E	End			NA		NA		05/22/2000
937)	0.10	00		To:	44-85	8	7		14/1		147 (		00/22/2000
				From:	NCL MARTII								
938	0.27	180	R						NA		NA		05/22/2000
				To:	44-66								
	0.40	040	_	From:	NCL MARTII	NSVILLE			NIA		NIA		05/00/0000
939	0.18	210	R	To:	44-66	2	_		NA		NA		05/22/2000
				From:	44-91								
940	0.10	730	R	<u> </u>	11.21	,			NA		NA		04/26/2000
				To:	44-71	7							
940	0.20	660	R	Pioni.			<b>-</b>		NA		NA		04/26/2000
				To: From:	44-95	6							
940	0.15	380	R				_		NA		NA		04/26/2000
				To:	44-95								
	0.30	40	R	From:	44-96	9			NA		NA		06/28/2000
941)	0.30	40	IX.	To:	Dead E	End	1		INA		INA		00/20/2000
				From:	SR 5								
942)	0.48	200	R						NA		NA		07/19/2000
				To:	Dead E	End							
	0.25	70	_	From:	44-60	9			NIA		NIA		07/06/2000
943	0.25	70	R	To:	Dead E	End	_		NA		NA		07/06/2000
				From:	Dead E								
944)	0.36	170	R	<u> </u>	Deut L				NA		NA		04/26/2000
				To: From:	SR 5'	7							
944)	0.56	370	R						NA		NA		05/22/2000
				To:	44-66								
	0.42	00	_	From:	44-629; Patrick (	County Line			NIA		NIA		00/00/0000
945	0.43	80	R	To:	Dead E	End	7		NA		NA		06/26/2000
				From:	Dead E								
946	1.00	50	R	<u> </u>	Doud L		_		NA		NA		04/12/2000
				To:	44-70	0							
	0.1-		_	From:	44-90	4					<b>.</b>		07/40/000
947)	0.15	50	R	To:	Dead E	ind	7		NA		NA		07/19/2000
				From:	44-63								
948)	1.10	48	R	<u> </u>	44-03	J	_		NA		NA		04/24/2000
	-	•		To:	44-63	2							

					Henry Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Henry County						ZITUII		rioui		
	0.50	220	_	From:	US 58			NIA	NA	06/39/300/
949	0.50	220	R	To:	44-695	$\neg$		NA	NA	06/28/2000
				From:	44-712					
950	0.15	48	R	<u> </u>				NA	NA	07/19/2000
				To:	Dead End					
$\bigcirc$	0.40			From:	Dead End					05/04/000
951)	0.16	40	R	To:	44-777	╗		NA	NA	05/24/2000
				From:	Dead End					
952	0.23	10	R		Dette Ente	1		NA	NA	05/24/2000
				To:	44-777					
				From:	44-662 WEST					
953	0.15	20	R	To:	Dead End	_		NA	NA	05/22/2000
				From:						
954)	0.06	40	R	110111	NCL MARTINSVILLE			NA	NA	05/22/2000
(934)				To:	Dead End					
_				From:	Dead End					
955)	0.12	70	R					NA	NA	04/26/2000
				To: From:	44-935					
955	80.0	180	R					NA	NA	04/26/2000
				To: From:	44-956					
955	0.08	270	R	To	44.040	_		NA	NA	04/26/2000
				From:	44-940					
956	0.23	150	R	110111	44-955	_		NA	NA	04/26/2000
956				To:	44-940					
				From:	Dead End					
957	0.49	2000	R			_		NA	NA	06/07/2000
				To: From:	44-966 Gap Terminus 44-966 GapTerminus					
957)	0.02	2000	R		11 700 Oup reminus	1		NA	NA	06/07/2000
				To:	END ROUTE					
				From:	Dead End					
958	0.06	20	R					NA	NA	05/24/2000
				From:	44-959 SOUTH					05/04/000
958)	0.09	60	R			_		NA	NA	05/24/2000
	0.16	180	R	From:	44-934			NA	NA	05/24/2000
958	0.10	100	K			_		INA	INA	03/24/2000
650	0.33	360	R	From:	44-959 NORTH			NA	NA	05/24/2000
958	0.55	300	IX.	To:	44.022	_		IVA	14/4	03/24/2000
958)	0.24	690	R	From:	44-933			NA	NA	05/24/2000
936)				To:	44-777					
				From:	44-958 NORTH					-
959	0.28	90	R			_		NA	NA	05/24/2000
				To:	44-958 SOUTH					
<u></u>	0.08	e	ь	From:	44-620	_		NA	NA	05/24/2000
960	0.00	6	R	To:	Dead End	$\neg$		INA	INA	03/24/2000
				From:	44-620	<u> </u>				
961)	0.53	600	R	ļ		<b>-</b>		NA	NA	05/24/2000
$\bigcup$				To:	Dead End					

					Heni	ry Mainten	ance Are	ea							
Route	Length	AADT	QA	4Tire	Bus					QC	Design	OK	AAWDT	OW	Year
	Longar	AADI	Q,A	71110	Duo	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QIV	70000	QII	rear
Henry County				From:		44-666	5								
(962) Lenoir St	0.55	2200	G	93%	0%	2%	1%	4%	0%	С	340	G	2300	G	2001
				To:		SR 57									
	0.05	20		From:		SR 57 W; 4	4-964				NIA		NIA		07/17/2000
963	0.05	20	R	To:		SR 57 EA	AST		7		NA		NA		07/17/2000
				From:		SR 57 EA									
964)	0.41	710	R			SIC 37 E	101				NA		NA		07/17/2000
				To:		SR 57 WI	EST								
				From:		SR 57 EA	AST								
965	0.30	100	R	To:		CD 57 W	rom.		_		NA		NA		07/19/2000
				From:		SR 57 WI									
000	0.87	7800	G	97%	0%	US 220 B	0%	1%	0%	С	770	G	8000	G	2001
966	0.01	7000	J	To:		CL MARTIN		1 70	٦	Ü	770	Ü	0000	Ü	2001
				From:		Dead E									
967)	0.23	30	R	<u> </u>					_		NA		NA		04/12/2000
				To:		44-648	3								
				From:		44-662 W	EST								
968	0.41	280	R	To:		44.662.5	A CIT		_		NA		NA		05/22/2000
				From:		44-662 EA			1						
(660)	0.36	100	R			US 58; 44	-8/8		_		NA		NA		06/28/2000
969	0.00			To:		44-941	ı		_						
969	0.57	20	R	From:		44-941					NA		NA		06/28/2000
909				To:		Dead E	nd								
				From:	I	US 220 BUS;	44-641								
970	0.60	3200	R								NA		NA		06/07/2000
				To:		Dead E	nd								
$\bigcirc$	0.40	400	_	From:		US 220	0				NIA		NIA		00/05/2000
971)	0.40	180	R						_		NA		NA		06/05/2000
	0.57	<b>50</b>	R	From:		44-882	2				NA		NA		06/05/2000
971)	0.57	50	ĸ	To:		Dead E	nd				INA		INA		00/03/2000
				From:		Dead E									
972)	0.57	40	R	<u> </u>		Bead El	iid		_		NA		NA		07/10/2000
				To:		44-695	5								
				From:		SR 57 EA	AST								
973)	0.09	60	R								NA		NA		04/19/2000
				To: From:		44-824	1								
973)	0.13	130	R								NA		NA		04/19/2000
	0.10			From:		SR 57 WI	EST								0.4/4.0/0000
973	0.16	40	R	To:		Dead E	nd		_		NA		NA		04/10/2000
				From:		44-925									
974)	0.26	120	R			44-92.	)		_		NA		NA		04/10/2000
<u> </u>				To:		Dead E	nd								
	<u> </u>	<u> </u>		From:		Dead E	nd								
975)	80.0	270	R						_		NA		NA		06/12/2000
				To:		FR-616 ; FI									
670	1.00	640	B	From:		44-970	)				NA		NIA		06/07/2002
976	1.82	610	R	To:		Dead E	nd		7		INA		NA		06/07/2000
				From:		Dead E									
977)	0.25	70	R			Doud El			_		NA		NA		07/10/2000
				To:		44-626	5								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Henry County				From:	SR 57 EAST					
978)	0.10	6	R			<del>-</del>		NA	NA	04/19/200
				To:	SR 57 WEST					
	0.45	130	R	From:	SR 57 WEST			NA	NA	04/05/200
979	0.43	130	K	т		_		INA	INA	04/03/200
<u>070</u>	0.29	70	R	From:	44-624			NA	NA	04/05/200
979	0.20			To:	SR 57 EAST					0 11 001 200
				From:	44-698 EAST					
980	0.32	30	R			_		NA	NA	07/26/200
				To: From:	44-698 WEST					
(001)	0.36	6	R	From:	44-680			NA	NA	07/26/200
981)	0.00	Ū	IX.	To:	Dead End			14/1	10.1	017207200
				From:	Dead End					
982	0.33	90	R					NA	NA	06/26/200
				To:	44-692					
$\bigcirc$	0.40	440	_	From:	44-679			NIA	NIA	07/20/200
983)	0.49	140	R	To:	Dead End	7		NA	NA	07/26/200
				From:	US 220					
984)	0.02	100	R		05 220	_		NA	NA	08/02/200
				To:	Franklin County Line					
$\bigcirc$				From:	44-668					
985	1.09	330	R	To:	Cal da Car	7		NA	NA	07/19/200
				From:	Cul-de-Sac	1				
986)	0.46	140	R		Dead End			NA	NA	07/10/200
(900)				To:	44-687					
				From:	Dead End					
987	0.10	110	R			_		NA	NA	08/02/200
				To:	US 220					
	0.44	20	R	From:	SR 108 SOUTH			NA	NA	05/22/200
988	0.44	20	ĸ	To:	SR 108 NORTH	7		INA	INA	03/22/2000
				From:	Dead End					
(989)	0.15	20	R					NA	NA	07/19/200
				To:	44-779					
$\bigcirc$			_	From:	Dead End					0.4404000
990	0.14	90	R	To:	44-841	7		NA	NA	04/10/200
				From:	Dead End					
991)	0.15	80	R		Dead End			NA	NA	04/10/200
001)				To:	44-841					
				From:	Dead End					
992	0.39	80	R	т	44 (07	_		NA	NA	04/12/2000
				To: From:	44-697	1				
003	1.30	270	R	. tom.	SR 57	_		NA	NA	05/30/200
993	1.50			To:	TIG 220 PLIG					
993)	4.14	420	R	From:	US 220 BUS			NA	NA	08/07/200
				To:	44-657					
				From:	Dead End	]				
994)	0.35	120	R			<b>-</b>		NA	NA	08/02/200
$\sim$				To:	44-672					

					Henry Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Henry County				From:	Dead End	$\overline{}$				
(995)	0.19	40	R			_		NA	NA	07/10/200
				To:	44-687					
				From:	44-687	]				
996	0.25	80	R	т		_		NA	NA	07/10/200
				To: From:	Dead End					
	0.23	80	R	From:	44-647	_		NA	NA	04/05/200
997	0.25	00	IX.			_		INA	IN/S	04/03/200
(007)	0.01	80	R	From:	44-1030			NA	NA	04/05/200
997	0.01	00		To:	Dead End	٦		14/ (	1473	04/00/200
				From:	Dead End	Ī				
998)	0.14	110	R		2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	_		NA	NA	08/02/200
				To:	44-673					
				From:	Dead End					
999	0.18	60	R	_		_		NA	NA	04/10/200
				To:	44-925					
	0.40	00	_	From:	Dead End			NIA	NIA	4007
1000	0.19	90	R	To:	44-609	7		NA	NA	1997
				<u> </u>	44-009					
Town of Ridgeway				From:	US 220 BUS					
1001)	0.25	20	R			<u> </u>		NA	NA	1997
				To:	Dead End	<u> </u>				
				From:	Dead End					
1002	0.06	50	R			_		NA	NA	1997
				To:	US 220 BUS	<del></del>				
	0.06	50	R	From:	Dead End	_		NA	NA	1997
1003	0.00	50	K	To:	44-639	7		INA	NA.	1997
				From:	US 220 BUS					
(1004)	0.10	70	R	<u></u>	US 220 BUS	_		NA	NA	1997
1004)				To:	Dead End	<u> </u>				
				From:	US 220 BUS					
1005	0.24	190	R	-		_		NA	NA	1997
				To:	Dead End	<u> </u>				
				From:	US 220 BUS					
1006)	0.17	770	R			_		NA	NA	1997
				To:	44-1014	<u> </u>				
	0.42	220	_	From:	44-1009			NIA	NIA	1007
1007	0.13	230	R	To:	SCL Ridgeway	_		NA	NA	1997
					SCL Ridgeway					
Henry County				From:	SCL Ridgeway	1				
(1007)	0.02	230	N		ng rong	_		NA	NA	1997
				To:	SCL Ridgeway					
Town of Ridgeway										
	0.40	220	A.	From	SCL Ridgeway	_		NΙΛ	NIA	1007
(1007)	0.19	230	N	To:	44-1011	_		NA	NA	1997
				From:		+				
(1000)	0.06	500	R		SR 87	_		NA	NA	1997
1008	0.00	500	١,	To:	44-1006	٦		11/7	NA	1991
				From:	44-1007	<del></del>				
1009	0.18	140	R		r <del>1</del> -100/	_		NA	NA	1997
				To:	44-1011					
	-									

					Henry	Maintena	ance Are	ea							
Route	Length	AADT	QA	4Tire	Bus					QC	Design	QK	AAWDT	QW	Year
Town of Ridgeway	· ·					2Axle	3+Axle	1Trail	2Trail		Hour				
	0.00	440	_	From:		44-101	1				NIA		NIA		4007
(1009)	0.02	440	R	To:		SR 87			7		NA		NA		1997
_				From:		44-1005	5								
(1010)	0.15	60	R	To:		D 15			_		NA		NA		1997
				From:		Dead En									
(1011)	0.16	220	R			Dead En	IU				NA		NA		1997
				To:		44-637	1								
(1012)	0.24	100	R	From:		Dead En	nd				NA		NA		1997
(1012)	0.24	100		To:		US 220 B	US				1471		1471		1007
Henry County									_						
(1013)	0.78	170	R	From:		SR 87					NA		NA		1997
(1013)				To:		44-750	)								
Town of Ridgeway				From:		an o=									
(1014)	0.22	460	R	rioni.		SR 87					NA		NA		1997
				To: From:		44-1015	5								
(1014)	0.70	220	R						_		NA		NA		1997
				To:		NCL Ridge	eway								
Henry County				From:		NCL Ridge	eway								
1014)	0.04	220	N	To:		44.1020	•		7		NA		NA		1997
T (D')				10.		44-1022	2								
Town of Ridgeway				From:		44-1014	4								
(1015)	0.08	40	R	To:		Dead En	nd		7		NA		NA		1997
Henry County				I		Dead En	IU								
	2.22		_	From:		Dead En	nd								4007
(1016)	0.36	110	R	To:		44-750	)		7		NA		NA		1997
				From:		Dead En									
(1017)	0.13	60	R	To:					_		NA		NA		1997
				From:		44-1013									
(1018)	0.17	190	R			44-1023	3				NA		NA		1997
				To: From:	4	44-1019 SO	UTH		]——						
1018	0.17	280	R								NA		NA		1997
	0.45	200		From:	4	44-1019 NO	ORTH				NIA		NIA		4007
(1018)	0.15	300	R	To:	S	CL RIDGE	WAY		7		NA		NA		1997
Town of Ridgeway															
	0.03	300	R	From:	S	CL RIDGE	WAY				NA		NA		1997
(1018)	0.03	300	n.	To		44-1025	5				1 11/21		1 11/7		1991
(1018)	0.08	400	R	From:		44-1023	J				NA		NA		1997
				To:		US 220 B	US		1						
Henry County				From:		44-1018 NO	ORTH								
(1019)	0.28	80	R	_					<b>_</b>		NA		NA		1997
				То:	4	44-1018 SO			1						
	0.26	170	R	From:		Dead En	nd				NA		NA		1997
(1020)	0.20	170	K	To:		US 220	)		l		11/7		11/7		1881
		_							_		_		_		_

					Henr	y Mainte	enance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tr		OT!!	QC	Design	QK	AAWDT	QW	Year
Town of Ridgeway						ZAXIE	3+Axle	Tirali	2 i raii		Hour				
	0.00	470		From:		Dead	End				NIA		NIA		4007
(1021)	0.30	470	R	To:		44-7	750		1		NA		NA		1997
				From:		44-10									
1022)	0.06	340	R				021				NA		NA		1997
				To:		NCL RID	GEWAY								
Henry County				From:		NCL RID	CEWAY		1						
1022	0.04	340	N			NCL KID	OLWAI				NA		NA		1997
				To: From:		44-10	014		1						
1022	0.13	180	R	rioni.							NA		NA		1997
				To: From:		44-10	024		]						
1022	0.13	130	R								NA		NA		1997
				To: From:		44-10	029								
1022	0.12	40	R	To:		Cul-de	Sac		1		NA		NA		1997
				From:		44-10									
1023	0.05	100	R	<u> </u>		44-10	033				NA		NA		1997
				To: From:		44-10	018		1						
1023	0.21	60	R								NA		NA		1997
				To:		Cul-de	e-Sac								
	0.12	60	R	From:		Cul-de	e-Sac				NA		NA		1997
1024	0.12	00	K	To:		44-10	022		$\neg$		INA		INA		1991
Town of Ridgeway															
	0.00		_	From:		44-10	018				NIA		NIA		4007
(1025)	0.09	60	R	To:		SCL Ric	lgeway		1		NA		NA		1997
Henry County									· ·						
				From:	<<< An	nbiguous N	Mimic Links	>>>							
(1025)	0.11	60	R	To:	<<< Δn	obiguoue N	Mimic Links	>>>	1		NA		NA		1997
Town of Ridgeway				l l	* * * 7 ti	noiguous iv	Timic Links		<u>I</u>						
_				From:		SCL Ric	lgeway								
1025	0.22	NA		To:		SCL Ric	1		_		NA		NA		
T. C. 1						SCL RIC	igeway								
Henry County				From:		SCL Ric	lgeway								
(1025)	0.13	NA		. —					_		NA		NA		
				To: From:		Cul-de									
1026	0.20	120	R	rioni.		44-7	726				NA		NA		1997
1020				To:		Dead	End		1						
				From:		44-10	026								
1027	0.15	70	R	т		44.1	220		_		NA		NA		1997
				To: From:		44-10			1						
1028	0.24	40	R			Cul-de	-Sac				NA		NA		1997
			- •	To:		Dead	End						-		
				From:		Cul-de	e-Sac								
1029	0.10	50	R	т					_		NA		NA		1997
				To:		44-10			<u> </u>						
(1020)	0.39	40	R	From:		44-9	97				NA		NA		1997
1030		<del></del>		To:		Dead	End		1				. */ 1		
				-					-						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Henry County				From:	Dead End					
(1031)	0.08	370	R		Dead End			NA	NA	05/08/200
				To:	US 58 BUS					
$\bigcirc$	0.49	NIA		From:	44-641			NIA	NA	
1032	0.48	NA		To:	44-1046	7		NA	NA	
				From:	Cul-de-Sac	1				
1033	0.22	80	R			<u>-</u>		NA	NA	1997
				To:	44-1023					
	0.12	30	R	From:	Dead End			NA	NA	08/09/200
1034	0.12	30	11	To:	44-993			14/1	10.0	00/00/200
				From:	US 220					
1035	0.20	150	R					NA	NA	1997
				To: From:	44-1036	]				
1035)	0.31	60	R	To:	Dead End	_		NA	NA	1997
				From:	Dead End	1				
1036	0.08	60	R		Dead End			NA	NA	1997
				To:	44-1035					
			_	From:	44-609					00/07/000
1037	0.11	20	R	To:	Dead End	_		NA	NA	08/07/200
				From:	Dead End					
1038	0.12	30	R	<u> </u>	Dead End			NA	NA	1997
				To:	44-791					
$\bigcirc$	0.45			From:	44-637			NIA	<b>N</b> 10	00/05/000
1039	0.15	20	R	To:	Dead End	7		NA	NA	06/05/200
				From:	44-640					
1040	0.49	130	R	<u> </u>	11 010			NA	NA	1997
				To:	Dead End					
$\bigcirc$	0.44	<b>50</b>	_	From:	Dead End			NIA	NIA	4007
1041)	0.14	50	R	To:	44-610	7		NA	NA	1997
				From:	44-610					
1042)	0.09	45	R			_		NA	NA	1997
				To:	Dead End					
$\bigcirc$	0.00	20	_	From:	Dead End			NIA	NA	1007
1043	0.09	30	R	To:	44-610	7		NA	NA	1997
				From:	Dead End	İ				
1044	0.16	NA				_		NA	NA	
				To:	44-751					
	0.23	45	R	From:	44-674	_		NA	NA	1997
1045)	0.23	40	r	To	Dead End			INA	INA	1991
				From:	Dead End					
1046	0.51	NA						NA	NA	
				To: From:	44-1066	]——				
1046	0.42	NA				_		NA	NA	
				To:	Dead End	1				
	0.10	30	R	From:	Dead End			NA	NA	1997
1047)	0.10	30	I.	To:	44-705	1		INA	INC	1997
•					* * *	-				

					Henry Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		(.)(;	esign Hour	QK AAWDT QW	Year
Henry County				From:	Dead End	1				
(1048)	0.16	NA			DVIII DIII			NA	NA	
				To:	44-628					
$\bigcirc$				From:	Dead End					
1049	0.34	40	R	To:	11.610	$\neg$		NA	NA	1997
				From:	44-648					
1050	0.81	80	R	Pioni.	Dead End			NA	NA	1997
1050)	0.01		• • •	To:	44-610	7			177	1001
				From:	44-00687(L)/					
1051)	0.11	NA						NA	NA	
				To:	Dead End/					
$\bigcirc$				From:	Dead End					
1052	0.24	40	R	To:	14 607	_		NA	NA	1997
					44-687					
1050	0.18	NA		From:	44-00687(B)/	_		NA	NA	
1053	0.10	IVA		To:	Dead End/	7		. 1/7	INC	
				From:	US 58					
1054)	0.18	30	R					NA	NA	1997
				To:	Dead End					
Town of Ridgeway										
	0.06	20	В	From:	Dead End			NIA	NIA	1007
1055	0.06	30	R	To:	US 220 BUS	1		NA	NA	1997
ICt					CG 220 BCS					
Henry County				From:	44-00902(B)/					
1059	0.09	NA						NA	NA	
				To:	US-00220(B)/MICA RD					
	4 74		_	From:	44-688					4007
1060	1.71	950	R	To:	44-687	_		NA	NA	1997
				From:						
1061)	0.08	NA		· · · · · · · · · · · · · · · · · · ·	Dead End	_		NA	NA	
1001)				To:	44-737; 44-1107					
				From:	44-00827(B)/					
1062	0.22	NA						NA	NA	
				To:	Dead End/					
				From:	Dead End					F/6 - / = -
1063	0.21	20	R	To:	44.650	_		NA	NA C	)5/24/200
•				From:	44-650	1				
(1064)	0.18	NA		. TOIL	Dead End	_		NA	NA	
1064	0.10	11/4		To:	44-620	7		. */ `	1 1/7	
				From:	44-637	Ì				
1065	0.26	30	R		***			NA	NA	1997
				To:	Dead End					
				From:	44-01046(R)/					
1066	0.14	NA		To	B 17 17	_		NA	NA	
				To:	Dead End/					
$\overline{}$	0.07	20	_	From:	Dead End	_	_	NIA	NIA.	1007
1067	0.07	30	R	To:	44-633	$\neg$		NA	NA	1997
				From:	Dead End/	_				
1068	0.13	NA		<u> </u>	Dead Elid/	_		NA	NA	
1000				To:	US-00220(B)/					
							_			

					Henry Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Henry County				From:	44-803					
(1070)	0.90	140	R		74-003			NA	NA	1997
				To:	44-620					
				From:	Dead End					
(1072)	0.12	30	R			_		NA	NA	1997
				To:	44-620					
	0.04			From:	Dead End/			<b>N</b> 1.0	<b>N</b> 10	
1073	0.21	NA		To:	44-00692(B)/	╗		NA	NA	
				From:	44-698					
1074	0.11	20	R	<u> </u>	<del>11-</del> 076			NA	NA	07/26/20
.074)		_		To:	Dead End					
				From:	Dead End/					
1075	0.19	NA				_		NA	NA	
				To:	44-00709(B)/					
				From:	Dead End					
1078	0.18	40	R			_		NA	NA	1997
				To:	44-629					
	0.00			From:	C9US-00058(B)/			<b>N</b> 1.0	<b>N</b> 10	
1079	0.22	NA		To:	D1 F1/	_		NA	NA	
				From:	Dead End/					
(100)	0.27	40	R	r toni.	Dead End			NA	NA	1997
1080	0.21	70	11	To:	44-778	7		14/3	INA	1007
				From:	44-778					
1081	0.19	40	R	<u> </u>	77-770			NA	NA	1997
				To:	Dead End					
				From:	44-792					
1083	0.22	70	R					NA	NA	1997
				To:	44-663					
				From:	Dead End					
1085	0.35	330	R			_		NA	NA	1997
				To:	44-732					
	0.00			From:	70-00628(B)/			NIA	<b>N</b> 1A	
1086	0.20	NA		To:	Dead End/	_		NA	NA	
				From:						
1000	0.12	NA		1 cont.	44-00747(B)/	_		NA	NA	
(1089)	0.12	147		To:	Cul-de-Sac/	<b>T</b>		14/7	IVA	
				From:	Dead End					
(1090)	0.24	40	R	<u> </u>	Dead End			NA	NA	1997
				To:	44-672					
				From:	Dead End/					
1091)	0.29	NA				_		NA	NA	
				To:	US-00058(B)/					
				From:	Dead End/					
1092	0.15	NA		. —		_		NA	NA	
				To:	44-01095(B)/					
$\overline{}$	0.07	70	_	From:	Cul-de-Sac	_			A 1 A	100=
1094	0.27	70	R	To:	44 1005	_		NA	NA	1997
					44-1095					
	0.04	30	R	From:	Dead End	_		NA	NA	1997
1095	0.04	30	ĸ	_		_		14/4	INA	1997
$\overline{}$	0.40	400		From:	44-1094			NIA	NI A	4007
1095	0.10	120	R	To:	44-1097	_		NA	NA	1997
					44-109/					

					Henry	Mainten	ance Are	ea							
Route	Lenath	AADT	QA	4Tire	Bus					QC	Design	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail		Hour				
Henry County				From:		44-109	7		_						
(1095)	0.09	200	R								NA		NA		1997
<u> </u>				To: From:		44-109	6		}						400=
(1095)	0.28	240	R	To:		US 58	)		7		NA		NA		1997
				From:		44-109									
(1096)	0.10	30	R			44-109	3				NA		NA		1997
				To:		Cul-de-S	Sac								
				From:		Cul-de-S	Sac								
(1097)	0.07	20	R						_		NA		NA		1997
	0.19			From:		44-109	8				NA		NIA		1997
1097	0.19	60	R	To:		44-109	15		7		INA		NA		1997
				From:		44-109									
1098	0.10	30	R			1110)	,				NA		NA		1997
				To:		Cul-de-S	Sac								
$\bigcirc$	2.2=		_	From:		44-868	3						b 1 A		400-
1099	0.07	20	R	To:		Dead E	nd		7		NA		NA		1997
				From:		44-115									
1100	0.36	260	R			44-113	4		_		NA		NA		1997
				To: From:		44-118	5								
1100	0.06	50	R	From:							NA		NA		1997
				To:		Dead E	nd								
$\bigcirc$	0.00	40	_	From:		Dead E	nd				NIA		NIA		4007
1101	0.09	40	R						_		NA		NA		1997
$\overline{}$	0.05	100	R	From:		44-116	8				NA		NA		1997
1101	0.05	100	K						_		INA		INA		1997
1101	0.13	300	R	From:		44-110	2		_		NA		NA		1997
1101	00			To:		44-797 NC	RTH								
$\bigcirc$	0.10	20		From:		44-797 SO	UTH				NIA		NIA		1007
(1101)	0.10	30	R	To:		Dead E	nd		7		NA		NA		1997
				From:		44-110									
1102	0.10	100	R				•		-		NA		NA		1997
				To:		Dead E	nd								
$\bigcirc$	0.40	0.40	_	From:		44-660	)				NIA		NIA		4007
1103	0.43	940	R	To:		Dead E	nd		7		NA		NA		1997
				From:		44-110									
1104	0.07	140	R			11110			_		NA		NA		1997
				To:		44-113	8								
$\overline{}$				From:		44-889	9								400=
1105	0.35	220	R	To:		Dead E	nd		7		NA		NA		1997
				From:		Dead E			+						
1106	0.08	50	R			Deau E	iid		_		NA		NA		1997
				To:		44-790	6		1						
				From:		44-73	7								
1107	0.15	80	R	To:		44.0=			7		NA		NA		1997
				To: From:		44-853									
1108	0.11	110	R	. TOIL		44-609	7		J		NA		NA		1997
1108				To:		Dead E	nd		1						

					Henr	y Mainter	nance Are	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	OK	AAWDT	OW	Year
	LGIIGHI	ו אחר	<b>ω</b> ,Λ	71116	Dus	2Axle	3+Axle	1Trail	2Trail	Q.O	Hour	ωi	, UNIV D I	<b>∞</b> , v v	i Cai
Henry County				From:		44-79	16		1						
(1109)	0.08	130	R			,,					NA		NA		1997
				To:		44-11	10								
				From:		44-11	43								
1110	0.32	400	R						_		NA		NA		1997
				To:		US 220									
	0.46	200	R	From:		44-79	4				NA		NA		1997
1111	0.40	200	1	To:	J	JS 220 BUS	; 44-850		7		INA		IVA		1557
				From:		44-66									
1112	0.16	16000	G	96%	1%	1%	1%	1%	0%	С	1500	G	16000	G	2001
				To:	N	CL MARTI	NSVILLE								
				From:		44-114	48								
(1113)	0.17	120	R	т					_		NA		NA		1997
				To:		Dead F									
	0.10	300	R	From:		44-72	.8				NA		NA		1997
1114	0.10	300	K	To:		Dead E	End		1		INA		INA		1991
				From:		44-79			1						
(1115)	0.10	45	R	<u> </u>		44-1)	,				NA		NA		1997
				To:		Dead E	End								
				From:		Dead E	End								
1116	0.31	120	R								NA		NA		1997
				To: From:		44-11	78		]						
1116	0.09	240	R								NA		NA		1997
				To: From:		44-60	9		]						
1116	0.08	30	R						_		NA		NA		1997
				To:		Dead E			_						
	0.16	220	R	From:		44-11	18				NA		NA		1997
1117	0.10	220	IX.	To:		44-79	15		1		INA		INA		1991
				From:		44-60									
1118	0.15	3500	G	98%	0%	0%	1%	1%	0%	F	410	G	3600	G	2001
				To: From:		44-112	22		T						
1118)	0.48	1600	G	98%	0%	0%	1%	1%	0%	С	200	G	1700	G	2001
$\bigcup_{i=1}^{n}$				To		44-114	49		T						
1118	0.39	1400	G	98%	0%	0%	1%	1%	0%	F	180	G	1500	G	2001
				To: From:		SR 174 E	EAST		1						
1118	0.79	410	R	From:					<b></b>		NA		NA		1997
				To:		SR 174 V	VEST								
				From:		44-1118 S	OUTH								
(1119)	0.45	330	R						_		NA		NA		1997
				To:		44-1118 N									
	0.70	220	ь	From:		44-1124 V	VEST				NA		NA		1007
(1120)	0.70	220	R	_					_		INA		INA		1997
(400)	0.18	1000	R	From:		44-1124 I	EAST				NA		NA		1997
1120	0.10	1000	I.	To:		44-79	16		7		INA		14/7		1001
				From:		44-73			<del>i -</del>						
(1121)	0.50	400	R			1-73	_		_		NA		NA		1997
				To:		Dead E	End								
				From:		SR 17	74								
(1122)	0.31	220	R						_		NA		NA		1997
				To:		44-11	18								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Ienry County				From:	44-660	1				
1123)	0.24	200	R		11000	_		NA	NA	1997
				To:	Dead End					
$\overline{}$				From:	Dead End					
1124	0.31	400	R					NA	NA	1997
	2.22	4400		From:	44-1139	_				400=
1124	0.22	1400	R	To:	44-1120 EAST	_		NA	NA	1997
				From:	44-1158	1				
1125	0.38	520	R		44-1136	_		NA	NA	1997
1129				To:	44-732					
				From:	44-609					
1126	0.20	100	R			_		NA	NA	1997
				To:	44-893					
$\overline{}$				From:	44-797					
1127	0.06	60	R	To:	D. I.F. I	_		NA	NA	1997
					Dead End	1				
1128	0.18	160	R	From:	44-609	_		NA	NA	1997
1128)	0.10	100	IX.	To:	Dead End	7		IVA	INA	1557
				From:	44-732	ì				
1129	0.20	120	R		11 732			NA	NA	1997
				To:	US 220 BUS					
				From:	0.17 MI S 44-799					
1130	0.21	140	R			_		NA	NA	1997
				To:	0.04 MI N 44-799					
$\bigcirc$				From:	Dead End					400=
1131)	0.22	200	R	To:	44-609	-1		NA	NA	1997
				From:		+				
	0.13	110	R	riom.	44-797			NA	NA	1997
1132	0.10	1.0		т		_		1471	14/1	1001
	0.19	100	R	From:	Dead End Gap Terminus			NA	NA	1997
1132	0.10	100		To:	44-1110	7			147	1001
				From:	US 220 BUS; 44-667					
1133	0.25	420	R		22 221 2 22, 11 201	<b>-</b>		NA	NA	1997
				To:	44-1134					
				From:	US 220 BUS					
1134	0.22	230	R	_		_		NA	NA	1997
				To:	44-1135					
	0.24	00		From:	44-1134			NIA	NIA	1007
1135	0.31	90	R	To:	44-1133	7		NA	NA	1997
				From:	44-1134	1				
1136	0.13	120	R		44-1134	_		NA	NA	1997
				To:	44-1133					
1136	0.11	130	R	To: From:	<del>11</del> -11 <i>33</i>			NA	NA	1997
				To:	44-1135	1				
				From:	44-609					
1137)	0.09	60	R	_				NA	NA	1997
				To:	Dead End					
$\sim$				From:	44-660					
1138	0.28	330	R	т.	n := :	_		NA	NA	1997
				To:	Dead End					

Route	Length	AADT	QA	4Tire	Bus 2	Axle 3+A	· ſruck kle 1Tra	il 2Trail	QC	Design Hour	QK	AAWDT	QW	Yea
Ienry County				From:		44-797								
1139	0.60	880	R							NA		NA		1997
				To:		44-1124								
	0.28	100	R	From:		Dead End				NA		NA		199
1140	0.20	100	K	To:		44-799				INA		INA		199
				From:	II	S 220 BUS								
1141)	1.20	2300	G	95%		1% 2%	5 1%	0%	С	220	G	2300	G	200
				To:		44-667								
				From:		44-9867								
1142	0.06	1200	R	_						NA		NA		199
				To:		44-609								
	0.10	000	_	From:		44-1124				NA		NΙΔ		100
1143	0.18	980	R							INA		NA		199
$\overline{}$	0.00	440		From:		44-796				NIA		NIA		400
1143)	0.09	110	R							NA		NA		199
$\overline{}$	0.05		_	From:		44-1110				NIA		NIA		400
1143	0.05	50	R	To:		Dead End				NA		NA		199
				From:										
1144)	0.30	110	R			44-1124				NA		NA		199
1144	0.00		• • •	To:		44 1171						101		100
· ·	0.09	470	R	From:		44-1171				NA		NA		199
1144	0.00	410	• • • • • • • • • • • • • • • • • • • •	To:		44-1139						101		100
				From:		Dead End		i						
1145	0.21	390	R							NA		NA		199
				To:		44-732								
				From:		44-797								
1146	0.09	60	R							NA		NA		199
				To:		Dead End		_						
	0.13	220	ъ	From:		Dead End				NA		NΙΔ		100
1147	0.13	330	R	To:		44-609				INA		NA		199
				From:		44-732								
1148)	0.08	1700	R			44-732				NA		NA		199
1140				To		44-1113								
1148)	0.17	1800	R	From:		44-1113				NA		NA		199
1140)				To:	U	S 220 BUS								
				From:		44-1152								
1149	0.10	200	R							NA		NA		199
				To:		44-1118								
$\overline{}$				From:		Dead End						_		
1150	0.10	70	R	To:		44 1110				NA		NA		199
				To:		44-1118								
	0.16	90	P	From:		Dead End				NA		NA		199
151)	0.10	80	R	To:		44-797				INA		INA		199
				From:		Dead End		<u>I</u>						
1152	0.61	350	R	<u> </u>	-	Deau EIIU				NA		NA		199
102)				To		44 1154		<u> </u>						
1152	0.10	1400	R	From:		44-1154				NA		NA		199
1152	0.10			To		44 1140				. 47 1		14/1		100
1153	0.07	1500	R	From:		44-1149				NA		NA		199
152	0.01	1000	1	To:		44-1118				14/7		14/7		100

					Henry	Mainten	ance Are	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	Design Hour	QK A	AAWDT	QW	Year
Henry County						ZAXIC	JTAXIC	TITAL	ZIIali		rioui				
	0.09	400	R	From:		44-667	7				NA		NA		1997
(1153)	0.09	400	IX.	To:	WC	L MARTIN	SVILLE				INA		INA		1997
				From:		Dead E									
(1154)	0.17	140	R								NA		NA		1997
<u> </u>				To: From:		44-115	2		_						
(1154)	0.22	1000	R						_		NA		NA		1997
	0.13	650	R	From:		44-110	0				NA		NA		1997
1154	0.10	030	IX.	To:		44 116			_		IVA		INA		1557
(1154)	0.07	190	R	From:		44-116	0				NA		NA		1997
				To:		44-118	7		1						
(1154)	0.06	20	R	From:					<b></b>		NA		NA		1997
				To:		Dead E	nd								
	0.05	20		From:		Dead E	nd				NIA		NIA		1007
1155	0.05	20	R	. —					_		NA		NA		1997
4455	0.13	160	R	From:		44-115	6				NA		NA		1997
1155	0.10	100	• • • • • • • • • • • • • • • • • • • •	To:		44-111	0		_		1471		1471		1001
(1155)	0.09	150	R	From:		44-111	0				NA		NA		1997
				To:		44-116	7		1						
(1155)	0.07	50	R	From:			,		_		NA		NA		1997
				To:		Dead E	nd								
$\bigcirc$	0.00	60		From:		Dead E	nd				NIA		NIA		1007
(1156)	0.09	60	R	To:		44-115	5		1		NA		NA		1997
				From:		44-797									
(1157)	0.40	640	R						_		NA		NA		1997
				To:		44-794	1								
$\bigcirc$	0.04	500	_	From:		44-986	7				NA		NA		1997
1158	0.04	500	R						_		INA		INA		1997
(1158)	0.55	610	R	From:		44-112	5				NA		NA		1997
(1156)	0.00		• • • • • • • • • • • • • • • • • • • •	To:		44-728	3								
				From:		SR 174	4								
(1159)	0.12	800	R	To:					_		NA		NA		1997
				From:		44-117			1						
(1160)	0.13	380	R	rioin.		Dead E	nd				NA		NA		1997
1100				To:		US 220 B	BUS		1						
				From:		44-111	8								
(1161)	0.53	560	R	To:		END LO	OD		_		NA		NA		1997
				From:											
1162	0.06	60	R			44-116	1				NA		NA		1997
				To:		Cul-de-S	Sac								
$\overline{}$				From:		44-684 NO	RTH								
(1163)	0.51	230	R	To:		44-684 SO	IITU		_		NA		NA		1997
				From:		Dead E			<u> </u>						
(1164)	0.17	90	R			Dead El	ııu				NA		NA		1997
				To:		44-112	4								
				From:		44-114	1								
(1165)	0.07	200	R	To:		D 15			_		NA		NA		1997
						Dead E	na								

Route	Length	AADT	QA	4Tire	Henry Maintenance AreaTruck Bus		QC	Design	QK AAWDT	QW Year
Henry County	Longui	7421	Q,A	71110	2Axle 3+Axle 1Trail	2Trail	QU	Hour	QIC /VIVIDI	QVV TCGI
	• • • • • • • • • • • • • • • • • • • •			From:	44-1154					
(1166)	0.34	300	R	_		_		NA	NA	1993
(1166)	0.32	160	R	From:	44-1187			NA	NA	06/01/200
(1100)				To:	Dead End					
				From:	Dead End					
(1167)	0.07	40	R	To:	44-1155	7		NA	NA	1997
				From:	44-1101					
1168	0.08	40	R	<u> </u>	77-1101	_		NA	NA	1997
				To:	Dead End					
$\bigcirc$	0.30	400	_	From:	44-609			NIA	NIA	1007
(1169)	0.38	100	R	To:	Dead End	7		NA	NA	1997
				From:	44-732	1				
(1170)	0.06	120	R		11 / 12	_		NA	NA	1997
				To:	Dead End					
$\bigcirc$	0.00	400		From:	Dead End			NIA		4007
(1171)	0.32	400	R	To:	44-1144	7		NA	NA	1997
				From:	SR 174					
1172	0.11	230	R	<u> </u>	OK 171	_		NA	NA	1997
				To:	Dead End					
$\bigcirc$				From:	Cul-de-Sac					
1173	0.18	130	R	To:	44-1171	7		NA	NA	1997
				From:	Cul-de-Sac	1				
(1174)	0.15	70	R	<u> </u>	Cui-de-Sac	_		NA	NA	1997
				To:	44-1173					
				From:	44-1159					
(1175)	0.23	620	R	To:	D 1F 1	_		NA	NA	1997
				From:	Dead End	_				
(1176)	0.15	300	R		Dead End	_		NA	NA	1997
(119)				To:	44-609					
				From:	44-609					
(1177)	0.09	40	R	To:		_		NA	NA	1997
				From:	Dead End					
(1178)	0.07	50	R	1 tolli.	44-1116	_		NA	NA	1997
(1179)				To:	Dead End					
				From:	Dead End					
1179	0.10	350	R	_		_		NA	NA	1997
				To:	44-609					
(1180)	0.19	260	R	From:	44-609			NA	NA	1997
1100	<u> </u>			To	44-1126	1				
			_	From:	SR 174					
(1181)	0.85	2000	R			_		NA	NA	1997
				To:	Dead End					
	0.06	310	R	From:	US 220	J		NA	NA	1997
(1182)	0.00	310	ĸ	To:	Dead End	7		IN/A	INA	1331
				From:	NCL MARTINSVILLE					
1183	0.22	120	R			_		NA	NA	1997
$\bigcup$				To:	Dead End					

					Henry Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus OANT ON ANT ATTENT		QC	Design	QK AAWDT	QW	Year
Henry County					2Axle 3+Axle 1Trail	21 raii		Hour			
			_	From:	SR 108						
(1184)	0.07	250	R	To:	Dead End	_		NA	NA		1997
				From:	Cul-de-Sac	1					
(1185)	0.21	70	R		Cui-de-Sac			NA	NA		1997
				To:	44-1100						
				From:	44-1154						
1187	0.18	150	R					NA	NA		1997
	0.40			To: From:	44-1191						4007
(187)	0.18	60	R			_		NA	NA		1997
$\bigcirc$	0.11	80	R	From:	44-1192			NA	NA		1997
(1187)	0.11	00	K	To:	44-1166	7		INA	INA		1991
				From:	44-714	1					
1190	0.56	350	R					NA	NA		1997
				To:	Dead End						
				From:	44-1187						
(1191)	0.07	20	R	To:	Cul-de-Sac	_		NA	NA	(	06/01/2000
				From:		1					
(1192)	0.06	20	R		44-1187	_		NA	NA		06/01/2000
(1192)		_		To:	Cul-de-Sac						
				From:	44-1166						
1193	0.20	90	R			_		NA	NA	(	06/01/2000
				To:	Dead End						
	0.25	NA		From:	Cul-de-Sac/			NA	NA		
1197	0.23	NA.		To:	33-01197(L)/JB-33/	7		IVA	IV/3		
				From:	44-01197(B)/						
1198	0.02	NA				_		NA	NA		
				To:	33-01198(U)/JB-33/						
	0.40	00	_	From:	44-718			NIA	NA		1007
1199	0.10	30	R	To:	Dead End	<b>-</b>		NA	NA		1997
				From:	44-755						
(1200)	0.21	40	R	<u> </u>	11 755			NA	NA		1997
				To:	Dead End						
				From:	44-755						10
1201)	1.17	360	R					NA	NA		1997
	0.50	000		From:	44-1209 EAST			NI A	NIA.		4007
1201)	0.52	600	R	To:	SR 57			NA	NA		1997
				From:	Dead End	1					
(1202)	0.07	40	R		DOME THE	_		NA	NA		1997
$\bigcup_{i=1}^{n}$				To:	44-1201						
$\sim$				From:	Dead End						
1203	0.15	20	R	To:	44 1201	_		NA	NA		1997
				From:	44-1201						
(1204)	0.10	80	R	. zoni.	Dead End			NA	NA		1997
1204				To:	44-1201						
				From:	Dead End						
(1205)	0.10	40	R			_		NA	NA		1997
$\overline{}$				To:	44-1201						

					Henry Maintenance Area			Dag!		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Ienry County				From:	44-906	I				
1206)	0.20	100	R			_		NA	NA	1997
				To:	Dead End					
	0.09	50	R	From:	Dead End			NA	NA	1997
1207	0.09	50	ĸ	To:	44-1208	7		INA	INA	1997
				From:	44-1207	1				
1208)	0.02	70	R		11 120	_1		NA	NA	1997
				To:	44-903					
				From:	Dead End					
1209	0.27	90	R	To:	44.100	٦		NA	NA	1997
				From:	44-1201					
	0.28	370	R	From:	44-1213			NA	NA	1997
1210	0.20	370		Ta	44 1011 44 1007	٦		1471	14/1	1007
1210	0.05	2000	R	From:	44-1211; 44-1237			NA	NA	1997
1210				To:	US 220	<b>_</b>				
				From:	44-1213					
1211)	0.25	440	R			_		NA	NA	1997
				To:	44-1210; 44-1237					
$\bigcirc$	2.22		_	From:	44-1213					400
1212	0.20	220	R	To:	44-1211	7		NA	NA	1997
				From:						
1213	0.65	200	R	110.111	Dead End	_		NA	NA	1997
1213	0.00			To:	44-1217					
				From:	Cul-de-Sac					
1214)	0.08	45	R			_ _		NA	NA	1997
				To:	44-1213					
	0.07	40	_	From:	Cul-de-Sac	_		NIA	NIA	400
1215	0.07	40	R	To:	44-1213	7		NA	NA	1997
				From:	44-1213					
1216	0.13	80	R	<u> </u>	<del>111</del> 1213	_		NA	NA	1997
				To:	44-1217	]				
				From:	44-1213					
1217)	0.16	260	R			_		NA	NA	1997
				To:	44-1210	1				
	0.19	50	R	From:	Dead End	_		NA	NA	1997
1218)	0.13	30				_		INA	IVA	1007
1210	0.05	80	R	From:	44-1249			NA	NA	1997
1218				To:	44-993					
				From:	Dead End					
1219	0.27	110	R					NA	NA	1997
				To:	44-677					
$\overline{}$			_	From:	US 220 BUS					400
1220	0.43	360	R	To:	Dood End	1		NA	NA	1997
				From:	Dead End					
1221)	0.39	110	R		Dead End	_		NA	NA	1997
1221)				To:	44-831					
				From:	44-606					
1222	0.26	540	R					NA	NA	1997
				To:	44-671					

					Henry	/ Mainter	ance Are	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail		Hour				
Henry County				From:		44-67	1								
(1222)	0.31	200	R						_		NA		NA		1997
				To:		Dead E									
	0.25	100	R	From:		44-123	30				NA		NA		1997
(1223)	0.23	100	K	To:		44-60	6		1		INA		INA		1991
				From:		44-77									
1224)	0.31	280	R								NA		NA		1997
				To: From:		44-124	40								
(1224)	0.02	50	R						_		NA		NA		1997
				To:		Dead E									
$\bigcirc$	0.29	440	ь.	From:		Dead E	and				NA		NA		1997
1225	0.29	110	R	To:		44-99	3				INA		INA		1997
				From:		44-83									
1226	0.23	280	R	<u> </u>		03	-				NA		NA		1997
				To: From:		44-123	36		7						
(1226)	0.03	6	R	rioii.							NA		NA		07/17/2000
				To:		Dead E	ind								
$\bigcirc$	0.40		_	From:		Dead E	nd								4007
1227	0.10	80	R	To:		44-122	26		_		NA		NA		1997
				From:		SR 57 ALT;									
Gov Stanley Hwy	0.15	2900	G	96%	1%	1%	1%	2%	0%	С	460	G	2900	G	2001
(1220)				To		SR 5'									
				From:		44-83	2								
(1229)	0.48	250	R						_		NA		NA		1997
				To:		44-83			<u> </u>						
(100)	0.20	70	R	From:		Dead E	nd				NA		NA		1997
1230	0.20	70	1	To:		44-122	23		7		IVA		IVA		1007
				From:		44-91									
(1231)	0.09	880	R						<del></del>		NA		NA		1997
				To: From:		44-123	32		]						
(1231)	0.19	1400	R						_		NA		NA		1997
				To:		SR 5'	7								
$\cap$	0.18	200	Б	From:		Dead E	and				NA		NA		1997
(1232)	U. 10	200	R	To:		44-123	31				INA		INA		1997
				From:		44-72			i						
(1233)	0.10	40	R			,2			_		NA		NA		1997
				To:		Dead E	End								
$\bigcirc$				From:		44-67	3								
1234	0.11	70	R	To:		Dead E	ad		_		NA		NA		1997
				From:											
(1235)	0.93	220	R	<u> </u>		Dead E	an <b>u</b>		_		NA		NA		1997
				To:		SR 57 A	LT								
				From:		Dead E	End								
1236	0.08	90	R						_		NA		NA		1997
				To:		44-122									
	0.27	210	D	From:		Dead F	End				NA		NA		1007
1237)	0.27	310	R	To:		44-1210; 4	4-1211				INA		INA		1997

					Henry Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	(	QC Design Hour	QK AAWDT QW	Year
Henry County				From:	44-1222				
(1238)	0.28	150	R		77-1222		NA	NA	1997
(1230)				To:	44-671	<u> </u>			
				From:	44-1238	7			
(1239)	0.10	40	R	•		_	NA	NA	1997
$\bigcup$				To:	Dead End				
				From:	44-1224				
1240	0.10	180	R				NA	NA	1997
				To:	44-1241				
$\bigcirc$				From:	Dead End				
(1241)	0.80	90	R			_	NA	NA	1997
				To:	0.15 MN 44-1240				
	0.04		_	From:	44-754				4007
1242	0.21	600	R	To:	GD 55	_	NA	NA	1997
					SR 57				
	0.21	00	_	From:	Dead End		NIA	NIA	1007
1243	0.31	80	R	To:	US 220	¬	NA	NA	1997
				From:					
	0.19	60	В	From:	Dead End	_	NA	NA	1997
(1244)	0.19	60	R	To:	44-779	7	INA	NA	1997
				From:					
	0.02	20	R	110.11.	Dead End	_	NA	NA	1997
1245	0.02	20	IX.			_	INA	IVA	1991
$\overline{}$	0.40	400	_	From:	44-1246	_		114	4007
1245	0.12	100	R	To:	44.002	_	NA	NA	1997
					44-993				
	0.44		_	From:	44-1245		<b>N</b> 1.0	NIA	4007
1246	0.14	50	R	To:	D. LE I	7	NA	NA	1997
					Dead End				
	0.04	400	_	From:	44-775		NIA	NIA	4007
(1247)	0.64	180	R	To:	SR 57	7	NA	NA	1997
				From:					
	0.84	140	R	r toni.	44-833	_	NA	NA	1997
1248	0.04	140	K	To:	44-1252	7	INA	IVA	1991
				From:					
(1249)	0.18	50	R		44-1218	_	NA	NA	1997
(1249)	0.10	30	1	To:	44-993	٦	147.	101	1007
				From:	Cul-de-Sac				
1250	0.29	120	R		Cui-ue-sac	_	NA	NA	1997
1250	0.20			To:	44-838	٦			
				From:	Cul-de-Sac				
1251	0.06	30	R		Cui-uc-Sac	_	NA	NA	1997
1231)				To:	44-1250	7			
				From:	44-838	$\overline{}$			
1252	0.07	60	R		44-030	_	NA	NA	1997
1202				To	44-1253	7			
				From:	Dead End	$\overline{}$			
(1254)	0.15	20	R	<u> </u>		_	NA	NA	08/07/200
				To:	44-669				
				From:	44-775	$\overline{}$			
(1255)	0.25	60	R	<u> </u>		_	NA	NA	1997
				To:	Dead End				
				From:	44-775				•
1256	0.15	90	R			_	NA	NA	1997
				To:	44-1255	<u></u>			
		_	_						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Henry County						ZIIGII		rioui		
(1260)	0.17	40	R	From:	44-1261			NA	NA	1997
(1260)				To:	44-698					
				From:	44-1260					
(1261)	0.11	30	R	To:	0.11.0	_		NA	NA	1997
				From:	Cul-de-Sac					
(1262)	0.09	20	R	110.11	Dead End	_		NA	NA	07/17/2000
(1202)				To:	44-1263	1				
				From:	44-1262					
(1263)	0.12	20	R	To:		-		NA	NA	07/17/2000
				From:	Dead End					
1264	0.13	30	R	Piolii.	44-712 WEST			NA	NA	1997
(1264)	0.10		.,	To:	44-712 EAST				101	1007
				From:	44-712					
(1265)	0.23	50	R			_		NA	NA	1997
				To:	Dead End					
$\bigcirc$	0.40	40	_	From:	Dead End			NIA	NIA	07/04/0000
1266	0.16	40	R	To:	44-606	7		NA	NA	07/31/2000
				From:	Dead End	1				
(1267)	0.18	30	R	<u> </u>	Dead End	_		NA	NA	1997
				To:	44-606	]				
				From:	44-669					
1269	0.68	70	R	_		_		NA	NA	1997
				To:	Dead End					
	0.19	60	R	From:	Dead End			NA	NA	1997
(1270)	0.19	60	K	To:	US 220	7		INA	INA	1997
				From:	44-606	1				
(1271)	0.20	NA						NA	NA	
				To:	Cul-de-Sac					
$\bigcirc$				From:	44-785					
1272	0.13	40	R	To:	Dead End	7		NA	NA	1997
				From:		1				
(1273)	0.21	NA		110311	44-01270(B)/	_		NA	NA	
(1273)				To:	Dead End/	1				
				From:	44-00704(B)/					
1274	0.14	NA				_		NA	NA	
				To:	Dead End/					
	0.13	40	R	From:	SR 57			NA	NA	1997
1275	0.13	40	K	To:	Dead End	7		INA	INA	1997
				From:	Cul-de-Sac	1				
(1277)	0.38	40	R					NA	NA	1997
				To:	44-687					
$\bigcirc$			_	From:	44-919					6==:=::::
1278	0.08	60	R	To:	44-1279	7		NA	NA	07/17/2000
				From:						
(1279)	0.14	50	R	<u> </u>	44-1278	_		NA	NA	07/17/2000
1213				To:	Dead End	1				
				From:	SR 57					
1280	0.47	60	R			_		NA	NA	1997
$\sim$				To:	Dead End					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Henry County				_		211011		rioui		
1205	0.15	20	R	From:	SR 57			NA	NA	1997
1285	0.10			To:	Dead End	1				1001
				From:	Dead End					
1287	0.20	90	R			_		NA	NA	1997
				To:	44-1231					
	0.00	00	_	From:	Dead End			NIA	NIA	4007
1290	0.09	80	R	To:	44-831	1		NA	NA	1997
				From:	44-687	<u> </u>				
1295	0.29	150	R					NA	NA	1997
<u> </u>				To:	Dead End					
				From:	44-909					
1296	0.09	45	R	To:	B 181	7		NA	NA	1997
				From:	Dead End	1				
4000	0.15	100	R	From:	44-1317			NA	NA	1997
1300	0.10	100		To:	44-1319	1		1471	14/1	1001
				From:	44-1302	1				
(1301)	0.09	590	R			_		NA	NA	1997
				To:	US 220					
$\bigcirc$				From:	Dead End					
1302	0.25	410	R			_		NA	NA	1997
	2.22	440		To: From:	44-1308	]				4000
1302	0.33	410	R	To:	Dead End	7		NA	NA	1996
				From:	US 220; FR-837	1				
1303	0.15	400	R		US 220, FR-637			NA	NA	1997
(1303)				To:	44-1304	1				
1303)	0.04	20	R	From:	44-1304	_		NA	NA	1997
				To:	Dead End					
				From:	44-1307					
(1304)	0.28	250	R			7		NA	NA	1997
				To:	44-1303					
	0.22	100	В	From:	44-1306			NA	NA	1997
(1305)	0.22	100	R	To:	Dead End	1		INA	INA	1331
_				From:	44-1307					
1306	0.11	NA			11.000			NA	NA	
				To: From:	44-1305	Ī				
1306	0.10	NA		rioni.		_		NA	NA	
$\bigcirc$				To:	Dead End					
			_	From:	US 220					400-
1307	0.07	650	R			_		NA	NA	1997
	0.40	222		From:	44-1307 BEGIN LOOP			NI A	NIA	400-
1307	0.40	300	R	To:	44-1307 END LOOP	7		NA	NA	1997
				From:	END LOOP	1				
1308)	0.47	180	R		LIND EOOI	_		NA	NA	1997
				To:	44-1302					
				From:	44-1304					
1309	0.09	40	R			7		NA	NA	1997
				To:	Dead End					
1310	0.16	1300	R	From:	US 220			NA	NA	1997
(4240)	U. 10	1300	ĸ					INA	IN/A	1997

					Henry N	Maintena	ance Are	ea							
Route	Length	AADT	ΩΔ	4Tire	Bus		Tru			QC	Design	OK	AAWDT	OW	Year
	Longui	ושרטיי	-ςA		200	2Axle	3+Axle	1Trail	2Trail	<b>Q</b> ∪	Hour	- ×1 \		Q11	. cai
Henry County				From:		44-1320	)								
1310	0.17	700	R								NA		NA		1997
				To: From:		44-1312	2								
1310	0.55	220	R	To:		LOODEN	ID		_		NA		NA		1997
				From:		LOOP EN									
(1311)	0.30	210	R			Dead En	d		_		NA		NA		1997
				To:		44-1310	)								
				From:		44-1311									
(1312)	0.24	110	R	To:		44 1210	`		_		NA		NA		1997
				From:		44-1310									
1313	0.48	1000	R			44-1315	)		_		NA		NA		1997
(1313)				To:		US 220	1								
				From:		Dead En	d								
1314	0.14	610	R						_		NA		NA		1997
				To:	U	S 220; FR			<u> </u>						
(1245)	0.32	170	R	From:		44-1316	5				NA		NA		1997
(1315)	0.02	170		To:		44 1212	,		_		101				1007
(1315)	0.07	400	R	From:		44-1313	)				NA		NA		1997
				To:	F	BEGIN LO	OP		<b></b>						
1315)	0.51	130	R	From:		JEGII V EO	.01		_1		NA		NA		1997
				To:		END LO	OP								
$\bigcirc$				From:		44-1325	5								
1316	0.29	400	R	To:		44 1212	,		_		NA		NA		1997
				From:		44-1313			1						
(1317)	0.23	340	R			Dead En	a		_		NA		NA		1997
(1011)				To:	U	S 220; 44-	1319								
				From:		Dead En	d								
(1318)	0.15	60	R						_		NA		NA		1997
				To:		44-1317									
(1212)	0.18	490	R	From:		44-1314					NA		NA		1997
1319	0.10	400		To:	U:	S 220; 44-	1317				101				1007
				From:		Dead En									
1320	0.30	120	R						<del></del>		NA		NA		1997
				To: From:	44	l-1324 NO	RTH		]						
1320	0.11	470	R	To:		44.40			_		NA		NA		1997
				From:		44-1310			1						
(1321)	0.38	180	R	rioin.		Dead En	d		_		NA		NA		1997
(1321)				To:		44-641									
				From:		44-685									
(1322)	0.20	150	R	_					_		NA		NA		1997
				To:		Dead En			1						
(1222)	0.40	550	R	From:		44-685					NA		NA		1997
1323	0.70	550	11	To:		44-9899	)		1		14/1		14/1		.007
				From:	44	I-1320 NO									
1324	0.31	140	R						_		NA		NA		1997
				To:	44	I-1320 SO	UTH								
$\bigcirc$	0.00	450	_	From:		Cul-de-Sa	ac				NIA		NIA		1007
1325	0.62	150	R	To:		44-1315	;		1		NA		NA		1997
						<del></del> 1313	,								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	 2Trail	QC	Design Hour	QK AAWDT QW	Year
Ienry County				From:	44-1328					
1326	0.86	280	R	<u> </u>	<del>11-</del> 1320			NA	NA	1997
				To:	44-685					
				From:	44-1328					
1327	0.21	120	R			_		NA	NA	1997
				To:	44-1326					
	0.08	60	R	From:	44-1326			NA	NΙΔ	1997
1328	0.06	60	ĸ	To:	44-1327	7		INA	NA	1997
				From:	44-1326					
1329	0.41	400	R		11 1320			NA	NA	1997
				To:	44-685					
				From:	44-685					
1330	0.60	230	R			_		NA	NA	1997
				To:	44-1329	<u> </u>				
$\bigcirc$	0.40		_	From:	Dead End			NIA	N14	400
1331)	0.18	60	R	To:	AA 1226	7		NA	NA	1997
				From:	44-1326					
1332)	0.07	40	R		Dead End	_		NA	NA	1997
1332				To	44 931					
1222	0.10	110	R	From:	44-821			NA	NA	1997
1332	0.10			To:	44-724	7		1471	17/1	1001
				From:	Dead End					
1333	0.33	160	R					NA	NA	199
				To:	44-641					
				From:	44-641					
1334	0.73	870	R					NA	NA	1997
				From:	44-1346					
1334	0.31	160	R			_		NA	NA	1997
				To:	Dead End					
	0.00	050	_	From:	44-650			NIA	NIA	400
1335	0.22	250	R	To:	Dead End	7		NA	NA	1997
				From:						
1336)	0.23	100	R	<u> </u>	44-1335	_		NA	NA	1997
1330				To:	44-1337	1				
				From:	44-650					
1337)	0.09	90	R					NA	NA	1997
				To:	Dead End					
$\sim$				From:	Dead End					
1338)	0.12	530	R					NA	NA	1997
				To: From:	44-1339	]				
1338	0.02	1400	R		11.65	_		NA	NA	1997
				To:	44-685	1				
	0.20	940	D	From:	44-1338			NIA	NIΛ	100
1339	0.20	840	R	To:	Dead End	7		NA	NA	1997
				From:	44-639	 				
1340	0.39	290	R		44-039	_		NA	NA	1997
				To:	Dead End	1				
				From:	44-1342					
341)	0.26	80	R		- -	_		NA	NA	1997
$\mathcal{O}$				To:	Dead End					

					Henry Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Ienry County				From:	Dead End	1				
1342)	0.13	140	R		Dead End			NA	NA	1997
1042)				To:	44-1340					
				From:	Dead End					
1343	0.14	50	R			_		NA	NA	1997
				To:	44-1330					
	0.40	40	_	From:	44-685			NIA	NIA	4007
1344)	0.10	40	R	To:	Dead End	7		NA	NA	1997
				From:	44-641					
1345)	0.37	300	R	<u> </u>	77-071			NA	NA	1997
				To:	Dead End					
_				From:	44-1334					
1346)	80.0	60	R			_		NA	NA	1997
<u> </u>				To:	Dead End					
$\overline{}$	0.44		_	From:	Dead End			NI A	NIA.	100-
1347)	0.14	40	R	To:	44-782	7		NA	NA	1997
				From:						
1348	0.25	30	R	<u> </u>	44-1347	_		NA	NA	1997
1346)				To:	Dead End					
				From:	US 220 BUS					
1349	0.30	130	R					NA	NA	1997
				To:	Dead End					
$\overline{}$				From:	44-724					
1350	0.79	1100	R	To:	D. I.F. I	_		NA	NA	1997
				From:	Dead End					
	0.04	10	R	From:	44-641			NA	NA	1997
1352	0.04	10	1	To:	Dead End	1		INA	IVA	1557
				From:	Dead End					
1353	0.05	340	R	l.	Dette Ente			NA	NA	1997
				To:	44-825					
				From:	Dead End					
1354	0.14	200	R			_		NA	NA	1997
				To:	44-1350					
$\bigcirc$	0.00	400		From:	Dead End			NIA	NIA	4007
1360	0.23	480	R	To:	US 220	_		NA	NA	1997
				From:						
1367)	0.10	100	R		44-1339			NA	NA	1997
1307)	00			To:	Dead End					
				From:	Dead End					
1369)	0.28	30	R			_		NA	NA	1997
				To:	44-752					
$\overline{}$				From:	44-752					
1370	0.26	60	R	т.		_		NA	NA	1997
				To:	Dead End	1				
$\frown$	0.40	20	ь.	From:	Dead End	_		NIA	NIA	4007
1371)	0.10	30	R	To:	US 58 BUS	7		NA	NA	1997
				From:						
1380	0.35	640	R	<u> </u>	ECL MARTINSVILLE	_		NA	NA	1997
1380				To:	44 1201					
1200	0.08	210	R	From:	44-1381			NA	NA	1997
1380	0.00	210	11	To:	Dead End			14/7	IVA	1551
						-				

Route	Length	AADT	QA	4Tire	Henry Maintenance AreaTruck Bus		QC	Design	QK AAWDT QW	Year
	Lengui	AADI	ųА	41116	2Axle 3+Axle 1Trail	2Trail	QC	Hour	QK AAWDI QW	i cai
lenry County				From:	44-1380					
1381)	0.08	1700	R	т	44.650	_		NA	NA	1997
				To: From:	44-650					
1390	0.49	130	R	rioin.	Cul-de-Sac			NA	NA	1997
1390)	0			To:	44-1324	]				
				From:	44-647					
1396	0.14	30	R	_		_		NA	NA	1997
				To:	Dead End	<u> </u>				
	0.70	1200	R	From:	44-714	_		NA	NA	1997
1400	0.70	1200	K	To:	Dead End	7		INA	INA	1991
				From:	44-907					
1401)	0.25	190	R			_		NA	NA	1997
				To:	44-683					
$\bigcirc$	0.40		_	From:	44-1401					4007
1402	0.12	80	R	To:	44-683	_		NA	NA	1997
				From:		1				
1403	0.33	50	R		44-683			NA	NA	1997
				To:	Dead End					
				From:	44-682					
1404)	0.52	230	R			_		NA	NA	1997
				To:	Dead End	<u> </u>				
	0.27	80	R	From:	44-683			NA	NA	1997
1406)	0.21	00	IX	To:	Dead End	7		INA	INA	1991
				From:	Dead End					
1407)	0.17	60	R			<u>-</u>		NA	NA	1997
				To:	44-683					
$\bigcirc$	2.22		_	From:	Dead End					400=
1410	0.30	200	R	To:	44-606	7		NA	NA	1997
				From:	44-1410					
1411)	0.16	50	R		44*1410	_		NA	NA	1997
				To:	Dead End					
				From:	44-1410					
1412)	0.09	40	R	т		_		NA	NA	1997
				To: From:	Dead End					
1420)	0.17	40	R	A TOHI.	Dead End	_		NA	NA	1997
1420				To:	44-760	<u></u>				. 501
_				From:	44-683					
1425	0.13	200	R			_		NA	NA	1997
				To:	Dead End	1				
	0.16	45	R	From:	Dead End	_		NA	NA	1997
1427)	0.10	40	ĸ	To:	44-924	7		INA	IVA	1881
				From:	44-692	i				
1429	0.13	30	R		0,2	_		NA	NA	1997
				To:	Dead End					
$\overline{}$				From:	Dead End					
1440	0.16	40	R	To:	44 007	7		NA	NA	1997
				From:	44-907	<del>                                     </del>				
	0.27	690	R		44-692	_		NA	NA	1997
1501				To:	44-1502	<b>_</b>				
<del></del>						_				_

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
lenry County				From:	44-1502					
1501	0.37	290	R			_		NA	NA	1997
				To: From:	44-1504 EAST	]——				
1501)	0.31	110	R	To:	END CIR 1501	7		NA	NA	1997
				From:	END CIR 1502					
1502	0.37	80	R		END CIR 1302	_		NA	NA	1997
				To:	44-1503 WEST					
1500	0.16	340	R	From:	44-1503 EAST			NA	NA	1997
1502	0.10	0.0		To:	44-1501				177	1001
				From:	Dead End					
1503)	0.25	110	R			_		NA	NA	1997
				To:	44-1502 EAST					
	0.12	90	В	From:	44-1501 WEST			NA	NA	1997
1504	0.12	80	R	To:	44-1501 EAST	7		INA	INA	1997
				From:	44-692	l				
1508	0.49	80	R	_	* * * * * * * * * * * * * * * * * * *	_		NA	NA	1997
				To:	44-793					
$\bigcirc$				From:	44-759					
1510	0.18	70	R	To:	Dead End	7		NA	NA	1997
_				From:	Dead End/	1				
1512	0.25	NA		<u> </u>	Dead End/	l		NA	NA	
1312)				To:	44-00687(B)/44-00709(U)/					
				From:	Dead End					
1513	0.19	48	R			_		NA	NA	1997
				To:	44-1514					
	0.10	100	R	From:	Dead End			NA	NA	1997
1514	0.10	100		To:	44-687			14/1	14/1	1001
				From:	Dead End					
1515)	0.16	70	R					NA	NA	1997
				To:	44-695					
	0.29	440	_	From:	Dead End			NA	NIA	1007
1516	0.29	110	R	To:	44-687	7		INA	NA	1997
				From:	S HARRISON ELEM SCH					
1519	0.13	60	R		S TENUTOON EELM SCII			NA	NA	1997
				To:	44-687					
$\sim$				From:	44-627					
1520	0.17	200	R	To:	AA 1501	_		NA	NA	1997
				From:	44-1521	<del>                                     </del>				
1521	0.40	220	R		Dead End	_		NA	NA	1997
				To:	44-687				· · · · · · · · · · · · · · · · · · ·	
				From:	Dead End					
1522	0.20	70	R			_		NA	NA	1997
				To:	44-627					
$\overline{}$	0.10	00		From:	44-709			NIA	NIΛ	100
1525)	0.18	80	R	To:	Dead End	7		NA	NA	1997
				From:	Dead End	<del>-</del>				
30)	0.30	48	R	<u> </u>	Doug Ling	_		NA	NA	1997
				To:	44-683					

					Henry Maintenance Area		Daalar		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	С	C Design	QK AAWDT QW	Year
Ienry County				From:					
1600	0.19	30	R		US 58		NA	NA	1997
				To:	Dead End				
				From:	US 58 BUS				
1601	0.37	400	R				NA	NA	1997
_				From:	44-1602	]			
1601	0.07	100	R	To:	44.1602	_	NA	NA	1997
				From:	44-1603				
1602	0.72	180	R	rioii.	44-1601		NA	NA	1997
1602)	5.72	100		To:	44-931	7	101	10.1	1001
				From:	0.05 MW 44-1601				
1603)	0.11	30	R	-		_	NA	NA	1997
				To:	0.06 ME 44-1601				
$\sim$				From:	US 58 BUS				
1604)	0.29	880	R				NA	NA	1997
<u> </u>				To: From:	44-932				
1604	0.69	500	R	To:	D IF I	7	NA	NA	1997
				From:	Dead End	•			
	0.10	80	R	From:	US 58 BUS		NA	NA	1997
1605)	0.10	00	IX.	To:	44-1606	7	INA	IVA	1331
				From:	44-1605				
1606)	0.12	60	R	l.	11 1000		NA	NA	1997
				To:	Dead End				
				From:	Dead End				
1607	0.09	60	R				NA	NA	1997
				To: From:	44-930	]——			
1607	0.63	370	R				NA	NA	1997
				To:	44-9964				
$\bigcirc$				From:	44-777				
1608	0.22	560	R	To:	44 1 600 WEST	_	NA	NA	1997
				From:	44-1609 WEST 24-1609 WEST	1			
1608)	0.52	250	R	-		_	NA	NA	1997
				To:	44-1609 EAST				
<u> </u>				From:	44-1608 WEST				
1609)	0.68	200	R				NA	NA	1997
<u> </u>				From:	44-1612				
1609	0.11	400	R				NA	NA	1997
				From:	44-1608 EAST	]			
1609	0.18	540	R			_	NA	NA	1997
				To:	US 58 BUS				
	0.07	100	ь	From:	44-717		NA	NA	1997
1610	0.07	100	R			_	INA	INA	1997
	0.04	40	В	To: From:	44-1611	_	NΙΛ	NΙΛ	1007
1610	0.04	40	R	To:	Dead End	7	NA	NA	1997
				From:		1			
1611)	0.06	40	R		Dead End	_	NA	NA	1997
				To:	44-1610	<b>_</b>			
				From:	Dead End				
1612)	0.17	80	R			<b>→</b>	NA	NA	1997
				To	44-1609	<b>—</b>			
1612)	0.12	200	R	From:	11 7772	_	NA	NA	1997
				To:	44-1614 WEST				
<del></del>	<del></del>							<u>-</u>	

					Henr	ry Maintei	nance Are	ea							
Route	Length	AADT	QA	4Tire	Bus		Trι			QC	Design	ОК	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail		Hour				
Henry County				From:		44-1614 V	WEST								
1612	0.23	100	R								NA		NA		1997
_				To: From:		44-16	18								
1612	0.05	20	R	To:		0.1.1	0		_		NA		NA		1997
				From:		Cul-de-			1						
(1613)	0.17	50	R	1 KMII.		44-85	56		_		NA		NA		1997
1613				То:		Cul-de-	Sac								
				From:		44-1612	WEST								
1614)	0.30	60	R						_		NA		NA		1997
				To:		44-1612									
	0.24	180	R	From:		44-16	17				NA		NA		1997
1615)	0.24	100	K	To:		44-77	77		$\exists$		INA		INA		1991
				From:		Dead I									
1616)	0.14	30	R	•							NA		NA		1997
				To:		44-16	15								
$\bigcirc$	2.27			From:		Dead I	End				N. 1. 2		NI A		400-
1617	0.97	290	R	To:		44-77	17		7		NA		NA		1997
				From:		Cul-de-									
1618	0.08	20	R			Cui-ue-	·sac		_		NA		NA		1997
				То:		44-16	12								
				From:		44-64	18								
1620	0.10	650	R								NA		NA		1997
$\overline{\bigcirc}$				To: From:		44-16	21								
1620	0.21	180	R	To:		D41	71		_		NA		NA		1997
				From:		Dead I			_						
1621	0.35	400	R			44-16	20		_		NA		NA		1997
1021)				To:		44-16	22								
				From:		44-64	18								
(1622)	0.22	350	R	. —					_		NA		NA		1997
				To:		44-16									
	0.17	160	R	From:		Dead I	End		_		NA		NA		1997
1623	0.17	100	IX.	To:		44-16	22		7		IVA		INA		1557
				From:		44-648 S									
1624	0.18	80	R								NA		NA		1997
$\bigcirc$				To:		44-648 N	ORTH								
	0.20	400		From:		Cul-de-	Sac				NIA		NIA		4007
1626	0.36	180	R	To:		44-64	18		<b>–</b>		NA		NA		1997
				From:		Dead I									
1627	0.10	20	R			Dead	J-104				NA		NA		1997
				To:		44-77	77								
$\widehat{}$				From:	N	CL MARTI	NSVILLE								
1630	0.13	140	R	To:		44.44	21		_		NA		NA		1997
						44-16									
(1621)	0.12	40	R	From:	N	CL MARTI	NSVILLE		_		NA		NA		1997
1631	0.12	-70	11	To		44 1 6	20		_		. 47 1		14/1		1001
1631	0.16	60	R	To: From:		44-16	30				NA		NA		1997
1631)				To:		Dead I	End								
														_	

					Tierny Maintena	71100							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3	Truck B+Axle 1Trail	 2Trail	QC	Design Hour	QK AA	AWDT	QW	Year
Henry County				From:									
1635)	0.30	190	R	Piolii.	Dead End	<u> </u>			NA		NA		1997
1033)				To:	44-662		1						
				From:	Dead End								
1636)	0.09	50	R				_		NA		NA		1997
				To:	44-1635								
	0.11	200	R	From:	NCL MARTINS	VILLE			NA		NA		1997
1637)	0.11	200	K	To:	44-662		7		INA		INA		1997
				From:	Dead End								
1638)	0.10	100	R				_		NA		NA		1997
				To:	44-662								
$\overline{}$				From:	44-777								
1640	0.06	60	R						NA		NA		1997
				From:	44-1641								
1640)	0.01	10	R	To:	Dead End	1	_		NA		NA		1997
				From:		l	+						
1641)	0.16	48	R		44-1640		_		NA		NA		1997
				To:	Dead End				*		-		
				From:	Dead End	1							
1642	0.02	7	R				_		NA		NA		1997
				To:	44-777								
$\bigcirc$	0.44	70	_	From:	44-713				NIA		<b>N</b> 1.0		400
1643)	0.14	70	R	To:	Dead End	<u> </u>	7		NA		NA		1997
				From:	Dead End								
1644)	0.23	50	R		Dette End	•			NA		NA		1997
				То:	SR 108								
				From:	44-647 SOU	TH							
1645	0.80	60	R				_		NA		NA		1997
				To:	44-647 NOR	TH							
	0.13	70	R	From:	SR 57				NA		NA		1997
1646	0.13	70	IX.	т			_		INA		INA		1007
	0.48	50	R	From:	44-1647				NA		NA		1997
1646	0.10	00		To:	Cul-de-Sa	c	7						1001
				From:	SR 57								
1647	0.42	180	R				_		NA		NA		1997
				To: From:	44-1648		<u> </u>						
1647)	0.17	50	R				_		NA		NA		1997
				To:	44-1646		<u>_</u>						
			_	From:	44-1647								400-
1648	0.29	40	R	To:	Dead End		_		NA		NA		1997
				From:	SR 57	1	<del>                                     </del>						
1649)	0.65	120	R		SK 5/				NA		NA		1997
1649				To:	Dead End	<u> </u>	<b>_</b> _						
				From:	44-1644								
1650	0.11	NA					<u> </u>		NA		NA		
				To:	Dead End								
	_	_	_	From:	US 58; 44-8	75	$\Box$						
701)	0.76	480	R	To:	EVE OF S	I.E.	_		NA		NA		1997
				10.	END CIRC	LE							

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
lenry County				From:	44-1701					
1702	0.30	45	R			<b>-</b>		NA	NA	1997
				To:	Dead End					
	0.38	80	R	From:	Dead End			NA	NA	1997
1703)	0.50	00	K	To:	44-1701	7		INA	IVA	1337
				From:	44-1703					
1704)	0.14	20	R			<b>-</b>		NA	NA	1997
				To:	Cul-de-Sac	<u> </u>				
	0.07	60	R	From:	44-684	_		NA	NA	1997
1709	0.07	60	ĸ			_		INA	IVA	1997
(70)	0.15	20	R	From:	44-1725			NA	NA	1997
1709	0.10	20	IX	To:	Dead End	7		IVA	INA	1557
				From:	44-684					
1710	0.19	70	R			_		NA	NA	1997
				To:	Dead End					
$\bigcap$	0.40			From:	44-684			NIA	NIA	400
1711)	0.13	50	R	To:	Dead End	7		NA	NA	1997
				From:	44-684 SOUTH	I				
1712	0.09	990	R		44-004 500 111			NA	NA	1997
				To	44-1717	7				
1712	0.34	700	R	From:				NA	NA	1997
				To: From:	44-661					
1712	0.37	470	R			_		NA	NA	1997
				To:	44-684 NORTH					
	0.09	50	В	From:	Cul-de-Sac			NA	NA	1007
1713	0.09	50	R	To:	44-1714	7		INA	NA	1997
_				From:	44-684	1				
1714)	1.01	980	R					NA	NA	1997
				To:	44-1746					
$\bigcirc$	2.22		_	From:	Dead End					400
1715	0.06	50	R	To:	44-661	7		NA	NA	1997
				From:	Dead End	1				
1716	0.03	30	R	<u> </u>	Dead End	_		NA	NA	1997
				To:	44-661					
				From:	Dead End					
1717)	0.16	90	R	To:	44 1710	7		NA	NA	1997
				From:	44-1712	+				
1718)	0.16	110	R		Dead End	_		NA	NA	1997
				To:	44-1714	]				
				From:	Dead End					
1719)	0.08	80	R			_		NA	NA	1997
				To:	44-1746	<u> </u>				
	0.74	140	R	From:	US 58	_		NA	NA	1997
1720	0.74	140	ĸ	To:	Dead End	7		INA	INA	1997
				From:	44-684	i				
721)	0.13	60	R	I		<b>-</b>		NA	NA	1997
				To:	Dead End	]				

					Henry Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
lenry County				From:	44-684					
1722)	0.20	60	R		44-064	_		NA	NA	1997
1722)				To:	Dead End	<u> </u>				
				From:	Dead End					
1723	0.14	60	R			<u>=</u>		NA	NA	1997
				To:	44-684	<u> </u>				
$\sim$				From:	44-684					
1724	0.09	120	R					NA	NA	1997
				To: From:	44-1725					
1724	0.05	20	R			_		NA	NA	1997
				To:	Dead End	<u> </u>				
	0.10	00	_	From:	44-1724			NIA	NIA	100
1725)	0.19	80	R	To:	Dead End	7		NA	NA	1997
				From:						
	0.43	300	R	r toin.	44-1728	_		NA	NA	1997
1726	0.40	300	11	To:	44-684	٦		1471	17/1	1007
				From:	44-1726 WEST	_				
1727	0.20	140	R		TT-1/20 WES1	_		NA	NA	1997
				To:	44-1726 EAST	<u> </u>				
				From:	44-1729					
1728	0.16	40	R			_		NA	NA	1997
				To:	44-1726	<u> </u>				
				From:	44-1728					
1729	0.11	10	R			_		NA	NA	1997
				To:	Cul-de-Sac					
$\widehat{}$				From:	44-1731					
1730	0.35	80	R	To:	44.60	<b>-</b>		NA	NA	1997
					44-687					
$\frown$	0.05	20	_	From:	Dead End	┙		NIA	NIA	400
1731)	0.05	20	R	To:	44-1730	7		NA	NA	1997
				From:		<del>+</del>				
1737)	0.33	120	R		44-684	_		NA	NA	1997
1737)	0.00	0	•	To:	Dead End	٦				
				From:	44-684	$\overline{+}$				
1738)	0.17	60	R			_		NA	NA	1997
				To:	Dead End					
				From:	44-1741	1				
1740	0.38	500	R			<u>_</u>		NA	NA	1997
				To:	44-1746	<u> </u>				
$\sim$				From:	44-1742	J				
1741)	0.12	200	R			_		NA	NA	1997
				To:	44-1740					
$\frown$	0.45	400	_	From:	44-1741	_		NI A	NIA	400-
742	0.15	160	R	To:	Dead End	¬		NA	NA	1997
				From:		<del></del>				
743)	0.17	50	R	. 10III.	44-1742	_		NA	NA	1997
143)	0.17	30	11	To:	Dead End	┐		INA.	INA	1991
				From:	Dead End	$\pm$				
1744)	0.22	80	R		Deau Eliu	_		NA	NA	1997
17-1	3.22		••	To:	44-1746	٦				. 501
				From:	Dead End	<del></del>				
1745	0.42	60	R		Dour Lift	_		NA	NA	1997
				To:	44-684	1				

					Henry	Mainten									
Route	Length	AADT	QA	4Tire	Bus					QC	Design	QK	AAWDT	QW	Year
	3					2Axle	3+Axle	1Trail	2Trail		Hour				
Henry County				From:		Dead Er	nd								
(1746)	0.34	280	R	<u> </u>							NA		NA		1997
_				To:		US 58 B	US		]						
1746	1.47	1500	R						_		NA		NA		1997
				To:		44-171									
	0.24	00	_	From:		Dead E	nd				NIA		NIA		4007
(1747)	0.31	60	R	To:		44-174	6		7		NA		NA		1997
				From:		Dead Er									
1748	0.32	100	R			Deug Ei	ici				NA		NA		1997
				To:		44-174	6								
				From:		44-761									
1801)	0.11	60	R						_		NA		NA		1997
				To:		Dead E									
	0.16	90	В	From:		Dead E	nd				NA		NA		1997
1802	0.16	80	R	To:		44-761			7		INA		NA		1997
				From:		44-180			1						
1803)	0.18	60	R	<u> </u>		44-160	<u> </u>				NA		NA		1997
				To:		Dead Er	nd								
				From:		Dead Er	nd								
1804)	0.16	60	R						_		NA		NA		1997
				To:		44-781	<u> </u>								
	0.00	70	_	From:		Cul-de-S	Sac				N1.0		NIA		4007
1805	0.08	70	R	To:		44-781			_		NA		NA		1997
				From:		Dead Er									
1810	0.70	50	R			Dead El	ıu				NA		NA		1997
1810				To:		44-681	l								
				From:		Dead Er	nd								
1812	0.43	90	R								NA		NA		1997
				To:		44-761									
$\bigcirc$	0.40			From:		Dead Er	nd								4007
1813)	0.10	40	R	To:		44-761			_		NA		NA		1997
				From:											
1815	0.09	170	R	110m.		44-181	6				NA		NA		1997
1815)	0.00	170	• • • • • • • • • • • • • • • • • • • •	To:		44-687	7		7		1471		101		1001
				From:		Dead Er	nd								
1816)	0.41	150	R						_		NA		NA		1997
				To:		44-181	5								
				From:		44-718	3								
1820	0.53	180	R	т					_		NA		NA		1997
				To:		44-687									
	0.13	80	R	From:		44-687	7				NA		NA		1997
1825	0.13	00	K	To		Dead Er	nd		7		INA		INA		1991
				From:		SR 57; 44-			1						
9195)	0.39	80	R			JIC J 1, 74	, 10		_		NA		NA		1997
				To:	CAM	PBELL CO	URT SCH	[							
				From:		US 58									
9196	0.10	200	R						_		NA		NA		1997
				To:	A	XTON SC	HOOL								
$\overline{}$				From:		44-695	5								
9197	0.07	110	R						=		NA		NA		1997
				To:	SPE	ENCER PE	NN SCH								

					Henry Maintenance Area				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail	OC	Design Hour	QK AAWDT QW	Year
Town of Ridgeway				_			1.1041		
9198)	0.06	200	R	From:	US 220 BUS		NA	NA	1997
9198)	0.00			To:	RIDGEWAY SCH		1471	101	1001
Henry County						ı			
9199	0.07	100	R	From:	S MARTINSVILLE SCH		NA	NA	1986
9199				То:	US 58				
				From:	SANDVILLE SCH				
9200	0.11	360	R	To:	44-687	_	NA	NA	1997
				From:	BASSETT HIGH SCH				
9201)	0.62	750	R		BASSETT HIGH SCH		NA	NA	1997
				To:	SR 57 ALT				
$\overline{}$				From:	US 220; 44-1301				
9480	0.15	400	R	To:	DDEWDY MASON US	$\neg$	NA	NA	1997
				From:	DREWRY MASON HS 44-802; US 220 BUS	<u> </u>			
9481)	0.35	390	R	<u> </u>	44-802, US 220 BUS		NA	NA	1997
				To:	44-9918 JR SMITH				
$\overline{}$				From:	MAGNA VISTA HS				
9538	0.30	850	R	To:	Dead End	_	NA	NA	1997
				From:	44-684				
9539	0.09	290	R	<u> </u>	44-064		NA	NA	1997
				То:	CARVER HIGH SCH				
				From:	44-650				
9540	0.10	140	R	To:	44.650	_	NA	NA	1997
				From:	44-650				
9542)	0.07	240	R		JOHN D. BASSETT HS		NA	NA	1997
3342)				To:	SR 57 ALT				
				From:	LEATHERWOOD ELEM				-
9728	0.25	40	R	To:	COLLOD 55	_	NA	NA	1997
				From:	SCH SR 57				
9867)	0.40	630	R	110111	44-1142 FIELDALE		NA	NA	1997
9001)				To:	COLLINSVILLE HS				
<u> </u>				From:	44-713				
9868)	0.17	230	R	т	TVGGD OD O TV TV CGV		NA	NA	1997
				To: From:	FIGSBORO ELEM SCH				
0800	0.09	500	R	FIOIII.	44-1323		NA	NA	1997
9899				To:	RICH ACRES ELEM SCH				. 501
				From:	44-754 STANLEY				
9910	0.20	480	R			_	NA	NA	1997
				To:	TOWN ELEM SCH				
	0.12	240	R	From:	COLLINS PRIMARY SCH		NA	NA	1997
9918	0.12	2 <del>4</del> 0	Λ.	To:	44-1103	$\neg$	14/7	IVA	1001
				From:	44-1607				
9964)	0.41	800	R			_	NA	NA	1997
				To: From:	0.42 MN LAUREL PK				
964	0.34	550	R		0.42 MN HIGH SCH		NA	NA	1997
				To:	44-930; 44-932			<u> </u>	

					пеш	y Mainten	lance Are	<del>z</del> a							
Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	Design	QK	AAWDT	QW	Year
City of Martinsville	-					2Axle	3+Axle	1 I rail	2Trail		Hour				
				From:		Lanier l									
Mulberry Rd	1.35	5500	G	98%	0%	0%	1%	0%	0%	F	520	G	5800	G	2001
<u> </u>	0.07			From:	00/	Spruce		00/					0000		0004
Mulberry Rd	0.27	6300	G	98%	0%	0%	1%	0%	0%	С	620	G	6600	G	2001
Mulhorny Pd	0.10	10000	G	From:	00/	Rives F	2%	20/	00/	F	1100	C	10000	C	200
Mulberry Rd	0.18	10000	G	94% To:	0%	1% S 58 Bus Sta		3%	0% T	Г	1100	G	10000	G	200
				From:		Starling A	Ave								
Market St	0.87	9700	G	94% To:	0%	1%	2%	3%	0%	С	920	G	10000	G	200
				From:		Church									
4502) W Church St	0.36	3100	G	rion.		Market	St				340	G	3200	G	200
W Church St	0.00	0.00		To:		D J	C4		7		0.0		0200		
E Church St	0.12	4600	G	From:		Broad	51				530	G	4900	G	2001
E Church St				To:		Ellswort	h St		1						
E Church St	0.33	5700	G	97%	0%	1%	1%	1%	0%	F	700	G	6000	G	2001
4502) E Church St				To:		Starling 2	Ave								
				From:		WCL Marti									
Commonwealth Blvd	1.00	13000	G	97%	0%	1%	1%	1%	0%	С	1200	G	14000	G	200
				To:		Market									
Stultz Rd	0.73	4200	G	97%	0%	WCL Marti	insville 1%	1%	<b>」</b> ○%	F	410	G	4500	G	200
Stultz Rd	0.73	4200	•	31 /0	0 70			1 /0		'	410	J	4300	O	200
Clearview Dr	0.08	13000	G	From: 97%	0%	Liberty 1%	1%	1%	0%	F	1200	G	14000	G	200
Clearview Dr	0.00	13000	•	77 70	0 70			1 /0	7	•	1200	J	14000	O	200
Clearview Dr	0.14	7500	G	From: 97%	0%	Northside 1%	e Dr 1%	1%	0%	F	710	G	7900	G	200
Clearview Dr	<b></b>			To:				. , ,	7	•					
(4506) Clearview Dr	0.86	3200	G	94%	1%	Barrows M	3%	0%	0%	С	330	G	3400	G	200
Clearview Dr				To:		NCL Marti									
				From:		SCL Martin	nsville								
4507 Rives Rd	1.34	6800	G	95%	0%	1%	2%	2%	0%	С	740	G	7200	G	2001
_				To: From:		Circle									
Rives Rd	0.34	4400	G	95%	0%	1%	2%	2%	0%	F	510	G	4600	G	2001
				To:		Mulberry									
Rivermont Heights	0.39	1900	G	95%	0%	SCL Martin	nsville 2%	2%	<b>」</b> ○%	F	210	G	2000	G	2001
120 Trivermont rieights	0.55	1900	G	To:	0 70	Memorial		2 /0	7 0 /0	'	210	J	2000	O	200
				From:		Starling A									
Forest St	0.56	2500	G	96%	1%	2%	1%	0%	0%	F	240	G	2700	G	2001
120)				To:		Smith Lak	e Rd								
<u> </u>				From:		Mulberry						_		_	
4517 Spruce St	0.23	5800	G	96%	1%	2%	1%	0%	0%	F	560	G	6100	G	2001
				From:	101	Parkview		221	] <del></del>				2122		
4517 Spruce St	0.39	6100	G	96%	1%	2%	1%	0%	0%	С	600	G	6400	G	200
0.0000000000000000000000000000000000000	0.44	0400		From:	40/	Brookdal		00/			000		0500		0004
Spruce St	0.44	8100	G	96% To:	1%	2% ECL Martin	1%	0%	0%	F	880	G	8500	G	2001
				From:		Church			1						
4519) Brookdale St	0.53	10000	G	96%	1%	1%	1%	2%	0%	С	990	G	11000	G	2001
Brookdale St				To:	. , •	Parkview			¬						
Brookdale St	0.41	6400	G	96%	0%	1%	1%	2%	0%	С	630	G	6800	G	200
Brookdale St				To:		Spruce									
~				From:		Mulberry	/ Rd								
Parkview Ave	0.32	1200	G	95%	0%	1%	1%	2%	0%	F	130	G	1200	G	2001
120/				To:		Spruce	C+		1						

					Henr	y Maintena	ance Are	ea							
Route	Length	AADT	QA	4Tire	Bus	2Avlo	Tru	ıck 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
City of Martinsville						ZAXIC	JTAXIE	ıııalı	ZIIdli		ı ioui				
Parkview Ave	0.17	3300	G	95%	0%	Spruce S	St 1%	2%	0%	С	310	G	3500	G	2001
120	J.17			To:	J 70	Brookdale		£ /0							
				From:	US	S 58 Bus Star	rling Ave								
(4523) Cleveland Ave	0.36	4800	G	95%	0%	1%	1%	2%	0%	F	520	G	5100	G	2001
				To:		Church									
(4525) Broad St	0.45	1800	G	From: 89%	1%	Memorial 1	Blvd 5%	4%	<b>」</b> 0%	С	200	G	1900	G	2001
(4525) Broad St	0.43	1000	G	09 /0	1 /0			4 /0	7	C	200	G	1900	G	2001
(4525) Broad St	0.18	1300	G	From: 89%	1%	Market	5%	4%	0%	F	140	G	1300	G	2001
4525 Broad St				To:	.,,	Church		.,,	1						
				From:		Memorial 1	Blvd								
4527 Bridge St	0.43	6700	G	98%	1%	1%	0%	0%	0%	С	670	G	7000	G	2001
				To: From:		Market									
4527 Bridge St	0.17	2700	G	98%	1%	1%	0%	0%	0%	F	310	G	2800	G	2001
				To: From:	]	Church : 120-4502 Ch									
Bridge St	0.16	1900	G	98%	1%	1%	0%	0%	0%	F	240	G	2000	G	2001
(120)				To:		120-4533 M	ain St								
O =11	2.12			From:	101	Mulberry		22/		_				_	2224
(4529) Ellsworth St	0.18	3500	G	98%	1%	1%	0%	0%	0%	F	440	G	3700	G	2001
O Lantan Ot	0.05			From:	00/	Church		40/			700		7000		0004
Lester St	0.35	6900	G	97% To:	0%	1% Commonweal	1%	1%	0%	С	700	G	7200	G	2001
				From:		Church									
(4531) Walnut St	0.05	1800	G	97%	0%	1%	1%	1%	0%	F	190	G	1900	G	2001
(4531) Walnut St				To:		Main S									
Franklin St	0.09	2400	G	97%	0%	1%	1%	1%	0%	F	280	G	2500	G	2001
120				To: From:		Jones S	St .		<b>—</b>						
Franklin St	0.61	1300	G	97%	0%	1%	1%	1%	0%	F	160	G	1400	G	2001
(120)				To:		Liberty	St								
( ) James 04	0.00	0=00		From:	00/	Liberty		40/		_	000	0	0000		0004
Jones St	0.06	2500	G	97%	0%	1%	0%	1%	0%	F	290	G	2600	G	2001
O James Ct	0.04	2700	G	From: 97%	00/	Fayette		1%		F	480	G	3900	G	2001
4533 Jones St	0.04	3700	G	97%	0%	1%	0%	170	0%	Г	400	G	3900	G	2001
4533) Bridge St	0.05	1800	G	From: 97%	0%	Main S 1%	0%	1%	0%	F	240	G	1900	G	2001
(4533) Bridge St	0.03	1000	G	To:	0 70	Church		1 /0	7	'	240	J	1900	O	2001
				From:	(	Commonweal			1						
Northside Dr	0.80	7900	G	97%	0%	1%	0%	1%	0%	С	790	G	8300	G	2001
120				To:		Clearview	Dr								
<u> </u>				From:		Church		161							
4539 Hooker St	0.39	6800	G	97% To:	0%	1% Commonweal	0%	1%	0%	F	710	G	7200	G	2001
				From:											
(4541) Barrows Mill Rd	0.67	2300	G	97%	0%	Clearview 1%	0%	1%	0%	F	220	G	2500	G	2001
Barrows Mill Rd				To:		NCL Martin		.,,							
				From:		Starling A									
(4542) Hairston St	0.53	1600	G	97%	1%	1%	0%	1%	0%	С	200	G	1700	G	2001
				To:		Rives R									
Moss Ct	0.05	2400	_	From:	00/	Church :		20/	00/		250	0	2200	-	2004
4543 Moss St	0.05	2100	G	95% To:	0%	1% Main S	2%	2%	0% T	F	250	G	2200	G	2001
				From:		Moss S	t		1						
4543 Main St	0.13	1600	G	95%	0%	1%	2%	2%	0%	F	190	G	1600	G	2001
				To:		Jones S	it								

City of Martinsville         (4543)       Main St       0.         (4543)       Main St       0.         (4543)       Clay St       0.         3rd St       7.	25	3200 2000 3600	QA G G	4Tire  95%  To:  95%  To:	0%	Jones 1% Franklii	2%		2Trail	QC F	Design Hour 330	QK G	AAWDT		Year
(4543) Main St 0. (4543) Main St 0. (4543) Main St 0. (4543) Clay St 0. (4543) Clay St 7.	25	2000	G	95% To:  95%		1% Franklii	2%	2%	0%	F	330	G			
(4543) Main St 0. (4543) Clay St 0. (37d St 7.	25	2000	G	95% To:  95%		1% Franklii	2%	2%	0%	F	330	G		_	
(4543) Main St 0. (4543) Clay St 0. (37d St 7.	25	2000	G	To: 95% To:		Franklii		2%	0%	F	330	G			
(4543) Main St 0. (4543) Clay St 0. (37d St 7.	04			To:	0%				_		000	J	3300	G	200
4543 Clay St 0.  3rd St 7.	04			To:	0 70	1%	n St 2%	2%	0%	С	250	G	2100	G	200
3rd St 7.		3600	G			Clay		270	7 0%	C	250	G	2100	G	200
3rd St 7.		3600	G	From:		Main									
3rd St 7.	69		_	95%	0%	1%	2%	2%	0%	F	390	G	3800	G	200
	69			To:		Church	ı St								
	69			From:		C St	t								
Glade St. 7.		940	G	_					_		100	G	990	G	200
Glade St. 7.				To: From:		D St			+						
	7.69	440	G	riolli.		Luck	St.				40	G	460	G	200
•		7-10	•	To:		Ainsley	. St		7			•	100	J	_00
				From:		Clift S			+						
Highland St 7.	69	300	G								40	G	320	G	200
				To:		Branch	ı St								
				From:		Mulberry	Road								
Knollwood Place 7.	69	NA									NA		NA		
				To:		River Fores	st Place								
				From:		Starling	Ave								
Mulberry Rd 0.	00	8200	G						_		730	G	8600	G	200
				To:		Clevelano									
O = 1 = = = = = = = = = = = = = = = = =	00		_	From:		Ranson Rd	l South				00	_	040	0	000
Oakgrove Ave 7.	69	230	G						_		30	G	240	G	200
				To: From:		Ranson Rd			+						
Pandolph Stroot 7	60	NA				Church S	sueet		_		NA		NA		
Randolph Street 7.	69	NA		To		M- 1'	C44		_		INA		INA		
				From:		Madison Knollwoo			+						
River Forest Pl. 7.	60	210	G			KHOHWO	ou ri		_		30	G	220	G	200
INVERTURESTEI. /.	UÐ	210	J	To:		Morningsi	ida La		_		30	G	220	G	200
_				From:		Cherokee			+						
Root Trail 7.	69	590	G	<u> </u>		CHCIORCE	11411		_		60	G	620	G	200
7.		000	•	To:		Corn Tasse	el Trail		7		00	J	020	0	200
				From:		Indian 7									
Spruce St. 7.	00	4500	•												
•	b9		G					·	_		520	G	4800	G	200