2001

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

Jurisdiction Report

77

Pulaski County Town of Pulaski Town of Dublin

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.

					Pulas	ki Mainter	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus	2Avlo	Trι 3+∆vle	ıck 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Pulaski County								ıııdli	4 I I dll		i ioui				
(11) (81)	2.68			From:		Wythe Coun	•	traffic vo	_ lume est	timates	s for this s	eamen	t		
(11) (81)	Combined Traffic:	33000	G	67%	1%	2%	1%	28%	2%	F	NA NA	ogmon	33000	G	2001
				To: From:	S1 South	SR 100 of Pulaski	0								
<u>[11]</u>	3.89	2600	G	90%	1%	6%	2%	1%	0%	F	260	G	2600	G	2001
				To:		SCL Pula	iski		7						
Town of Pulaski				From:		SCL Pula	ıski								
(11) Washington A	Ave 0.71	3700	G	91%	1%	1%	3%	5%	0%	F	NA		3800	G	2001
$\frac{\diamond}{\Leftrightarrow}$				To: From:		2nd St]						
(11) Washington S	St 0.30	7000	G	91%	1%	1%	3%	5%	0%	С	NA		7300	G	2001
11 Washington A	Ave 0.22	6300	G	From: 98%	0%	Main S	0%	0%	0%	F	NA		6600	G	2001
(11) Washington A	4VE 0.22	0300	G	70:	0 76	5th St		0 70	7	ı	INA		0000	G	2001
√11 5th St	0.20	8900	G	98%	0%	Washington	n Ave 0%	0%	0%	F	NA		9300	G	2001
11) 5th St	0.20	0900	G	90 70 To:	076	Lee Hw		070	7	Г	INA		9300	G	2001
C loo llung	0.94	42000	_	From:	00/	5th St		00/	00/		NIA		12000		2001
(11) Lee Hwy	0.84	13000	G	98%	0%	1%	0%	0%	0% ¬	С	NA		13000	G	2001
11 Lee Hwy	1.60	13000	G	From: 98%	0%	Alum Sprin	ng Rd 0%	0%	0%	F	NA		14000	G	2001
<u></u>				To:		ECL Pula									
Pulaski County				From:		nor n i			_						
<u>[11]</u>	2.49	13000	G	98%	0%	ECL Pula	0%	0%	┛ ○%	F	1300	G	13000	G	2001
				To		77-643			—						
<u>[11]</u>	1.53	15000	G	98%	0%	1%	0%	0%	0%	F	1500	G	15000	G	2001
<u> </u>				To:		WCL Du	blin								
Town of Dublin				From:		WCL Du	blin		1						
<u>[11]</u>	0.16	15000	N	98%	0%	1%	0%	0%	0%	N	1500	Ν	15000	Ν	2001
<u></u>				To: From:		SR 100]						
[11]	0.97	16000	G	97% To:	0%	1% ECL Dub	0%	1%	0% ¬	F	1600	G	17000	G	2001
Pulaski County						ECL Dut)1111								
~~~				From:		ECL Dub			J						
[11]	1.19	16000	N	97%	0%	1%	0%	1%	0%	N	1600	N	17000	N	2001
	2.68	13000	Α	From: 97%	0%	77-108 1%	5 <b>0</b> %	1%	0%	Α	1400	A	14000	Α	2001
[11]	2.00	13000	^	91 /0				1 /0	□ 0 /0 □	^	1400	^	14000	^	2001
11)	1.99	16000	G	From: 97%	0%	7-747 East o 1%	0%	1%	0%	F	1600	G	17000	G	2001
				To: From:	SR	114 West o	f Radford								
(11)	0.29	17000	G	97%	0%	1%	1%	1%	0%	F	1400	G	17000	G	2001
<u>~</u>				From:		-600 West of			]						
[11]	0.46	26000	G	97% To:	0% Mo	1% ntgomery Co	1%	1%	0% ¬	F	2300	G	26000	G	2001
North				From:		wythe Coun			1						
(81)	2.68	15000	G	66%	1%	2%	1%	28%	2%	F	NA		15000	G	2001
	Combined Traffic:	33000	G	67%	1%	2%	1%	28%	2%	F	NA		33000	G	2001
North				To: From:		US 11									
(81)	0.14	NA									NA		NA		
North				To: From:		SR 100	0								
(81)	2.11	17000	G	66%	1%	2%	1%	28%	2%	F	1200	G	17000	G	2001
	Combined Traffic:	34000	G	67%	1%	2%	1%	28%	2%	F	2500	G	34000	G	2001
				To:		RT F-47 S	INT								

						Pulas	ski Mainte	nance Ar	ea							
Route	L	ength	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
	_	J			-		2Axle	3+Axle	1Trail	2Trail		Hour				
<b>ulaski Countv</b> Iorth					From:		RT F-47	S INT								
81)		1.67	18000	G	66%	1%	2%	1%	28%	2%	F	1400	G	18000	G	2001
	Combined	Traffic:	36000	G	67%	1%	2%	1%	28%	2%	F	2900	G	36000	G	2001
					To: From:	RT F	-47 M INT	& SR 99 IN	Т	<del></del>						
lorth		4.35	15000	G	66%	1%	2%	1%	28%	2%	F	1500	G	15000	G	2001
81	Combined		33000	G	67%	1%	2%	1%	28%	2%	F	2900	G	33000	G	2001
	Combined	rramo.	33000	•	Та:					7	•	2000	Ü	00000	Ü	200
lorth					From:	RIF-	47 N INT 8	SR 100 IN	NI							
81)		2.59	18000	G	66%	1%	2%	1%	28%	2%	F	1400	G	18000	G	2001
	Combined	Traffic:	38000	G	67%	1%	2%	1%	28%	2%	F	2800	G	38000	G	2001
lorth					From:		77-66	50								
81)		4.00	19000	G	66%	1%	2%	1%	28%	2%	F	1500	G	20000	G	2001
	Combined	Traffic:	35000	G	67%	1%	2%	1%	28%	2%	F	NA		36000	G	2001
					To:	Мо	ontgomery C	County Line								
outh					From:		Wythe Cou	nty Line								
81)		2.71	18000	G	67%	1%	2%	1%	27%	2%	F	1400	G	18000	G	2001
	Combined	Traffic:	33000	G	67%	1%	2%	1%	28%	2%	F	NA		33000	G	2001
41-					To: From:		US 1	1		<b>—</b>						
outh 81)		2.77	16000	G	67%	1%	2%	1%	27%	2%	F	1200	G	16000	G	2001
81)	Combined		34000	G	67%	1%	2%	1%	28%	2%	F	2500	G	34000	G	2001
	Combined	manic.	34000	G	7.0				2070	7	•	2000	O	34000	O	200
outh					From:	С	onnector Ro									
81)		1.91	18000	G	67%	1%	2%	1%	27%	2%	F	1500	G	18000	G	2001
	Combined	Traffic:	36000	G	67%	1%	2%	1%	28%	2%	F	2900	G	36000	G	2001
oth					From:		SR 9	9								
outh 81)		4.39	18000	G	67%	1%	2%	1%	27%	2%	F	1400	G	18000	G	2001
01)	Combined		33000	G	67%	1%	2%	1%	28%	2%	F	2900	G	33000	G	2001
	Combined	rramo.	00000	Ŭ	та:	1 70			2070	7	•	2000	Ü	00000	Ü	200
outh					From:		SR 10									
81)		2.40	20000	G	67%	1%	2%	1%	27%	2%	F	1500	G	20000	G	2001
	Combined	Traffic:	38000	G	67%	1%	2%	1%	28%	2%	F	2800	G	38000	G	2001
outh					From:		77-66	50		]						
81)		3.62	16000	G	67%	1%	2%	1%	27%	2%	F	NA		16000	G	2001
01)	Combined		35000	G	67%	1%	2%	1%	28%	2%	F	NA		36000	G	2001
					To:		ontgomery C									
own of Pulaski																
_					From:		NCL Pu			J						
99) Randolph Ave	9	0.68	2000	G	95%	1%	2%	0%	1%	0%	F	NA		2100	G	2001
					To: From:		9th S			]						
99) Randolph Ave	•	0.47	3800	G	95%	1%	2%	0%	1%	0%	С	NA		3900	G	2001
<u> </u>					From:		3Rd S	St		]						
99) Randolph Ave	)	80.0	3900	G	95%	1%	2%	0%	1%	0%	F	NA		4100	G	2001
					To: From:		Main			-						
Main Street		0.20	3200	G	89%	1%	Randolph 3%	6%	2%	0%	F	NA		3400	G	2001
99 Main Street	Combined		6100	G	91%	1%	2%	5%	1%	0%	F	NA		6400	G	2001
	Johnbilleu	manile.	0100			1 /0			1 /0	7	•	13/-1		J-00	J	2001
Main Stract		0.32	4500		From:	10/	Washingto		20/	00/		NIA		4700	C	2001
99 Main Street				G	89%	1%	3% 3%	6%	2%	0% 0%	С	NA NA			G	
	Combined	rranic:	8200	G	91%	1%	2%	5%	1%	0%	С	NA		8500	G	2001
		4.45	4.555		From:		3Rd 5		601					4		
99 Main Street		1.10	14000	G	89%	1%	3%	6%	2%	0%	F	NA		14000	G	2001
					To: From:		Bob White	e Blvd								
99) Main Street		1.00	7700	G	89%	1%	3%	6%	2%	0%	F	NA		8100	G	2001
<u> </u>					To:		ECL Pu	laski								

					Pulas	ski Mainte	enance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Trι			QC	Design	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail		Hour				
Pulaski County				From:		ECL Pu	ılaski								
99)	1.35	7800	G	93%	1%	3%	1%	3%	0%	F	690	G	7700	G	2001
				To:		I-81 & R	Γ F047								
Town of Pulaski				From:		SR 99 Rand	lolph Ave		1						
99 3rd St	0.25	2900	G	93%	1%	1%	4%	1%	0%	F	NA		3000	G	2001
(P)	Combined Traffic:	6100	G	91%	1%	2%	5%	1%	0%	F	NA		6400	G	2001
				To: From:	U	S 11 Washi	ington Ave		<b>7</b> ——						
99	0.34	3700	G	93%	1%	1%	4%	1%	0%	С	NA		3900	G	2001
•	Combined Traffic:	8200	G	91%	1%	2%	5%	1%	0%	С	NA		8500	G	2001
				To:		SR 99 M	Iain St								
Pulaski County				From:		Wythe Cou	inty Line		1						
(100)	3.91	3300	G	89%	1%	4%	4%	2%	0%	F	320	G	3400	G	2001
				To: From:		I-81 West o	of Draner		٦						
(100)(81)	2.11			From:				traffic vo	lume es	timates	s for this s	egmer	nt.		
	Combined Traffic:	34000	G	67%	1%	2%	1%	28%	2%	F	2500	G	34000	G	2001
				To: From:		RT F-47	S INT		<del></del>						
(100)(81)	1.67			rioni.	See I	-81 for di	rectional	traffic vo	lume es	timates	s for this s	egmer	nt.		
$\bigcirc$	Combined Traffic:	36000	G	67%	1%	2%	1%	28%	2%	F	2900	G	36000	G	2001
				To: From:			& SR 99 IN								
(100) (81)	4.35										s for this s	egmer	nt.		
$\circ$	Combined Traffic:	33000	G	67%	1%	2%	1%	28%	2%	F	2900	G	33000	G	2001
				From:		FR 4									
(100)	0.84	14000	Α	93%	0%	2%	1%	3%	0%	Α	1400	Α	14000	Α	2001
				To:	7'	7-682 South	of Dublin		<b>—</b>						
(100)	0.21	18000	G	93%	0%	2%	1%	3%	0%	F	1700	G	19000	G	2001
				To:		SCL D	ublin								
Town of Dublin				From:		CCL D	1.1:								
(100)	0.51	18000	N	93%	0%	SCL D	1%	3%	0%	N	1700	N	19000	N	2001
100				To		US 11 E			٦						
(100)	0.21	5800	G	91%	0%	1%	3%	5%	0%	F	570	G	6200	G	2001
1007				To:		NCL D	ublin								
Pulaski County															
	4.40			From:		NCL D	ublin								
(100)	4.16	NA							_		NA		NA		
	3.79	4000	G	From:	0%	77-63 2%	27 1%	3%	0%	F	460	G	5000	G	2001
100	3.79	4900	G	93% To:	0%	Giles Cour		3%	7	Г	460	G	5000	G	2001
				From:	11	S 11 West			<u> </u>						
(114)	0.37	21000	G	97%	0%	1%	0%	1%	0%	F	2000	G	23000	G	2001
				To:		77-600 Fa									
(114)	1.90	18000	G	97%	0%	1%	1%	1%	0%	F	1600	G	18000	G	2001
				To:	Mo	ontgomery (	County Line								
				From:		Wythe Cou	ınty Line								
(44)	2.02	NA							_		NA		NA		
				To:		Wythe Cou	ınty Line								
Wythe County				From:		Pulaski Cou	ınty Line								
(44) FR	0.90	NA				1 diaski COL	anty Lille				NA		NA		
FR				To:		US 1	11								
Pulaski County															
_	0.47	5400	G	98%	0%	US 1 1%	0%	1%	0%	С	NA		5400	G	2001
600	U.4 <i>1</i>	3400	G	98% To:	U 70	1% SR 1		1 70	7	C	INA		3400	G	200 I
						DIC I	* 1								

								uck			Design				
Route	Length	AADT	QA	4Tire	Bus			1Trail		QC	Hour	QK	AAWDT	QW	Year
Pulaski County				From:		SR 11	4								
600	1.22	3600	Α	98%	0%	1%	0%	0%	0%	Α	380	Α	3700	Α	2001
600	1.58	2200	G	From: 98%	0%	77-62 1%	0%	0%	0%	F	NA		2200	G	2001
	0.00	4400		From:	201	77-62		20/					4.400		2004
600	2.28	1400	G	98% To	0%	1% 77-60	0%	0%	0%	F	NA		1400	G	2001
600	1.98	250	R	From:		//-00	0				NA		NA		03/13/2002
600	0.04	90	R	From:		1.98 MN 7	7-606		]——		NA		NA		03/13/2002
600	1.30	40	R	To: From:		77-60	2		]		NA		NA		03/13/2002
000		-		To:		Giles Coun	ty Line								
	2.40	160	R	From:		Bland Coun	ty Line				NA		NA		1999
601)	2.40	100	K	To:		77-738 SC					INA		INA		1999
601)	5.32	100	R	From:		77-738 NO	ORTH				NA		NA		1995
				To: From:	5.3	32 ME 77-73	8 NORTH		]						
601)	1.10	150	R						_		NA		NA		1999
601)	5.60	350	R	From:		77-64	3				NA		NA		1999
				To:		SR 10	00								
	0.70	50	_	From:		Dead E	End				NIA		NIA		02/12/2004
602	0.70	50	R	To:		77-60	0		7		NA		NA		03/13/2002
				From:		Cul-de-									
603	1.45	250	R						_		NA		NA		1999
603	0.44	40	R	From:		77-672 1	East		_		NA		NA		1999
(603)	0.11			To:		77-672 V	Vest		1						1000
$\sim$				From:		77-62	1								
604	0.56	60	R	To:		77-62	1		7		NA		NA		03/11/200
				From:		77-69									
(605)	1.62	590	G								NA		600	G	2001
	0.54			From:	40/	77-619 E		40/	<u> </u>				F.10		2004
605)	3.54	540	G	90%	1%	6%	2%	1%	0%	С	NA		540	G	2001
605	1.83	1100	G	From:		77-66	4				NA		1100	G	2001
				To: From:		77-690 NO	ORTH								
605	0.41	2200	G						_		NA		2200	G	2001
				To: From:	М	ontgomery C		,							
606)	0.25	120	G	90%	1%	Dead E	7%	2%	0%	F	NA		130	G	2001
				To: From:		77-83	0								
606	1.40	410	G	89%	0%	1%	8%	1%	0%	F	NA		410	G	2001
	0.20	900	G	From: 89%	0%	77-68 1%	7 <b>8%</b>	1%	0%	С	NA		900	G	2001
606	U.2U	<del></del>		To:	U /0	176 77-60		1 /0			11/7		<del></del>		
				From:		Wythe Cour									
607	0.60	80	R	To:		77.00	0		7		NA		NA		02/21/2002
				To:		77-60	8								

					Pulas	ski Mainter	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
	_05		- <b>4</b> - •	•		2Axle	3+Axle	1Trail	2Trail		Hour	٠		٠.٠	
Pulaski County				From:		77-608									
607	1.86	330	G	88%	1%	5%	3%	3%	0%	С	NA		340	G	2001
	0.11	400		From:	10/	77-752		20/			NIA		420		2001
607	0.11	420	G	88% To:	1%	5% 66-693	3%	3%	O%	F	NA		430	G	2001
				From:		Wythe Coun			Ì						
608	0.70	110	R						_		NA		NA		1999
				To: From:		77-60			<u> </u>						
609	1.23	80	R	rioni.		Wythe Coun	ty Line				NA		NA		02/21/2002
(003)				To:		SR 100 SC			1						
600	1.34	200	R	From:		SR 100 NC	ORTH				NA		NA		1999
609	1.04	200		To:		77 652 W	ECT				1471		10.0		1000
609	1.80	60	R	From:		77-653 W	E51				NA		NA		1999
				To:		77-658	3		7						
609	1.10	290	R	From:		,, 55			_		NA		NA		1999
				To: From:		77-653 E	AST		]—						
609	0.60	80	R	- <del></del>					_		NA		NA		02/21/2002
				To: From:		Dead E			_						
610	4.10	60	R	110		Wythe Coun	ty Line				NA		NA		02/27/2002
010				To:		77-758	₹		٦						
610	1.60	330	R	From:		77 75	,				NA		NA		02/27/2002
				To		SCL Pula	ıski								
$\bigcirc$	4.50	0000		From:	40/	77-694		20/			NIA		0000	G	2004
611	1.56	6800	G	94%	1%	3%	1%	2%	0%	С	NA		6800	G	2001
611)	1.77	1500	G	From: 94%	1%	FR-47 3%	1%	2%	0%	F	NA		1500	G	2001
<b>611</b> )				To:	.,,	77-103			¬	•					
611)	1.56	2100	G	94%	1%	3%	1%	2%	0%	F	NA		2100	G	2001
				To: From:		77-660	)		7—						
(611)	2.97	1000	G	94%	1%	3%	1%	2%	0%	F	NA		1000	G	2001
				From:		77-620	6		]—						
(611)	0.56	340	R								NA		NA		1999
	0.75	20		From:		77-799	)				NA		NΙΔ		1999
(611)	0.75	20	R	To:	Mo	ontgomery Co	ounty Line		$\neg$		INA		NA		1999
				From:		Dead E									
612	0.40	6	R						_		NA		NA		03/13/2002
				To: From:		0.40 ME De	ad End		]—						
612	1.00	120	R	To:		77.60	,		_		NA		NA		03/13/2002
				From:		77-600			<u> </u>						
613)	0.46	50	R	110		77-693	,		_		NA		NA		03/07/2002
				To		77-619	)		¬						
613)	2.27	100	R	From:							NA		NA		1995
				To: From:		2.28 ME 7	7-619		]—						
613)	0.04	100	R								NA		NA		1995
			_	To: From:	-	77-664			]	_					
(613)	0.04	550	G	93% To:	0%	1%	4%	2%	0%	С	NA		550	G	2001
					Мо	ontgomery Co	ounty Line								

Route	Length	AADT	QA	4Tire	Bus	20vle		ıck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Pulaski County								IIIali	ZIIdii		Houi				
(614)	0.70	60	R	From:		77-617	1				NA		NA		03/13/200
014)				To:		Dead E	nd								
$\bigcirc$				From:		77-611									
615	0.60	120	R						_		NA		NA		1999
	0.45	60	R	From:		0.60 MN 7	7-611				NA		NA		03/26/200
615)	0.43			To:		Dead Er	nd				IVA		14/4		00/20/200
				From:		77-600	)								
616)	0.20	20	R	To:		Dead Er	ad.				NA		NA		03/13/200
				From:		77-747									
617)	0.08	960	G	92%	1%	1%	4%	1%	0%	F	NA		960	G	2001
				To: From:		US 11									
(617) (617)	0.90	1900	G	92%	1%	1%	4%	1%	0%	С	NA		1900	G	2001
<u> </u>				From:		77-106			] <del></del>						
(617)	3.43	620	G	92% To:	1%	1% 77-627 EA	5% AST	1%	0% 7	F	NA		620	G	2001
				From:		77-627 W									
617	2.50	40	R						_		NA		NA		02/25/200
	0.30	120	R	From:		2.50 MN 77	7-627				NA		NA		03/20/200
617	0.30	120	IX.	To:		77-614	1		_		INA		INA		03/20/200
617)	0.24	250	R	From:		//-014					NA		NA		03/20/200
				To		77-600	)								
$\bigcirc$	0.25	400	_	From:		77-636	)				NIA		NIA		02/05/200
618)	0.25	130	R	To:		Dead Er	nd				NA		NA		03/05/200
				From:		77-693									
<b>619</b>	3.33	90	R						_		NA		NA		1999
				To: From:		77-605 W									
(619)	1.00	280	R						<u>-</u>		NA		NA		03/07/200
				To:		77-613									
(620)	1.60	330	R	From:		77-665	5				NA		NA		03/07/200
(620)	1.00			To:	Мо	ontgomery Co	ounty Line								00/01/200
				From:		77-622	2								
621)	0.34	930	R								NA		NA		03/13/200
	0.50	420	R	From:		77-776	)				NA		NA		03/13/200
621)	0.30	420	K	To:		77-679	)				INA		INA		03/13/200
				From:		Dead E									
622	0.47	20	R	·					<u> </u>		NA		NA		03/11/200
				To: From:		77-705	j		]						
622	0.04	180	R								NA		NA		03/11/200
	0.23	1200	R	From:		77-621			_		NA		NA		03/11/200
622	0.20			To:		77-724	L		٦		. 4/ 1		. 4/ 1		30, 11/200
622	0.03	1700	R	From:		11-124	<u> </u>				NA		NA		03/11/200
$\bigcirc$				To: From:		77-685	;		]——						
622	0.07	1700	R						_		NA		NA		03/11/200
				To: From:		77-715	i								
622	0.22	1800	R	To:		77-695	:		7		NA		NA		03/11/200
						/ /-093	,								

					Pulas	ki Mainten									
Route	Length	AADT	QA	4Tire	Bus	2Ayle		uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Pulaski County								iiiali	LIIAII		i ioui				
623	1.39	960	R	From:		77-600	)				NA		NA		03/13/2002
				To:	Rad	ford Army A	mmo Plan	nt	1						
623	0.36	30	R								NA		NA		03/13/2002
	0.25	30	R	From:		0.36 ME of	Plant				NA		NA		03/13/2002
623	0.23	30	IX.	To:		Dead Er	nd				INA		INA		03/13/2002
				From:		77-798									
624)	0.89	1100	G	96%	1%	2%	1%	1%	0%	С	NA		1100	G	2001
	2.25	1000	G	From: 96%	0%	US 11 2%	1%	1%	0%	F	NA		1000	G	2001
624	2.20	1000		To:	070	77-600		170		•			1000		2001
				From:		77-627									
625	1.50	450	R						_		NA		NA		03/13/2002
				To:		77-624									
	2.47	4400	_	From:	00/	77-611		00/		_	NIA		1100	_	2004
626	3.47	1100	G	96%	0%	2% 77-798	1%	0%	0%	F	NA		1100	G	2001
626	0.62	1500	G	96%	0%	3%	1%	0%	0%	С	NA		1500	G	2001
				To:		US 11									
				From:		SR 100	)								
627	3.80	1000	R						_		NA		NA		02/25/2002
	1.67	830	G	From: 94%	1%	77-617 EA	2%	0%	0%	С	NA		830	G	2001
627	1.07	030	G	70: To:	1 /0	77-600		0 /0	7 0 /%	C	INA		030	G	2001
				From:		SR 100									
628	1.76	50	R	-							NA		NA		02/25/2002
				To: From:		Jefferson For	Bndy		]——						
628	0.44	10	R						_		NA		NA		02/25/2002
				To:		Dead Er									
620)	0.20	70	R	From:		77-747			_		NA		NA		03/28/2002
629	0.20	,,		To:		0.20 ME 77			_		14/1		14/1		00/20/2002
(629)	0.60	40	R	From:		0.20 ME 77	-/4/				NA		NA		03/28/2002
023				To:		Dead Er	nd								
				From:		US 11									
630	0.35	550	R						_		NA		NA		03/20/2002
				To:		SR 114									
624)	0.80	30	R	From:		77-619	1		_		NA		NA		03/07/2002
631)	0.00	30		To:		77-605			7		IVA		INA		00/01/2002
Town of Dublin															
	- 11			From:		77-747	1								00/00/0000
(632)	0.11	590	R						_		NA		NA		03/26/2002
	0.06	E00		From:		77-1032	2				NΙΛ		NΙΛ		03/30/3003
632)	0.06	500	R	т					_		NA		NA		03/28/2002
(623)	0.12	350	R	From:		77-100	/				NA		NA		03/28/2002
632	U.12			To		77.000	7								
632	0.02	420	R	From:		77-992	I				NA		NA		03/28/2002
				To:		77-103	1								
(632)	0.06	400	R	From:		//-103					NA		NA		03/28/2002
				To:		77-103	5								

					i didoki ividirite	10110071	ou							
Route	Length	AADT	QA	4Tire	Rue	Tru 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Town of Dublin				From:				ı						
632	0.06	420	R	110111	77-103	13		_		NA		NA		03/28/2002
	0.05	200		To: From:	77-103	38		]		NIA		NIA		02/20/2002
632	0.05	330	R	To:	ECL Du	blin				NA		NA		03/28/2002
Pulaski County														
(22)	0.29	310	R	From:	ECL Du	blin				NA		NA		03/28/2002
(632)	0.20	010		To:	77-103	30				1471		1473		00/20/2002
				From:	67-74	7								
633	0.07	900	R					_		NA		NA		03/26/2002
	0.07	750	R	From:	US 1	1				NA		NA		03/20/2002
633	0.07	730		To:	ECL Du	blin		1		IVA		11/-1		03/20/2002
Town of Dublin				From:										
633)	0.03	700	R	rioni.	ECL Du	blin				NA		NA		03/20/2002
(633)				To	77-100	)5		<b>—</b>						
633)	0.06	700	R	From:				_		NA		NA		03/20/2002
				To:	NCL Du	blin								
Pulaski County				From:	NCL Du	ıblin								
633	0.17	620	R							NA		NA		03/20/2002
	0.00	450		To: From:	77-101	18		]						00/00/0000
633	0.06	450	R					_		NA		NA		03/20/2002
633	0.10	320	R	From:	77-101	.7				NA		NA		03/20/2002
033				To:	77-104	46		]						
				From:	77-64	1								
634)	0.50	10	R	To:	Dead E	ind				NA		NA		02/25/2002
				From:	Dead E									
635)	0.42	100	R					_		NA		NA		03/20/2002
				To:	SCL Du	blin								
Town of Dublin				From:	SCL Du	blin								
635)	0.06	600	R							NA		NA		03/20/2002
	0.05	450		From:	SR 10	0				NIA		NIA		00/00/0000
(635)	0.05	450	R	To:	77-74	.7				NA		NA		03/28/2002
Pulaski County						<u>-</u>								
	1 51	4700	•	96%	NCL Pul 1% 3%	laski 0%	00/	0%	F	NA		1700	G	2001
636	1.51	1700	G	90 70			0%	7	Г	INA		1700	G	2001
636)	1.78	960	G	From: 96%	77-639 SC 1% 3%	0%	0%	0%	С	NA		960	G	2001
				To: From:	77-74			<b>—</b>						
636	0.63	650	G	96%	1% 3%	0%	0%	0%	F	NA		650	G	2001
-	0.54	310	G	From: 96%	77-643 SC 1% 3%	OUTH 0%	0%	0%	F	NA		320	G	2001
636	0.04	010		To	77-643 NO		0 /0	7		14/7		020		2001
636	3.01	100	R	From:	/ /-043 NC	жіп				NA		NA		03/26/2002
				To: From:	77-63	7		]						
636)	3.26	770	R					_		NA		NA		03/20/2002
				To:	SR 10	0								

Route	Length	AADT	QA	4Tire	Rue					QC	Design	QK	AAWDT	QW	Year
Pulaski County						2Axle 3	3+Axle	1Trail	2Trail		Hour				
637)	0.40	50	R	From:		77-636					NA		NA		02/27/2002
			1	To: From:		77-680									
637)	0.60	20	R	To:		DJ.FJ	1		_		NA		NA		02/27/2002
				From:		Dead End			+						
638)	0.38	90	R			Dead End	1		_		NA		NA		1999
000				To:		US 11									
				From:		Dead End	l								
639	0.70	180	R	To:					_		NA		NA		1999
			1	From:		7-738 NOR 7-738 SOU									
639	0.83	1300	R		•						NA		NA		03/05/2002
				To: From:		7-636 SOU									
(20)	1.40	650	R	rioiii.	7.	7-636 NOR	TH				NA		NA		1999
639	0	000	• • • • • • • • • • • • • • • • • • • •	To:		77-643			1						1000
			1	From:		77-674									
640	3.60	330	R								NA		NA		03/05/2002
				To: From:		77-738 WE									
640	0.27	150	R			77-738 EAS	51		_		NA		NA		1999
640				To:		77-646									
640	0.30	40	R	From:		//-040					NA		NA		02/27/2002
				To:		Dead End	l								
				From:		Dead End	l								
641)	2.80	100	R								NA		NA		02/25/2002
				To:		77-738									
(40)	0.45	110	R	From:	7	77-676 WE	ST				NA		NA		03/28/2002
642	0.43	110	IX.	To:	-	77-676 EAS	ST		1		IVA		14/3		03/20/2002
			1	From:		77-611									
643)	0.77	2100	R						_		NA		NA		1999
				To: From:		77-1075			<del>_</del>						
643	0.92	4100	R								NA		NA		1999
			1	To: From:		77-812			]						
643)	0.92	7500	R						_		NA		NA		1999
			1	To: From:		US 11 EAS US 11 WES									
643)	0.82	2300	G	95%	1%	2%	0%	2%	0%	С	NA		2300	G	2001
0.0				To		77-1102			1						
643)	2.58	850	G	95%	1%	2%	0%	2%	0%	F	NA		850	G	2001
				To: From:		7-636 SOU									
(0.40)	4.50	40	R	From:	7	7-636 NOR	TH				NA		NA		02/27/2002
643)	4.00	40	• • • • • • • • • • • • • • • • • • • •	To:		77-601			7		1471		147 (		02/21/2002
			1	From:		77-611									
644	1.14	370	R								NA		NA		1999
			1	To: From:		R-47 SOU									
644)	0.47	260	R		F.	R-47 NOR	111		_		NA		NA		1999
				To		77-787									
644)	0.20	480	R	From:		11-101					NA		NA		1999
				To		77-788									
644)	0.70	280	R	From:		, ,-,00			_		NA		NA		1999
				To:		77-763			1						

					Pulaski Maintenance Area			Dooise			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Pulaski Countv				From:	77-763						
(644)	0.40	20	R			_		NA	NA		03/26/2002
				To:	Dead End						
645	1.22	1200	R	From:	77-636			NA	NA		03/05/2002
645	1.22	1200	K	To:	US 11	<b>T</b>		INA	INA		03/03/2002
				From:	77-738						
(646)	0.63	130	R			_		NA	NA		1999
				To:	77-640						
	0.07	30	R	From:	Dead End			NA	NA		1999
647)	0.07	30	ĸ	. —		_		INA	INA		1999
647	0.18	180	R	From:	77-1135	_		NA	NA		1999
647)	0.10	100	IX	To:	77-636	7		INA	INA		1000
				From:	NCL Pulaski						
648	0.22	580	R			<u> </u>		NA	NA		03/05/2002
				From:	77-722	]——					
648	0.25	70	R			_		NA	NA		03/05/2002
				To:	77-636						
	0.60	140	R	From:	77-674			NA	NA		03/05/2002
649	0.60	140	ĸ	-		_		INA	INA		03/03/2002
600	0.58	420	R	From:	77-730			NA	NA		03/05/2002
649	0.30	420	IX	To:	77-738	7		INA	INA		03/03/2002
				From:	Dead End						
(650)	1.25	220	R			_		NA	NA		02/27/2002
				To:	SCL Pulaski						
	0.07	400	_	From:	Dead End			NIA	<b>N</b> 10		4000
651)	0.37	100	R			_		NA	NA		1999
<u></u>	0.79	320	R	From:	77-840			NA	NA		1999
<b>651</b>	0.79	320	K	т	0.00.000	_		INA	INA		1999
(651)	0.15	320	R	From:	0.79 MW 77-840			NA	NA		1999
(651)	0.10	020	.,	To:	77 020	_					1000
(651)	0.03	320	R	From:	77-838			NA	NA		1999
(031)				To:	77-658						
				From:	FR-47						
652	1.00	60	R					NA	NA		1999
				To: From:	1.00 ME FR-47						
652	0.85	20	R	To:	CD 100 COLUMN	_		NA	NA		02/21/2002
				From:	SR 100 SOUTH FR 47 Near SR 100 NORTH						
652	1.26	150	R			_		NA	NA		02/21/2002
				To:	77-654						
<u> </u>	4.50	420	Б	From:	77-609			NIA	NIA		1000
(653)	1.50	130	R	_		_		NA	NA		1999
650	3.00	130	R	From:	1.50 MS 77-609			NA	NA		02/21/2002
653	3.00	130	ĸ	To:	77-609			INA	INA		UZIZ 11ZUU2
				From:	FR-44						
(654)	2.80	310	R			_		NA	NA		1999
				To: From:	SR 100	<b></b>					
654	2.11	170	G	92%	2% 1% 4% 0%	0%	С	NA	170	G	2001
				To:	77-658						

Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	Design	QK	AAWDT	QW	Year
Pulaski County								1Trail	21raii		Hour				
655)	0.60	140	R	From:		Dead E	nd		_		NA		NA		1999
	0.22	20	R	To: From:		77-693	3				NA		NA		02/21/2002
655	0.22			To:		Dead E	nd								02/2 1/2002
				From:		77-693	3								
656	1.20	100	R	To:							NA		NA		1999
				From:		Dead E									
657	0.30	50	R			77-658					NA		NA		02/21/2002
				To:		Dead E	nd								
$\bigcirc$			_	From:		77-609				_				_	
658	2.90	450	G	94%	0%	5%	0%	0%	0%	F	NA		460	G	2001
658)	1.28	750	G	From: 94%	0%	77-654 5%	4 0%	0%	0%	F	NA		760	G	2001
				To:		77-65									
658)	0.45	1700	G	94%	0%	5%	0%	0%	0%	С	NA		1700	G	2001
				To:		FR-47	7								
$\bigcirc$	0.70		_	From:		Dead E	nd				NIA		NIA		00/04/0000
659	0.70	20	R	To:		77-693	3		1		NA		NA		02/21/2002
				From:		Dead E									
660 Claytor Lake State P	0.26	80	R			Detta L					NA		NA		1999
				To: From:	Cla	aytor Lake S	State Park								
660	4.45	2000	G	84%	2%	10%	0%	3%	0%	F	NA		2000	G	2001
				From:		77-66			]						
660	0.73	NA		84%	2%	11%	0%	3%	0%	F	NA		NA		2001
	0.52	2200		From:	20/	77-800		20/			NIA		2200		2001
(660)	0.53	2300	G	84%	2%	10%	0%	3%	0%	С	NA		2300	G	2001
(660)	0.47	2400	G	From: 84%	2%	I-81 10%	0%	3%	0%	F	NA		2400	G	2001
(000)				To:	_,,	77-61				•					
				From:		77-660	)								
(661)	1.58	460	G	94%	2%	3%	0%	0%	0%	С	NA		460	G	2001
				From:		Dead E									
662	2.61	750	R	110111.		77-61	l				NA		NA		1999
(002)				To:		Dead E	nd								
				From:		Dead E	nd								
663	4.20	680	R	To:			_		_		NA		NA		1999
				From:		77-60:									
664)	1.26	590	G	94%	1%	77-613 4%	0%	1%	0%	С	NA		590	G	2001
004)				To:		77-60:									
				From:		Dead E	nd								
665	2.59	20	R								NA		NA		03/07/2002
	:			To: From:	2	2.60 MN De	ad End								00/0=:::::
665)	1.01	140	R						_		NA		NA		03/07/2002
	2.00	240	D.	From:		77-70-	4		_		NA		NΙΛ		03/07/2002
665	2.00	210	R	To:		77-693	3		1		INA		NA		03/01/2002
				From:		77-619									
666	0.10	NA							_		NA		NA		
$\bigcup$				To:		Dead E	nd								

						laintenance A				D- :				
Route	Length	AADT	QA	4Tire	Rus	Tı Axle 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Pulaski County							, iiian			rioui				
607	0.38	20	R	From:		77-693				NA		NA		02/21/2002
(667)	0.30	20	1	To:	]	Dead End		7		INA		IVA		02/2 1/2002
				From:		77-669								
(668)	0.80	20	R	_				_		NA		NA		03/07/2002
				To:	]	Dead End								
600	1.82	280	R	From:		77-693				NA		NA		1999
669	1.02	200		To:	]	Dead End		7		INA		IVA		1000
				From:	]	Dead End								
(670)	0.89	70	R							NA		NA		02/21/2002
				To: From:	0.89	MS Dead End								
670	0.11	80	R	. —				_		NA		NA		02/21/2002
				From:		672 SOUTH 672 NORTH								
670	0.67	480	R							NA		NA		1999
				To: From:		77-671		<del></del>						
670	0.90	110	R					_		NA		NA		1999
				To:	]	Dead End								
	1.65	200	R	From:		77-670				NA		NA		1999
671	1.05	290	ĸ	. —				_		INA		INA		1999
671	0.35	10	R	From:		77-1240		_		NA		NA		1999
671)	0.00			To:	]	Dead End				147.		147.		1000
				From:	]	Dead End								
672	0.15	60	R					_		NA		NA		1999
				To: From:		-47 NORTH -47 SOUTH		+						
672	3.65	2600	G	95%		2% 1%	1%	0%	С	NA		2600	G	2001
				To: From:		693 SOUTH								
(672)	2.09	50	R	From:	7	7-693 MID		_		NA		NA		1999
672	2.00			To:	77	'-693 EAST						10.		1000
	0.00	00		From:	77-	693 NORTH				NIA		NIA		00/04/000
672	0.66	20	R	To:	1	Dead End		7		NA		NA		02/21/2002
				From:		77-649								
(673)	0.30	90	R			77 015				NA		NA		03/05/2002
				To:	77-75	3 WCL Pulaski								
$\bigcirc$				From:	]	Dead End								
674)	0.90	230	R							NA		NA		03/05/2002
	0.07	4000		From:		77-640				NIA		NIA		00/05/000
674	0.67	1000	R	To:	NC	L PULASKI		7		NA		NA		03/05/2002
				From:		77-693								
675)	0.80	160	R			77 075				NA		NA		1999
				To:	]	Dead End								
	2.42	400	_	From:		77-798				h		h : 4		00/00/000
676)	0.46	120	R					_		NA		NA		03/28/2002
	0.50	420		To: From:		77-624		_		NIA		NIA		02/20/2022
676)	0.53	120	R	To:	1	Dead End		1		NA		NA		03/28/2002
				From:		77-600		1						
677)	0.10	20	R	<u> </u>		, , , , , , , , , , , , , , , , , , , ,		_		NA		NA		03/13/2002
				To:	1	Dead End								

					Pulas	ki Mainte	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tri			QC	Design	QK	AAWDT	QW	Year
Pulaski County							3+Axle	i i rali	∠ıralı		Hour				
679	1.30	2000	R	From:		Cul-de-			_		NA		NA		03/13/2002
670	0.15	2400	R	From:		77-12	204				NA		NA		03/13/2002
679			.`	To:		SR 1	14								
$\sim$				From:		77-6	37								
680	0.10	10	R	To:		Dead 1	End		7		NA		NA		02/25/2002
				From:		Dead			1						
681	0.26	80	R						_		NA		NA		03/15/2002
				To:		77-6			1						
692)	0.85	2900	R	From:		77-6	11				NA		NA		1999
682				To:		SR 1	00								
				From:		77-6	43								
683	1.31	2700	R						_		NA		NA		03/20/2002
	0.27	1100	R	From:		SR 1	00				NA		NA		1999
683	0.27	1100	K	To:		Dead	End		7		INA		INA		1999
				From:		77-715 S									
(684)	0.14	80	R	т					_		NA		NA		03/13/2002
				To: From:		77-715 N									
(685)	0.11	30	R	From:		77-62	22		_		NA		NA		03/11/2002
(003)	-			To	De	ad End Ga	p Terminus								
(685)	0.07	30	R	From:		uu Ena Gu	p reminius		<b>_</b>		NA		NA		03/11/2002
				To:		77-7	15								
	0.46	45	R	From:		77-69	93				NA		NA		02/21/2002
686	0.40	45	ĸ	To:		Dead 1	End		7		NA		INA		02/21/2002
				From:		77-6									
(687)	0.10	260	R								NA		NA		03/13/2002
				From:		0.10 MN	77-606		]—						
687)	0.22	100	R	To:		Dead 1	End		7		NA		NA		03/13/2002
Town of Dublin						Dead	Eliq								
				From:		77-10	006								
(688)	0.13	330	R	To:		77-6	32		_		NA		NA		1995
				From:		Dead 1									
(689)	0.24	130	R			Dead	Liiq		_		NA		NA		03/26/2002
				To:		77-74	47								
Pulaski County				From:		77-605 S	OUTH		1						
(690)	2.60	830	R	<u> </u>		77-003 5	00111		_		NA		NA		03/07/2002
				To:		77-605 N	ORTH								
	0.00	20	Б	From:		77-7:	59				NIA		NIA		02/25/2022
(691)	0.20	20	R	т		0.203.5	55 55°		<b>-</b>		NA		NA		02/25/2002
(691)	0.30	6	R	From:		0.20 ME	//-/59		_		NA		NA		02/25/2002
031)				To:		Dead	End		7						
				From:		77-69	93		]						
692	1.00	10	R	To:		D13	End		_		NA		NA		02/21/2002
						Dead	ena								

					rulas	ski Maintei	Tru				Docian				
Route	Length	AADT	QA	4Tire	Bus			иск 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Pulaski County				. 1				···an			. 1001				
693)	3.46	280	R	From:		Carroll Cour	ty Line		_		NA		NA		1999
693)	1.15	370	G	From: 89%	1%	77-72 <b>7</b> %	1%	2%	0%	F	NA		370	G	2001
693)	2.79	680	G	From: 89%	1%	77-730 <b>7</b> %	1%	2%	0%	F	NA		680	G	2001
693	4.00	1100	G	From: 89%	1%	77-77°	7 1%	2%	0%	С	NA		1100	G	2001
693	1.28	1300	G	From: 89%	1%	77-672 SO	UTH 1%	2%	0%	F	NA		1300	G	2001
693	0.63	990	G	From: 89%	1%	77-669 <b>7</b> %	1%	2%	]	F	NA		990	G	2001
693	1.12	870	G	From: 89%	1%	77-619 <b>7</b> %	1%	2%	]	F	NA		870	G	2001
	3.78	510	G	From: 89%	1%	77-60: <b>7</b> %		2%	0%	F	NA		510	G	2001
693	0.73	NA		From: 89%	1%	77-66: <b>7</b> %		2%	□ 0%	- 	NA		NA NA		2001
693	0.73			To:	Montgo	omery Count 7-611 NECI	y Line; 60-		<u> </u>	, 	19/3				2001
694)	0.47	450	R	To:	,	Dead E			_ 		NA		NA		1999
(695)	0.34	2000	R	From:		SR 114 W					NA		NA		03/11/2002
	0.10	40	R	To: From:		SR 114 E Dead E					NA		NA		03/28/2002
696)	0.10			To: From:		77-62- Dead E			1		19/3		N/A		03/20/2002
697)	1.77	160	R	To:		77-61			_ _		NA		NA		03/26/2002
(698)	0.20	70	R	From:		Dead End	North				NA		NA		02/25/2002
(698)	0.70	60	R	From:		77-62					NA		NA		02/25/2002
				To: From:		Dead End ECL PUL									
699	0.62	70	R	To: From:		Dead E 0.45 MN O			1		NA		NA		02/27/2002
699)	0.18	90	R	To:		Dead E			_ 		NA		NA		1999
700	0.10	220	R	From:		77-70	3				NA		NA		03/11/2002
700	0.06	420	R	From:		77-71			<u>-</u>		NA		NA		03/11/2002
				To: From:		SR 11									
701)	0.14	280	R	Tα		77-71:			<b>-</b>		NA		NA		03/11/2002
701)	0.07	380	R	From:		77-71: 77-69:			 ¬		NA		NA		03/11/2002
(702)	0.25	160	R	From:		77-715 SO					NA		NA		03/11/2002
				To:		77-715 NO	RTH								

Route	Length	AADT	QA	4Tire	Rue	T Axle 3+Axl			QC	Design Hour	QK	AAWDT	QW	Year
Pulaski County				From:		'15 NORTH								
702	0.07	1000	R		,,-,	13 NOKIII		<b>_</b>		NA		NA		03/11/2002
(702)	0.15	1200	R	To: From:		77-703				NA		NA		03/11/2002
(702)				To:		SR 114								
703	0.12	170	R	From:		77-702				NA		NA		03/11/2002
703	0.07	190	R	From:		77-700		_}		NA		NA		03/11/2002
703	0.04	80	R	From:	77-7	714; 77-716		]——		NA		NA		03/11/2002
703	0.15	80	R	From:		77-714		<u> </u>		NA		NA		03/11/2002
				To: From:		77-713 77-665								
(704)	1.00	310	R					<b>⊣</b> ¬		NA		NA		03/07/2002
				To: From:	77-6 77-6	93 SOUTH 93 NORTH								
704)	0.30	250	R	To:		77-619		7		NA		NA		03/07/2002
				From:		77-622								
705	0.04	48	R	To:	Γ	Dead End		$\neg$		NA		NA		03/11/2002
Town of Dublin								<u>I</u>						
(706)	0.12	30	R	From:		77-707				NA		NA		03/26/2002
700				To:	,	77-1012								
(707)	0.07	100	R	From:	,	77-1011				NA		NA		03/26/2002
(707)	0.06	80	R	From:		77-706		]—— ¬		NA		NA		03/26/2002
Pulaski County				10.		77-1012		<u> </u>						
	1.00	90	R	From:		77-693				NA		NA		02/21/2002
(708)	1.00	90	K	To:	Γ	Dead End				INA		INA		02/2 1/2002
	4.05			From:		SR 100				NIA		NIA		00/04/0000
709	1.05	40	R	To:		77-654				NA		NA		02/21/2002
				From:	Γ	Dead End								
(710)	6.09	300	R	To:		77 745		_		NA		NA		02/27/2002
710	0.45	800	G	88%	1% C	77-745 0% 11%	0%	0%	С	NA		800	G	2001
710	1.05	600	G	From: 88%	1% C	77-782 0% 11% CL Pulaski	0%	0%	F	NA		600	G	2001
				From:		77-738		1						
711)	0.01	230	R	To:		ER LOC 77-73	0	_ 		NA		NA		1999
711	1.40	230	R	From:			J			NA		NA		1999
711	1.61	100	R	From:		MN 77-738				NA		NA		02/25/2002
				From:		77-609								
712	0.15	50	R					<b>⊣</b> ¬		NA		NA		1995
				To:	0.15	MN 77-609								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWD	- QW	Year
Pulaski County				From:	0.15 MN 77-609						
(712)	0.15	10	R			_		NA	NA		02/21/2002
				To: From:	Dead End						
713)	0.24	40	R	rioni.	77-700			NA	NA		03/11/2002
				To: From:	77-703	1					
713	0.04	140	R			_		NA	NA		03/11/2002
				To: From:	77-701						
714)	0.12	30	R	10411	77-703			NA	NA		03/11/2002
				To:	77-703; 77-716						
$\bigcirc$	0.50	4000		From:	US 11			NIA	NIA		02/44/2000
715	0.53	1200	R			_		NA	NA		03/11/2002
715)	0.22	930	R	From:	77-702 SOUTH			NA	NA		03/11/2002
(19)				To: From:	77-702 NORTH	<b></b>					
715)	0.08	440	R	From:	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			NA	NA		03/11/2002
				To: From:	77-716 WEST						
715	0.10	330	R					NA	NA		03/11/2002
	0.07	240	R	From:	77-716 EAST			NA	NA		03/11/2003
715	0.07	340	ĸ	To:	55 515	_		INA	INA		03/11/2002
715)	0.07	350	R	From:	77-717			NA	NA		03/11/2002
				To: From:	77-701	<b>—</b>					
715	0.06	320	R	rioiii.				NA	NA		03/11/2002
				To: From:	77-622						
715	0.07	180	R			_		NA	NA		03/13/2002
	0.08	170	R	From:	77-685			NA	NA		03/13/2002
715	0.08	170	K	To:	ENDLOOD	_		INA	INA		03/13/2002
715)	0.04	200	R	From:	END LOOP			NA	NA		03/13/2002
<u></u>				To: From:	77-718	7					
(715)	0.04	240	R	rion:		_		NA	NA		03/13/2002
				To: From:	77-723	]					
715	0.10	370	R			_		NA	NA		03/13/2002
(715)	0.04	190	R	From:	77-684 NORTH			NA	NA		03/13/2002
715)	0.01		.``	To	BEGIN LOOP						
715	0.09	140	R	From:	DEGIN LOOF			NA	NA		03/13/2002
				To: From:	LOOP END						
715	0.20	60	R					NA	NA		03/13/2002
	0.40	400		To: From:	77-684 SOUTH						00/40/0006
715	0.16	130	R	To	LOOP END	1		NA	NA		03/13/2002
				From:	77-715 WEST	1					
(716)	0.20	60	R					NA	NA		03/11/2002
				To: From:	77-715 EAST	]					
(716)	0.07	100	R	To:	77-703; 77-714	7		NA	NA		03/11/2002
				From:	Dead End	<del>                                     </del>					
717)	0.04	30	R		Deau Eliu	_		NA	NA		03/11/2002
$\bigcup_{i \in \mathcal{I}} f_i$				To:	77-715						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	 2Trail	QC	Design Hour	QK AAWDT	QW Year
Pulaski County				From:						
(718)	0.05	70	R	rioiii.	Dead End	_		NA	NA	03/13/2002
(10)				To:	77-715	1				
				From:	Dead End					
(719)	0.56	NA		т		_		NA	NA	
				To:	77-710					
700	0.55	80	R	From:	77-738			NA	NA	03/05/2002
720	0.55	00	IX.	To:	77-738	1		INA	INA	03/03/200/
				From:	77-693					
721)	0.60	48	R					NA	NA	02/21/200
				To:	Dead End					
$\bigcirc$				From:	77-648					
722	0.70	400	R	To:	55 500	_		NA	NA	03/05/2002
					77-793					
(700)	0.08	40	R	From:	Dead End			NA	NA	03/13/200
723	0.00	40	IX.			_		INA	14/3	03/13/2002
(700)	0.07	620	R	From:	77-715			NA	NA	03/13/2002
723	0.07	020	• • • • • • • • • • • • • • • • • • • •	To:	77-695	7		147 (	10.0	00/10/2002
				From:	Dead End					
724)	0.04	300	R	-		_		NA	NA	03/11/2002
				To:	77-622					
				From:	77-676					
725	0.23	200	R	To:	55 (0)	_		NA	NA	03/28/2002
					77-624					
	1.20	90	R	From:	SR 100			NA	NA	02/21/2002
726	1.20	30	K	To:	Dead End	1		INA	INA	02/2 1/2002
				From:	77-670	l				
727	0.90	20	R	L	77 070			NA	NA	03/07/2002
				To:	Dead End					
				From:	77-733					
(728)	0.50	160	R			_		NA	NA	02/25/2002
				To:	Dead End	_				
	0.63	80	R	From:	Dead End			NA	NA	03/07/2002
729	0.03	00	K	To:	77-620	1		INA	INA	03/07/2002
				From:	77-649					
730	0.20	70	R		٧./	_		NA	NA	03/05/2002
				To:	Dead End					
				From:	SR 100					
(731)	1.94	370	R			_		NA	NA	02/27/2002
				To:	Cul-de-Sac					
700	0.35	40	R	From:	77-626			NA	NA	03/26/2002
732	0.55	70	11	To	Dead End	7		INA	INC	03/20/2002
				From:	SR 100					
733	1.00	440	R	-		_		NA	NA	02/25/2002
$\bigcirc$				To:	Dead End					
$\widehat{}$				From:	77-636					
734)	0.11	140	R	т	0.11.1.07.5	_		NA	NA	1999
				To: From:	0.11 MN 77-736 0.11 MN 77-636	+				
734)	0.08	140	R	-		_		NA	NA	1999
				To:	77-618					

Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	ıck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Pulaski County				From:		SR 99; 77-	-771		1						
735)	0.10	20	R	<u> </u>		, , , , ,			_		NA		NA		1999
				To:		Dead Er	nd								
	0.80	90	_	From:		77-693	}				NA		NA		02/21/200
736	0.00	80	R	To:		Dead Er	nd		1		INA		INA		02/2 1/200
				From:		Dead Er	nd								
737)	0.02	NA							_ _		NA		NA		
				To:		77-738			<u> </u>						
720	3.20	20	R	rioii.		Bland Count	y Line		_		NA		NA		1999
738				To:		77-601 NO	DTH								
738	5.56	190	R	From:		77-001 NO	KIII		_		NA		NA		1999
				To: From:		77-641			<b>—</b>						
738	1.27	500	G	95%	1%	2%	0%	1%	0%	F	NA		510	G	2001
				To: From:		77-646	)		]						
738 738	1.76	1300	G	95%	1%	2%	0%	1%	0%	F	NA		1300	G	2001
	1.11	1700	G	From:	1%	77-639 SO	UTH 0%	1%	0%	С	NA		1700	G	2001
(738)	1.11	1700	G	95% To:		2 70 SR 99 NCL 1		1 70	7	C	INA		1700	G	2001
				From:		77-643									
739	0.60	50	R						_		NA		NA		02/25/200
<u> </u>				To:		Dead E	nd		<u> </u>						
$\sim$	0.03	280	R	From:		US 11					NA		NA		03/20/200
740)	0.03	200	K	To:		77-742	!		1		INA		INA		03/20/200
				From:		77-742	2								
741)	0.04	120	R	-					_		NA		NA		03/20/200
				To:		US 11									
<del></del>	0.06	90	R	From:		Dead Er	nd		_		NA		NA		03/20/200
742	0.00	30	IX	To:		77 741			7		IVA		IVA		00/20/200
742)	0.30	70	R	From:		77-741					NA		NA		03/20/200
(172)				To		77-740	)								
742)	0.05	100	R	From:		,,,,,			_		NA		NA		03/20/200
$\bigcup$				To:		Dead Er	nd								
$\bigcirc$	0.25	400	_	From:		Dead Er	nd				NIA		NIA		1000
743	0.25	120	R	To:		77-636	·		7		NA		NA		1999
				From:		Dead Er			İ						
744)	0.34	410	R						_		NA		NA		1999
				To:		77-636									
	0.60	45	_	From:		77-710	)				NA		NA		02/27/200
745)	0.00	45	R	To:		Dead Er	nd		7		INA		INA		02/2//200
Town of Dublin				·											
_	0.00	0405	_	From:	40/	77-747		00/		-	A.I.A.		0400	_	0001
746	0.08	3100	G	93%	1%	2%	2%	2%	0%	F	NA		3100	G	2001
<u> </u>	0.15	3200	G	From: 93%	1%	US 11 2%	2%	2%	0%	С	NA		3200	G	2001
(746)	0.15	3 <b>2</b> 00	G		170			<b>2</b> 70	U% <b>-</b>	C	INA		3200	G	2001
746	0.28	1700	G	From: 93%	1%	77-100 2%	5 2%	2%	0%	F	NA		1700	G	2001
170	<b>00</b>		-	To:	. , •	NCL Dub		_,~	٦ - ' `	-				•	

					Pulas	ski Mainten	ance Ai	rea							
Route	Length	AADT	QA	4Tire	Bus	2Avla		ıck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Pulaski County								IIIali	ZIIali		rioui				
<del>(10</del> )	0.82	1700	N	93%	1%	NCL Dub 2%	lin 2%	2%	<b>」</b> 0%	N	NA		1700	N	2001
746)	0.02			To:	170	SR 100		270	<u> </u>	.,			1100	.,	2001
Town of Dublin				From:		GD 100									
(747)	0.65	1600	R	FIOIII.		SR 100	)		_		NA		NA		03/26/200
				To:		77-746									
(747)	0.50	2000	G	From: 89%	6%	4%	0%	1%	0%	С	NA		2000	G	2001
				To:		NCL Dub	lin								
Pulaski County				From:		NCL Dub	lin								
747)	0.10	2000	N	89%	6%	4%	0%	1%	0%	Ν	NA		2000	Ν	2001
				To: From:		77-633			]——						
747)	3.97	6200	G	89% To:	6%	4%	0%	1%	0%	F	NA		6200	G	2001
				From:		US 11									
748)	0.66	140	R			77-658					NA		NA		1999
				To:		FR-47									
	0.02	420		From:		77-600					NIA		NIA		02/42/200
749	0.03	130	R	т					_		NA		NA		03/13/200
749	0.07	90	R	From:		77-754			_		NA		NA		03/13/200
				To:		77-765			1						
749	0.05	46	R	From:		77 703					NA		NA		03/13/200
				To		Dead En	ıd								
	0.43	20	R	From:		77-608					NA		NA		02/21/200
750	0.43	20	K	To:		0.43 ME 77	-608		7		INA		INA		02/2 1/200
				From:		Dead En									
751)	0.19	240	R						_		NA		NA		03/26/200
				To: From:		77-611									
752)	0.12	20	R	110iii.		Dead En	ıd				NA		NA		02/21/200
(132)				To:		0.12 ME Dea	d End								
(752)	0.06	20	R	From:		V.12 WIE BOX	La Lina		_		NA		NA		02/21/200
				To:		77-607									
<del>(70</del> )	0.10	20	R	From:		Dead En	ıd		_		NA		NA		03/05/200
753	0.10	20	IX.	To:	7	77-673 WCL I	Pulaski				14/3		14/3		03/03/200
_				From:		77-1206	5								
754	0.17	40	R	To:					_		NA		NA		03/13/200
				From:		77-749									
755	0.15	100	R	110111		Dead En	id		_		NA		NA		03/20/200
				To:		77-600			1						
755)	0.34	330	R	From:							NA		NA		03/20/200
				To: From:		0.35 ME 77	-600		]						
(755)	0.21	100	R	To:		D 15			_		NA		NA		03/20/200
				From:		Dead En			1						
756	0.16	20	R	· 1		77-662			_		NA		NA		03/26/200
				To:		Dead En	d								
$\bigcirc$			_	From:		77-663									
757)	0.60	120	R	To:		Dead En	ıd		7		NA		NA		1999
						Dead En	ıu		1						

					T diaski Maintenance 7 trea					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	 2Trail	QC	Design Hour	QK AAWDT	QW Year
Pulaski County				r -						
750	0.37	45	R	From:	Dead End			NA	NA	02/27/2002
(758)	0.07			To:	77-610					02/21/2002
				From:	SR 100					
(759)	0.28	100	R					NA	NA	02/25/2002
				To:	Dead End					
	0.40	50	_	From:	Dead End			NIA	NIA	02/20/2002
760	0.10	50	R	To:	77-624	_		NA	NA	03/28/2002
				From:	Dead End					
761)	0.06	6	R		Dead File			NA	NA	02/21/2002
				To:	77-693					
				From:	Dead End					
762	0.22	60	R			_		NA	NA	02/27/2002
				To:	77-710					
	0.70		_	From:	Dead End					1000
763	0.70	230	R	To:	77-644	_		NA	NA	1999
				From:		1				
764	2.28	80	R	110111	Carroll County Line			NA	NA	02/21/2002
764)			• • • • • • • • • • • • • • • • • • • •	To:	77-693					02/2 // 2002
				From:	77-1206					
765)	0.12	47	R					NA	NA	03/13/2002
				То:	77-749					
				From:	77-767					
766	0.06	110	R					NA	NA	1999
				To: From:	77-768					
766	0.05	170	R	т		<b>—</b>		NA	NA	1999
				To:	US 11					
	0.10	80	R	From:	77-766			NA	NA	1999
767)	0.10	00	IX.	To:	Dead End	$\exists$		INA	ING	1999
				From:	77-766					
(768)	0.05	40	R	<u> </u>	7, 700			NA	NA	1999
				То:	Dead End					
				From:	Dead End					
(769)	0.49	50	R	. —		_		NA	NA	1999
				To:	SR 99					
$\bigcirc$	0.10	60	R	From:	Dead End			NA	NA	1999
770	0.10	80	K	To:	FR-44	$\neg$		INA	INA	1999
				From:	SR 99; 77-735					
(771)	0.20	10	R	<u> </u>	SR 77, 11-133			NA	NA	1999
				To:	SR 99					
				From:	77-673					
(772)	0.10	20	R	_		_		NA	NA	03/05/2002
				To	Dead End					
$\bigcirc$	0.70	NIA		From:	77-607			NIA .	NIA .	
773	0.70	NA		To:	Dead End	_		NA	NA	
				From:	77-636	1				
(774)	0.05	110	R		/ /-030			NA	NA	03/05/2002
774)				To:	77 775					
774)	0.26	80	R	From:	77-775			NA	NA	03/05/2002
				To:	Dead End					

					Pulaski Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Pulaski County				From:	77-645					
(775)	0.07	120	R	_		_		NA	NA	03/05/2002
				To:	77-774					
(770)	0.20	140	R	From:	Dead End			NA	NA	03/13/200
776	0.20	140	K	To:	77-621	٦		INA	INA	03/13/200
				From:	Dead End	i				
(777)	1.20	40	R			_		NA	NA	02/21/200
				To:	77-693					
$\overline{}$				From:	Dead End					
778)	1.50	110	R	To:	77. (02	_		NA	NA	03/07/200
				From:	77-693					
770)	0.11	80	R	Piolii.	77-600	_		NA	NA	03/20/200
779	0.11	00	1	To:	Dead End			147 (	10.0	00/20/200
				From:	Dead End	Ī				
780	0.05	10	R			_		NA	NA	1999
				To:	77-669					
$\widehat{}$				From:	Dead End					
781)	0.18	20	R	To:	77-693	_		NA	NA	03/07/200
				From:						
700	0.40	80	R	110	Dead End			NA	NA	02/27/200
782	0.10		•••	To:	77-710				10.	02/21/200
				From:	Dead End/					
783	0.21	NA				_		NA	NA	
				To:	SR-00100(B)/					
$\bigcirc$	0.40			From:	77-611					1000
784)	0.12	750	R					NA	NA	1999
	2.25			From:	FR-47					1000
784)	0.05	30	R					NA	NA	1999
	0.20	20		From:	0.05 MN FR-47	_		NΙΔ	NIA	02/26/200
784	0.20	20	R	To:	Dead End	7		NA	NA	03/26/200
				From:	Dead End					
785	0.40	60	R	<u> </u>	Dead End	_		NA	NA	03/07/200
				To:	77-664					
				From:	Dead End					
786	0.35	60	R	_		_		NA	NA	02/27/200
				To:	77-710	<del></del>				
	1.10	390	R	From:	77-644			NA	NA	03/26/200
787	1.10	390	K	To:	77-611	٦		INA	NA.	03/20/200
				From:	Dead End	$\overline{}$				
788	0.90	120	R		Doug Ema	_		NA	NA	1999
				To:	77-644					
$\sim$				From:	77-00624(B)/	]				
789	0.10	NA		To:	D 1F 1/	_		NA	NA	
					Dead End/					
(700)	0.55	300	R	From:	SR 100	_		NA	NA	02/25/200
790	0.55	300	11	To:	Dead End	٦		1377	INC	02,20,200.
				From:	77-649	$\dot{\exists}$				
791)	0.12	50	R					NA	NA	03/05/2002
				To:	Dead End					

Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Pulaski County				From:	Dead End	1					
792)	0.70	45	R	<u> </u>	Dead End			NA	NA		03/05/2002
	2.00			To: From:	77-738 SOUTH						00/05/000
792	0.30	50	R	To:	77-738 NORTH			NA	NA		03/05/2002
				From:	77-738 NORTH						
793)	0.51	270	R		77-130			NA	NA		03/05/2002
				To:	77-639						
$\bigcirc$	0.00		_	From:	77-738 SOUTH						4000
794)	0.20	60	R	To:	77-738 NORTH			NA	NA		1999
				From:	Dead End						
795)	0.25	50	R		Dead End			NA	NA		02/27/2002
				To:	77-710						
				From:	Dead End						
796	0.30	80	R	To:	FD (4	_		NA	NA		02/27/2002
				From:	FR-64	_					
(707)	0.20	200	R	rioni.	SR 100			NA	NA		02/25/2002
797)				To:	77-809						
797	0.20	20	R	From:	77-809			NA	NA		02/25/2002
(10)				To:	Dead End						
				From:	Dead End						
798)	1.66	280	R					NA	NA		03/28/2002
				To: From:	77-624						
798)	0.38	360	G	94% To:	1% 2% 2% 1%	0%	С	NA	360	G	2001
					77-626						
700	1.40	320	R	From:	Dead End			NA	NA		1999
799	1.40	320		To:	77-611			INA	IVA		1000
				From:	77-693						
800	0.40	20	R					NA	NA		02/21/2002
				To:	Dead End						
	0.07		_	From:	Dead End			NIA	NIA		00/00/000
801)	0.27	20	R					NA	NA		03/26/2002
	0.18	90	R	From:	77-815			NA	NA		03/26/2002
801)	0.16	90	ĸ	To:	FR-65			INA	INA		03/20/2002
				From:	77-605						
802	0.06	20	R		77 000			NA	NA		03/07/2002
				To:	Dead End						
$\bigcirc$				From:	Dead End						
803	0.50	20	R	To:	77-672	_		NA	NA		03/07/2002
				From:	Dead End						
805	0.20	20	R		Dead End			NA	NA		02/25/2002
000				To:	0.20 ME Dead End						
805)	0.65	45	R	From:	0.20 MIL Dead Elld			NA	NA		02/25/2002
$\bigcup$				To:	SR 99; 77-769						
$\overline{}$				From:	Dead End						
806	0.60	340	R	To:	77.600			NA	NA		1999
				To: From:	77-660						
(007)	0.85	50	R	rtom:	77-643			NA	NA		03/20/2002
807	0.00	30	13	To:	77-1132	_		INA	IVA		JUI 2012002

					Pulask	d Mainter	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Pulaski County	· ·					2Axle	3+Axle	1Trail	2Trail		Hour				
				From:		77-113	2								
807)	0.40	80	R								NA		NA		03/20/2002
	0.05			To: From:	(	0.40 MN 77	7-1132				NA		NA		1000
807)	0.05	80	R	To:		US 11			7		NA		NA		1999
				From:		Cul-de-S									
808)	0.66	110	R								NA		NA		03/26/2002
				To:		77-66	0								
$\bigcirc$	0.20	400	_	From:		Dead E	nd				NIA		NIA		00/05/0000
809	0.29	120	R	To:		77-79	7		7		NA		NA		02/25/2002
				From:		77-64									
810	0.87	60	R			77-0-1	0		_		NA		NA		03/05/2002
				To:		Cul-de-S	Sac								
				From:		77-66	1								
811)	0.23	110	R	To:		D 15	,		_		NA		NA		03/26/2002
				From:		Dead E			+						
012	0.19	1800	R	r toin.		77-81	4				NA		NA		1999
812	0	1000	• • • • • • • • • • • • • • • • • • • •	To		77-81	2								
812	0.22	3900	R	From:		//-81.	3				NA		NA		1999
0.12				To:		77-64	3								
				From:		77-81	2								
813	0.21	520	R	. —					_		NA		NA		1999
				To		Dead E									
814)	0.13	360	R	From:		77-81	2				NA		NA		1999
014)	0.10	000	• • • • • • • • • • • • • • • • • • • •	To:		Dead E	nd								1000
				From:		Dead E	nd								
815)	0.10	45	R								NA		NA		03/26/2002
				To: From:	0	.11 MN De	ad End								
815)	0.28	45	R						_		NA		NA		03/26/2002
				To:		77-80									
(817)	0.07	30	R	From:		Dead E	nd				NA		NA		03/26/2002
017	0.07		• • • • • • • • • • • • • • • • • • • •	To:		77-74	7								00/20/2002
				From:		Dead E	nd								
(819)	0.52	270	R						_		NA		NA		1999
				To:		77-60:									
	0.12	40	В	From:		Dead E	nd				NA		NA		03/07/2002
820	0.12	40	R	To:		77-60:	5		7		INA		INA		03/01/2002
				From:		Dead E			1						
822	0.50	20	R								NA		NA		02/27/2002
				To:		SR 10	0								
	0.54		_	From:		Dead E	nd	_			h		N. A		00/07/0000
825	0.54	20	R	To:		77-71	0		7		NA		NA		02/27/2002
				From:		Dead E									
826	0.45	130	R	<u> </u>		Deau E	iid		_		NA		NA		02/27/2002
				To:		77-71	0								
				From:		77-00698	(B)/								
827	0.08	NA		To		## 000# T	(D) /		_		NA		NA		
				10:		77-00828	(R)/								

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Route	Length	AADT	QA	4Tire	Bus 2Axle	Truck 3+Axle 1Trail	 2Trail	QC	Design Hour	QK A	AWDT	QW	Year
Pulaski County				From:			1						
828)	0.07	NA		From:	77-0082	/(R)/			NA		NA		
020)				To:	Cul-de-	Sac/							
$\bigcirc$				From:	Dead I	End							
830	0.85	50	R	To:	77-60	16	_		NA		NA		03/13/2002
				From:	Dead F								
831)	0.07	NA			Dead I	ind/			NA		NA		
				To:	77-0075	7(B)/							
$\bigcirc$	0.00		_	From:	77-65	54			NIA		NIA		00/04/000/
835)	0.30	30	R	To:	Dead I	End	_		NA		NA		02/21/2002
				From:	77-83								
836)	0.20	70	R						NA		NA		02/21/2002
$\bigcup_{i=1}^{n}$				To:	Dead I	End							
	0.04	NA		From:	77-65	58			NA		NA		
838	0.04	NA		To:	77-65	51			INA		INA		
				From:	77-65								
839	0.07	200	R						NA		NA		1999
				To:	Dead I								
640	0.13	100	R	From:	77-65	51			NA		NA		1999
(840)	0.15	100		To	77.0	12	<del></del>		IVA		IVA		1333
840 840 840	0.05	40	R	From:	77-84	12			NA		NA		1999
0.00				To: From:	77-84	L1							
(840)	0.41	20	R	From:	77.0	•			NA		NA		1999
				To:	Dead I	End							
	0.05	20		From:	77-84	10			NIA		NIA		4000
841)	0.25	20	R	To:	Cul-de-	Sac			NA		NA		1999
				From:	77-84								
842	0.35	30	R						NA		NA		1999
				To:	Dead I								
650	1.05	420	R	From:	FR-4	4			NA		NA		03/07/2002
850	1.03	420	K	To:	Cul-de-	Sac			INA		INA		03/01/2002
				From:	77-0085								
(851)	0.08	NA					_		NA		NA		
				To:	Dead E								
852	0.09	NA		From:	77-0085	0(B)/			NA		NA		
(632)	0.00			To:	Cul-de-	Sac/							
				From:	Cul-de-	Sac							
1000	0.24	60	R	т	77.10	27	_		NA		NA		1986
				To:	77-10	21							
Town of Dublin				From:	77-10	02							
(1001)	0.12	280	R			<u>-</u>	_ <del>_</del>		NA		NA		1986
				To: From:	77-1004 V	WEST							
1001	0.02	300	R						NA		NA		1986
	0.00	400		To: From:	77-1004	EAST			N I A		NI A		4005
(1001)	0.08	420	R	To:	77-74	16			NA		NA		1995
					/ / - / -	••							

					Pulaski Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Town of Dublin				From:	77-1003					
1002	0.07	480	R			_		NA	NA	1995
$\overline{}$	0.05	250		From:	77-1001	_		NΙΔ	NIA	1006
1002	0.05	250	R	To:	77-1009	7		NA	NA	1986
				From:	SR 100					
1003)	0.05	810	R		SK 100			NA	NA	1995
				To: From:	77-1002	]				
1003)	0.13	420	R	To:	77 1004	-		NA	NA	1986
				From:	77-1004	_				
	0.09	760	R	FIOII.	US 11	_		NA	NA	1986
1004)	0.00	700	IX.			_		INA	TVA	1500
$\overline{}$	0.07	600	R	From:	77-1013			NA	NA	1986
1004)	0.07	800	ĸ			_		INA	INA	1900
	0.00	EEA	D	From:	77-1005	_		NA	NΛ	1005
1004	0.08	550	R			_		NA	NA	1995
	0.00	202		From:	77-1003	_		NIA	NIA	1000
1004	0.08	290	R					NA	NA	1986
				From:	77-1001					
1004	0.04	810	R			_		NA	NA	1995
				To:	77-1009					
	0.42	222	_	From:	Dead End	_		NIA	NIA	4000
1005	0.13	220	R					NA	NA	1986
				From:	77-1004	_				400=
1005	0.08	600	R					NA	NA	1995
				From:	77-746					
1005	0.12	1400	R					NA	NA	1995
				From:	77-1023					
1005	0.01	960	R					NA	NA	1986
				From:	77-1015					
1005	0.15	1100	R					NA	NA	1995
				To: From:	77-1033	7				
1005)	0.10	840	R					NA	NA	1986
				To: From:	77-1016	<b>—</b>				
1005	0.02	1000	R	rioni.		_		NA	NA	1995
				To	77-1083					
1005	0.13	700	R	From:	77 1005			NA	NA	1986
				To:	77-1024					
1005	0.08	620	R	From:	//-1024	_		NA	NA	1986
				To:	77-633					
				From:	77-688					
1006	0.06	240	R	-		_		NA	NA	1995
				To:	77-1007 SOUTH	<b>—</b>				
1006)	0.02	440	R	From:	77 1007 500 111			NA	NA	1986
				To: From:	77-1007 NORTH	¬				
1006	0.08	500	R	From:	//-100/ NORTH	_		NA	NA	1995
				To:	Dead End	1				_
				From:	77-1011					
1007	0.10	340	R	-	• •	_		NA	NA	1986
$\mathcal{O}$				To	77-1012	¬				
1007	0.03	520	R	From:	, , 1012			NA	NA	1986
				To:	77-1034	1				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	C Design	QK AAWDT QW	Year
Town of Dublin				From:	77-1034	1			
1007)	0.07	690	R	<u> </u>	77-1034		NA	NA	1995
				To: From:	77-1010	]——			4000
1007	0.21	500	R			_	NA	NA	1986
1007	0.04	320	R	From:	77-1006		NA	NA	1986
				To: From:	77-1008	<b>—</b> —			
1007	0.05	80	R	rion:		<del>_</del>	NA	NA	1995
	0.10	420		From:	77-632	]——	NA	NΙΔ	1006
1007	0.10	130	R	To:	77 1021	_	INA	NA	1986
1007)	0.06	210	R	From:	77-1031		NA	NA	1986
				To: From:	77-1035	<u></u>			
1007	0.06	160	R	To:	77 1000	_	NA	NA	1986
				From:	77-1038 77-688	1			
1008)	0.09	80	R		//-000	<b>_</b>	NA	NA	1995
				To:	77-1007				
1009)	0.12	200	R	From:	77-1002	_	NA	NA	1995
1009)	0.12			To:	77-1004	1			1000
$\overline{}$				From:	SCL Dublin				
1010	0.13	280	R			_	NA	NA	1995
1010)	0.15	750	R	From:	77-1007		NA	NA	1995
1010				To:	77-747				
$\overline{}$	0.00		_	From:	77-747		NIA	NIA	4005
1011)	0.03	600	R	т		_	NA	NA	1995
1011)	0.05	430	R	From:	77-707		NA	NA	1986
				To:	77-1007				
$\bigcirc$	0.03	270	_	From:	77-1007		NA	NA	1986
1012	0.03	270	R	To:	77-707	7	INA	NA	1900
1012)	0.06	280	R	From:	//-/0/		NA	NA	1995
_				To: From:	77-706	]			
1012	0.08	370	R	To:	77.747	7	NA	NA	1986
				From:	77-747 77-1004	1			
1013	0.08	150	R			<b>-</b>	NA	NA	1995
				To:	77-746				
1014)	0.10	410	R	From:	US 11	_	NA	NA	1995
···· <del>·</del>				To:	77-1015	<u> </u>			
1014)	0.23	240	R	From:		<b>-</b>	NA	NA	1995
				To: From:	77-1016	1			
1015	0.06	300	R	. zoni.	77-1014	_	NA	NA	1995
				To: From:	77-1022	<b></b>			
1015)	0.09	180	R			 	NA	NA	1995
				To: From:	77-1005	1			
1016	0.06	600	R		77-1014	_	NA	NA	1995
				To:	77-1022				

					Pulaski Maintenance Area					
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail	 2Trail	QC	Design Hour	QK AAWDT QW	Year
Town of Dublin				From:		-				
(1016)	0.09	350	R		77-1022	_		NA	NA	1995
				To:	77-1005					
Pulaski County				From:	77-633					
(1017)	0.15	70	R			<u>-</u> -		NA	NA	1995
				To:	Dead End					
1010	0.15	100	R	From:	77-633			NA	NA	1995
(1018)	0.10		.`	To:	Dead End					
$\widehat{}$				From:	77-1021					
(1019)	0.06	140	R			_		NA	NA	1999
	0.19	160	R	From:	77-1020	_		NA	NA	1999
1019	0.19	160	K	To:	77,1000	_		INA	IVA	1995
1019	0.15	260	R	From:	77-1080			NA	NA	1999
				To:	77-682					
$\bigcirc$	0.07	^^	-	From:	77-1019			NI A	NIA	4000
1020	0.07	90	R	To:	77-682	7		NA	NA	1999
				From:	77-683					
1021	0.32	960	R	-		_		NA	NA	1999
				To: From:	77-1019					
1021	0.06	790	R	To	77-682	7		NA	NA	1999
Town of Dublin					77-062					
				From:	Dead End					
1022)	0.10	90	R			_		NA	NA	1995
	0.24	160	R	From:	77-1015	_		NA	NA	1995
1022	0.24	100	IX.	To:	77-1016			INA	INA	1990
				From:	77-1005					
1023	0.10	500	R					NA	NA	1995
$\overline{\bigcirc}$	0.05	200		From:	77-1049	]		NIA	NIA	100
1023	0.05	200	R	To:	77-1025			NA	NA	1995
				From:	77-1005					
1024)	0.04	290	R					NA	NA	1995
				To: From:	77-1049	]				400-
1024	0.04	240	R	To:	NCL Dublin	7		NA	NA	1995
Pulaski County					T(OLD Buom)					
$\bigcirc$	0.40		_	From:	NCL Dublin			NIA	NIA	4000
1024	0.12	90	R	To:	Cul-de-Sac	7		NA	NA	1986
Town of Dublin										
	0.05	270	В	From:	Dead End			NIA	NIA	4005
1025	0.05	270	R	To:	77-1023	7		NA	NA	1995
Pulaski County										
$\bigcirc$	0.45	400	-	From:	77-635			NA	NIA.	1007
(1026)	0.15	160	R	To:	WCL Dublin	7		NA	NA	1995
Fown of Dublin										
	0.07	1100	В	From:	WCL Dublin			NIA	NIΛ	1005
(1026)	0.07	1100	R	To:	SR 100	7		NA	NA	1995
					7					

Route	Length	AADT	QA	4Tire	Bus Additional Truck	( )(	Design	QK AAWDT QW	Year
	Longui	ושאא	QЛ	41110	2Axle 3+Axle 1Trail	2Trail Q	Hour	QIV AAWDI QW	rear
Fown of Dublin				From:	SR 100				
1026	0.07	980	R	To:	77-747	$\neg$	NA	NA	1986
Pulaski County				<u>I</u>	11-1-11				
	0.40	200	_	From:	77-1029		NIA	NIA	4000
1027	0.10	300	R			_	NA	NA	1986
1027)	0.20	390	R	From:	77-1000		NA	NA	1995
1021)				To:	SR 100				
$\overline{}$				From:	77-1029				
1028	0.30	260	R	To:	SR 100	$\neg$	NA	NA	1995
				From:	77-1028				
1029	0.30	110	R			<b>-</b>	NA	NA	1995
				To:	77-1027				
1020	0.05	3300	R	From:	SR 100		NA	NA	1995
1030	0.00			To:	77-1050				1000
1030	0.31	2500	R	From:	77-1030		NA	NA	1989
				To: From:	77-1053				
1030	0.84	2200	R				NA	NA	1995
	0.40			To: From:	77-1036		NIA		4000
1030	0.40	580	R	To:	77-632	$\neg$	NA	NA	1986
Town of Dublin				ı	.,, .,-				
	0.40		_	From:	77-632		NIA	NIA	4000
1031)	0.12	260	R			_	NA	NA	1986
1021	0.06	360	R	From:	77-1007		NA	NA	1995
1031)	0.00			To:	77-1032				
1031)	0.04	560	R	From:	77 1032		NA	NA	1986
				To: From:	77-1037				
1031	0.08	460	R	To:	55.545	_	NA	NA	1995
				From:	77-747 77-632				
1032)	0.10	40	R		11-032		NA	NA	1995
				To:	77-1031				
$\bigcirc$	0.05	20	_	From:	Dead End		NA	NA	1005
1033)	0.05	30	R	To:	77-1005	$\neg$	INA	NA	1995
Pulaski County									
	0.04	6	R	From:	Cul-de-Sac		NA	NA	1995
1034	0.04	O	ĸ	To:	77 1052	$\neg$	INA	INA	1990
1034)	0.07	150	R	From:	77-1052		NA	NA	1995
				To:	77-1051	<b>_</b>			
1034)	0.01	540	R	From:			NA	NA	1986
				To:	SCL Dublin				
Town of Dublin				From:	SCL Dublin				
1034)	0.05	540	N				NA	NA	1986
				To: From:	77-1050	<u> </u>			
1034	0.09	650	R		77 1005	_	NA	NA	1995
				To:	77-1007				

					Pulasi	ki Mainten	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle			2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Town of Dublin								TTTGII	ZIIGII		rioui				
(1035)	0.11	120	R	From:		77-632					NA		NA		1995
				To: From:		77-1007	1								
(1035)	0.15	100	R	To:		77-1037	,				NA		NA		1995
Pulaski County															
	0.16	450	R	From:		77-632					NA		NA		1995
(1036)	0.10	450		To:		77-1030	)				INA		INA		1995
Town of Dublin				From:					1						
(1037)	0.08	120	R	rioin.		77-1031					NA		NA		1995
				To: From:		77-1035	į		<b>—</b>						
(1037)	0.07	150	R						_		NA		NA		1986
				To:		77-1038									
(1038)	0.11	140	R	From:		77-632					NA		NA		1995
				To: From:		77-1007	,		]						
(1038)	0.17	180	R						_		NA		NA		1986
				To:		77-1037	'								
Pulaski Countv				From:		77-611									
1039	0.11	100	R						_		NA		NA		1999
				To: From:		77-1040	)								
(1039)	0.22	70	R						_		NA		NA		1999
				To:		Dead En									
	0.07	20	R	From:		Dead En	d				NA		NA		1999
1040	0.07	20	K	To:		77-1039	)		7		INA		INA		1999
				From:		77-1059									
(1041)	0.06	130	R	<u>-</u>							NA		NA		1995
$\overline{\bigcirc}$				From:		77-1043									100-
(1041)	0.05	450	R						_		NA		NA		1995
(1041)	0.08	540	R	From:		77-1042	!				NA		NA		1995
(1041)	0.00	340	K	To:		77-747			7		INA		INA		1993
				From:		Dead En									
1042	0.04	20	R	<u>-</u>							NA		NA		1995
				To: From:		77-1058	}		]						
1042	0.09	60	R								NA		NA		1995
<u> </u>				From:		77-1059	)		]						
(1042)	0.06	45	R								NA		NA		1986
	0.12	400		To: From:		77-1043					NIA		NIA		4005
1042	0.13	100	R	To:		77-1041			<b>–</b>		NA		NA		1995
				From:		77-1059									
(1043)	0.08	260	R			, , 100)			_		NA		NA		1995
				To: From:		77-1041									
1043	0.07	100	R								NA		NA		1995
				To:		77-1042									
$\bigcirc$	0.06	460	Б	From:		77-643					NIA		NIA		1000
1044	0.06	160	R	_					_		NA		NA		1999
	0.42	90	R	From:		BEGIN LO	OP				NA		NA		1999
1044	U.4Z	90	ĸ	To:		END LOC	)P		1		INA		INA		1999
						250									

Route	Length	AADT	QA	4Tire	Bus 20 Auto 4 Trail		QC	Design	QK AAWDT QW	Year
Pulaski County					2Axle 3+Axle 11rail	21 rail		Hour		
1045)	0.05	140	R	From:	77-1047			NA	NA	1995
				To:	77-1046	1				
1045)	0.10	390	R			_		NA	NA	1995
				To: From:	77-617					
1046	0.10	50	R	rioii.	Dead End			NA	NA	1995
				To: From:	77-633					
1046	0.17	290	R					NA	NA	1995
	0.23	170	R	From:	77-1048			NA	NA	1986
1046	0.20	170	11	To:	77-1045			1471	14/1	1000
				From:	77-1048					
1047)	0.22	100	R			_		NA	NA	1995
				To: From:	77-1045					
1048)	0.43	610	R	FIOII.	US 11			NA	NA	1995
				To	77-1046	¬				
1048)	0.07	250	R	From:		<u> </u>		NA	NA	1995
$\bigcup$				To:	77-1047					
Town of Dublin				From:	77-1023	1				
1049	0.25	200	R		77 1025			NA	NA	1995
				To: From:	77-1083					
1049	0.15	120	R	To:	77.1004	_		NA	NA	1995
N. I. G. d				10.	77-1024					
Pulaski County				From:	77-1030					
1050	0.02	610	R			_ <del>_</del>		NA	NA	1995
				To:	SCL Dublin					
Town of Dublin				From:	SCL Dublin					
1050	0.13	430	R			_		NA	NA	1993
				To:	SCL Dublin					
Pulaski County				From:	SCL Dublin					
1050	0.17	250	R			_		NA	NA	1986
				To: From:	77-1034					
1051	0.18	360	R	FIOIII.	77-1034			NA	NA	1995
1001)				To	77-1053	<b></b>				
1051)	0.18	360	R	From:	77 1005			NA	NA	1995
				To:	Cul-de-Sac					
	0.11	110	R	From:	77-1034			NA	NA	1995
1052	0.11	110	K	To:	77-1053	7		INA	INA	1990
				From:	77-1030					
1053	0.02	900	R					NA	NA	1995
				To: From:	77-1054	]——				
1053	0.06	630	R			_		NA	NA	1986
	0.00	740		To: From:	77-1055			NIA	NIA	1005
1053	0.06	710	R	т.		_		NA	NA	1995
1053	0.04	680	R	From:	77-1056			NA	NA	1986
1053				To:	77-1052					
	•									

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Pulaski County				From:	77-1052					
1053	0.02	470	R		77-1032	_		NA	NA	1986
_				To: From:	77-1057					
1053	0.07	480	R	. —		_		NA	NA	1995
				To:	77-1051					
	0.24	200	R	From:	77-1053			NA	NA	1995
(1054)	0.24	200	IX.	To:	Cul-de-Sac	7		INA	INA	1990
				From:	77-1053	i				
1055	0.22	300	R			_		NA	NA	1995
				To:	Cul-de-Sac					
$\bigcirc$				From:	77-1053					
1056	0.20	270	R	To:	Cul de Con	_		NA	NA	1995
				From:	Cul-de-Sac	+				
(1057)	0.19	200	R	rion.	77-1053	_		NA	NA	1995
(1057)	0.10	200		To:	Cul-de-Sac				10.	1000
				From:	77-1059					
1058	0.09	20	R			_		NA	NA	1995
$\bigcup_{i=1}^{n}$				To:	77-1042					
$\bigcirc$				From:	77-1043					
1059	0.34	200	R					NA	NA	1995
			_	From:	77-1058					4000
(1059)	0.10	210	R					NA	NA	1986
	2.22			From:	77-1041	_				4005
1059	0.06	20	R	To:	77-1042	_		NA	NA	1995
				From:		1				
1060	0.12	300	R		Dead End	_		NA	NA	1999
1000	-			To:	77-611					
				From:	US 11					
1061)	0.11	1300	R					NA	NA	1995
				To: From:	77-1062					
(1061)	0.05	1400	R			_		NA	NA	1986
				To:	77-1063					
$\bigcirc$	0.30	240	_	From:	77-1061			NA	NIA	1986
(1062)	0.30	210	R			_		INA	NA	1900
$\bigcap$	0.06	240	R	From:	77-1063	_		NA	NA	1986
(1062)	0.00	240		_		_		INA	INA	1900
(100)	0.06	210	R	From:	77-1066			NA	NA	1986
(1062)	0.00	210	ĸ	. —	<b>==</b> 40 :=	_		INA	INA	1300
(1000)	0.06	170	R	From:	77-1067			NA	NA	1986
1062	0.00	170	11	Tax	77 10 °C	_		INC	14/-3	1000
(1062)	0.06	150	R	From:	77-1068			NA	NA	1986
1062	0.00	100		To	77 10/0	_		14/1	14/1	1000
(1063)	0.15	380	R	From:	77-1069	_		NA	NA	1995
1062	0.10			To:	77-617	1				
				From:	77-1062	Ì				
(1063)	0.16	160	R					NA	NA	1995
				To: From:	77-1065	<del>_</del>				
(1063)	0.06	1200	R	. rom:		<del></del>		NA	NA	1986
				To:	77-1064					

					Pulask	i Mainte	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	OK	AAWDT	OW	Year
	_59				20	2Axle	3+Axle	1Trail	2Trail	40	Hour	<b>~</b>		~	. • • •
Pulaski County				From:		77-10	64								
(1063)	0.02	870	R								NA		NA		1995
				To: From:		77-10	61		]						
1063	0.25	100	R	To:		77.61	7		_		NA		NA		1995
				From:		77-61									
1064	0.23	90	R	Troni.		77-10	63		_		NA		NA		1995
100-7				To:		77-61	17								
				From:		77-10	70								
(1065)	0.18	90	R								NA		NA		1986
				From:		77-10	71								1000
(1065)	0.12	130	R								NA		NA		1986
	0.12	240		From:		77-10	79		_		NA		NIA		1005
1065	0.12	240	R						_		INA		NA		1995
	0.02	470	R	From:		77-61	17				NA		NA		1995
1065	0.02	<del>-</del>		To:		77.10	60								
1065	0.06	310	R	From:		77-10	09				NA		NA		1986
1000				To:		77-10	68		<b>-</b>						
1065	0.06	360	R	From:		77-10	00				NA		NA		1986
				To: From:		77-10	67								
1065	0.06	430	R	From:							NA		NA		1995
				To: From:		77-10	66								
(1065)	0.06	340	R						_		NA		NA		1986
				To:		77-10									
(100)	0.18	90	R	From:		77-10	65				NA		NA		1986
(1066)	0.10	30		To:		77-10	62		$\neg$		14/1		14/ (		1000
				From:		77-10									
(1067)	0.19	80	R						_		NA		NA		1986
				To:		77-10									
	0.21	180	R	From:		77-10	65				NA		NA		1986
(1068)	0.21	100	K	To:		77-10	62		$\exists$		INA		INA		1300
				From:		77-10									
1069	0.24	160	R						_		NA		NA		1986
				To:		77-10									
	0.10	390	R	From:		77-61	17				NA		NA		1986
1070	0.10	390		. —		== 10			_		INA		INA		1900
(1070)	0.30	100	R	From:		77-10	65				NA		NA		1986
(1070)	0.00	100		To:		77.10	71		_		101				1000
(1070)	0.12	80	R	From:		77-10	/1				NA		NA		1993
				To:		77-10	79								
$\bigcirc$				From:		77-10	65								
(1071)	0.07	45	R	To:		77.10	70		_		NA		NA		1986
				From:		77-10			<u> </u>						
1072	0.20	100	R			77-10	18				NA		NA		1986
1012				To:		77-61	17				•				
				From:		77-10									
073)	0.18	80	R						=		NA		NA		1986
				To:		77-61	7								

					Pulaski Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Pulaski County				From:	77-1078	ı				
(1074)	0.15	47	R		//-10/8			NA	NA	1986
1074)				To:	77-617	1				
				From:	77-643					
1075	0.16	80	R					NA	NA	1999
				To:	Cul-de-Sac					
$\bigcirc$				From:	SR 100					
1076	0.06	400	R					NA	NA	1986
$\overline{\bigcirc}$				To: From:	77-1077 WEST					
1076	0.12	80	R	To:	77 1077 P.A.CT	_		NA	NA	1986
				From:	77-1077 EAST					
$\bigcirc$	0.23	47	R	From:	77-1076 WEST			NA	NA	1986
1077	0.23	41	K			_		INA	INA	1900
$\overline{}$	0.25	50		From:	77-1076 EAST			NA	NA	1986
1077	0.25	50	R	To:	77-1076 WEST	7		INA	INA	1900
				From:		l I				
1078	0.05	30	R	<u> </u>	77-1074			NA	NA	1986
1078			•••	To:	77, 1072	_				
1078	0.06	40	R	From:	77-1073			NA	NA	1986
1078)	0.00		•••	To:	77-1072	1			101	1000
				From:	77-1065					
1079	0.06	120	R		7, 222			NA	NA	1986
				To	77-1070	1				
1079	0.05	100	R	From:	77 1070			NA	NA	1986
				To:	77-1081					
				From:	Dead End					
1080	0.15	40	R			_		NA	NA	1999
<u> </u>				To:	77-1019					
$\bigcirc$				From:	Dead End					
1081	0.15	70	R					NA	NA	1986
				From:	77-1079					
1081	0.13	40	R	To:	D 15.1	<del>-</del> 1		NA	NA	1986
				From:	Dead End	1				
	0.21	70	R	From:	US 11			NA	NA	1986
1082	0.21	70	K	To:	Dead End	1		INA	INA	1300
Town of Dublin				ı	200 200					
-				From:	77-1005					
1083)	0.07	400	R					NA	NA	1986
				From:	77-1049	]				
1083	0.06	370	R					NA	NA	1986
				To:	NCL Dublin; Gap Terminus	]				
Pulaski County				From:	NCL Dublin; Gap Terminus					
1083)	0.13	360	R	<u> </u>	NCL Dubill, Gap refinings			NA	NA	1986
				To:	Dead End					
				From:	77-635					
1084)	0.20	50	R		<del>.</del>			NA	NA	1986
				To:	Dead End					
				From:	US 11					
1085)	0.09	650	R					NA	NA	1986
				From:	77-1086 SOUTH					
1085	0.08	520	R			_		NA	NA	1986
				To:	77-1088					

					Pulaski Mairile									
Route	Length	AADT	QA	4Tire	Ruc	Truc 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Pulaski County				From:				1						
(1085)	0.07	130	R		77-108	58				NA		NA		1986
	0.07	110	R	To: From:	77-108	37				NA		NA		1986
(1085)	0.07	110		To	77-1086 N	ORTH		<b>—</b>		1471		14/1		1000
(1085)	0.17	410	R	From:				<b>-</b> '		NA		NA		1993
				From:	77-106 77-1085 SG									
1086	0.55	160	R	<u> </u>	77-1083 30	JU 111		_		NA		NA		1986
	0.20	70		To: From:	77-108	37		]		NIA		NIA		1006
1086	0.30	70	R	To:	77-1085 N	ORTH		1		NA		NA		1986
				From:	77-108									
(1087)	0.07	100	R					_		NA		NA		1986
(1087)	0.17	100	R	From:	77-108	39		_		NA		NA		1986
1007				To:	77-108	36		Ī						
	0.06	40	R	From:	77-108	35				NA		NA		1986
1088	0.06	40	ĸ	To:	Cul-de-	Sac		1		INA		NA		1900
				From:	Cul-de-	Sac								
1089	0.09	60	R	To:	77-108	27		1		NA		NA		1986
				From:	77-105									
(1090)	0.13	600	R					<del>-</del>		NA		NA		03/28/2002
				To:	SCL Du	blin								
Town of Dublin				From:	SCL Du	blin								
1090	0.13	600	R	To:	77-688; 77	1006		1		NA		NA		03/28/2002
Pulaski County					77-000, 77	-1000								
	0.11	200	_	From:	Dead E	nd				NΙΔ		NIA		1002
(1091)	0.11	290	R	To:	SR 10	0		1		NA		NA		1993
				From:	77-102	21								
(1092)	0.15	40	R	To:	Cul-de-	Sac		1		NA		NA		1999
				From:	77-102			1						
(1093)	0.30	50	R	To:				_		NA		NA		03/20/2002
Town of Dublin				10.	77-102	27								
				From:	77-01023	6(B)/								
(1094)	0.02	NA		To:	Dead E	nd/		1		NA		NA		
Pulaski County				<u> </u>				1						
	0.25	NA		From:	Dead E	nd/				NA		NA		
(1095)	0.20	IVA		To	77-01084	I(R)/				147 (		14/1		
Town of Dublin				From:	CD 100 5	7 602		1						
(1097)	0.04	1600	R		SR 100; 7	1-082				NA		NA		1999
				To: From:	77-109	98								
1097	0.11	350	R	To:	D., 17	ad a		7		NA		NA		1999
				From:	Dead E 77-68			1						
(1098)	0.09	940	R				_	<b>-</b>		NA		NA		1999
				To:	77-109	97								

					T didokt Mainton								
Route	Length	AADT	QA	4Tire	Rue	Truck 3+Axle 1Trail		OC:	Design Hour	QK A	AWDT	QW	Year
Town of Dublin				From:	77.100								
1098	0.18	1000	R	rioni.	77-109	/			NA		NA		1999
				To:	SR 100	)							
Pulaski County				From:									
(1000)	0.08	40	R	rioni.	77-632	<u>!</u>			NA		NA		1995
(1099)				To:	Dead E	nd							
				From:	77-643	3							
(1101)	0.10	48	R	To:	77.110	2			NA		NA		1999
				From:	77-110								
1102	0.10	180	R		77-643	,			NA		NA		1999
				To:	77-110	3							
				From:	Dead E	nd							
1103	0.08	50	R						NA		NA		1999
	0.10			From:	77-110	2							1000
1103	0.12	80	R	To:	77-110	1			NA		NA		1999
				From:	77-643								
1104	0.11	80	R	<u> </u>	77 013	<u>′</u>			NA		NA		1999
				To:	Dead E	nd							
$\bigcirc$	2.22	400		From:	77-643	3							1000
1105	0.20	130	R	To:	US 11				NA		NA		1999
				From:	77-110								
1106	0.09	70	R	<u> </u>	77-110	0			NA		NA		1999
				To:	77-643	3							
$\bigcirc$				From:	77-110	8							1000
(1107)	0.07	40	R	To:	77-643	2			NA		NA		1999
				From:	77-110								
1108	0.04	50	R		// 110	·			NA		NA		1999
				To:	77-110	6							
$\bigcirc$	0.40			From:	US 11								1000
(1109)	0.16	20	R	To:	Dead E	nd			NA		NA		1999
				From:	77-636								
(1110)	0.06	170	R	<u> </u>	77-030	<u>′</u>			NA		NA		1999
				To:	77-111	1							
$\overline{}$			_	From:	77-111	2							1000
1111	0.08	160	R						NA		NA		1999
	0.08	10	R	From:	77-111	0	_		NA		NA		1999
(1111)	0.00	10	ĸ	To:	Dead E	nd	_		INA		INC		1333
				From:	77-111		•						
1112	0.07	120	R				<u>-</u>		NA		NA		1999
				To	77-111								
<u> </u>	0.16	100	P	From:	77-111	2			NA		NΙΛ		1999
(1113)	0.16	100	R	To:	Dead E	nd	7		NA		NA		1999
				From:	77-643								
(1117)	0.64	100	R				_		NA		NA	(	03/20/200
				To:	Cul-de-S		<u></u>						
	0.40	40	-	From:	Dead E	nd			NIA		NI A		4000
1118	0.13	48	R	To:	77-738	2			NA		NA		1993
					11-138	,	1						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	OC.	Design Hour	QK AAWDT QW	Year
Pulaski Countv				From:	Dead End	1			
(1119)	0.10	48	R		Dead Elid		NA	NA	1995
				To:	77-738				
$\sim$				From:	77-611 WEST				
(1120)	0.13	450	R				NA	NA	1999
				From:	77-1123				
(1120)	0.25	100	R				NA	NA	1999
				To: From:	77-1122				
(1120)	0.20	220	R				NA	NA	1999
				To: From:	77-1121				
1120	0.18	460	R	To:	77 (11 PACT	_	NA	NA	1999
					77-611 EAST				
	0.25	120	R	From:	77-1123	_	NA	NA	1999
(1121)	0.25	120	K	_			INA	IVA	1999
$\bigcirc$	0.25	120	R	From:	77-1122		NA	NA	1999
1121	0.25	120	ĸ			<del></del>	INA	INA	1999
	0.06	240	R	From:	77-1124	_	NΙΔ	NIA	1000
1121)	0.06	240	ĸ	To:	77-1120	7	NA	NA	1999
				From:					
(1122)	0.06	30	R		77-1121		NA	NA	1999
1122	0.00	00		To				10.0	1000
(m)	0.06	80	R	From:	77-1124		NA	NA	1999
1122	0.00	00	1	To:	77-1120		INA	IVA	1999
				From:	Cul-de-Sac				
(1123)	0.10	10	R	<u> </u>	Cui-uc-sac		NA	NA	1999
1123				To:	77 1121				
(1122)	0.08	150	R	From:	77-1121		NA	NA	1999
1123	0.00	100		т				10.0	1000
	0.06	280	R	From:	77-1124		NA	NA	1999
(1123)	0.00	200	1	To:	77-1120		INA	IVA	1999
				From:	77-1123				
1124	0.25	100	R		//-1125		NA	NA	1999
				To	77-1122				
1124	0.20	100	R	From:	//-1122		NA	NA	1999
(1124)				To:	77-1121				
				From:	Dead End				
1127	0.30	40	R			<del></del>	NA	NA	02/25/2002
				To:	77-672				
				From:	Dead End				
1128	0.09	6	R			_	NA	NA	02/25/2002
				To:	77-1127				
$\bigcirc$	0.07		_	From:	Cul-de-Sac			A1A	4000
(1129)	0.07	20	R	To:	77-1131	_	NA	NA	1999
				From:		1			
(1121)	0.08	60	R	. 10	Cul-de-Sac	_	NA	NA	1999
1131	0.00	00	11			<b>-</b>	INA	DV/3	1000
	0.29	160	R	From:	77-1132	_	NA	NA	1999
1131)	0.29	100	ĸ	_		_	INA	INA	פפפו
	2.42	200		To: From:	77-1129		N/A	NI A	4000
(1131)	0.10	360	R				NA	NA	1999
	<b>.</b>		_	From:	77-1133	]	***		400-
1131	0.15	630	R	To	55 (12)	_	NA	NA	1999
				To:	77-643	1			

					Pulaski Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	()(:	Design Hour	QK AAWDT QW	Year
Pulaski County				From:	77-807				
1132)	0.13	70	R		//-00/		NA	NA	1999
1132				To:	77-1131				
				From:	77-1131				
1133	0.04	300	R				NA	NA	1999
				From:	77-1134				
(1133)	0.09	150	R				NA	NA	1999
				To: From:	77-1139				
1133	0.06	80	R				NA	NA	1999
				To: From:	77-1134				
1133	0.08	40	R				NA	NA	1999
				To:	Cul-de-Sac				
				From:	77-1133				
1134	0.22	80	R			_	NA	NA	1999
				To:	77-1133	<u> </u>			
$\overline{}$	0.00	-		From:	77-647		NIA	NI A	4000
1135	0.28	80	R	To:	77-744	$\neg$	NA	NA	1999
				From:					
	0.20	40	R	rioin.	77-744		NA	NA	1999
1136	0.20	40	11	To:	Dead End	7	INA	INA	1000
				From:	Dead End				
1137	0.11	48	R		Dette Ente		NA	NA	1999
				To:	77-1131				
				From:	Cul-de-Sac				
1138	0.14	NA					NA	NA	
				To:	77-807				
				From:	Cul-de-Sac				
1139	0.07	20	R			<b>-</b>	NA	NA	1999
				To:	77-1133				
	0.11	00	_	From:	77-636		NA	NIA	1006
(1140)	0.11	80	R	To:	Dead End	7	INA	NA	1986
				From:					
(1141)	0.12	80	R	110111	77-636		NA	NA	1999
(1141)	J		•••	To:	77-1142	7			
				From:	Dead End				
(1142)	0.04	10	R		2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		NA	NA	1999
				To	77-1143				
(1142)	0.07	40	R	From:	77 1113		NA	NA	1999
				To:	77-1141				
				From:	77-636				
1143	0.11	70	R			<u></u>	NA	NA	1999
				To:	77-1142				
				From:	BEGIN LOOP				
1144	0.30	30	R				NA	NA	1993
$\overline{}$				To: From:	END LOOP				
(1144)	0.03	30	R			_	NA	NA	1993
				To:	NCL Pulaski				
$\bigcirc$			_	From:	77-636				400-
1145	0.55	20	R	To:	77.627	7	NA	NA	1986
				From:	77-636				
	0.10	30	R	1 TOHL	77-1131	_	NA	NA	1999
1147	0.10	30	ĸ	To:	Dead End		INA	INU	1999
				- 1	Doug Eng	_1			

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
ulaski County				From:	SR 114					
1200)	0.57	130	R					NA	NA	1993
				To:	Dead End					
$\bigcirc$			_	From:	77-1203					4000
(1201)	0.07	70	R			_		NA	NA	1986
	0.00	222	_	From:	77-1202			NIA	NIA.	4000
1201)	0.03	200	R	To:	US 11	_		NA	NA	1986
				From:		1				
1202	0.11	120	R	<u> </u>	Dead End			NA	NA	1986
1202				To:	77-1201					
				From:	Dead End					
1203	0.06	40	R					NA	NA	1986
				To:	77-1201					
$\bigcirc$				From:	77-621					4000
1204	0.17	90	R	To:	77 (70	_		NA	NA	1986
				From:	77-679					
(1205)	0.09	20	R	Troin.	Dead End			NA	NA	1986
1205	0.00			To:	77.1010	_			177	1000
(1205)	0.06	310	R	From:	77-1210			NA	NA	1986
1205	0.00	0.0		To:	77.1007	_		147 (	101	1000
4005	0.35	360	R	From:	77-1207			NA	NA	1986
1205)	0.55	300	IX.	To:	77-600	1		IVA	INA	1000
				From:	77-600	1				
1206	0.05	80	R		,, 000			NA	NA	1986
				To:	77-754					
1206	0.07	100	R	From:				NA	NA	1986
				To:	77-765					
				From:	77-1205					
(1207)	0.11	50	R			_		NA	NA	1986
				To:	Dead End					
	0.17	400		From:	US 11			NA	NIA	1000
1208	0.17	180	R	To:	Dead End	1		INA	NA	1986
				From:	SR 114	1				
1209)	0.09	240	R		SR 114			NA	NA	1986
				To	77-1230					
(1209)	0.06	180	R	From:	(			NA	NA	1986
				To:	Cul-de-Sac					
				From:	Dead End					
1210	0.09	30	R			-		NA	NA	1986
				To: From:	77-1211	]				
1210	0.06	260	R			_		NA	NA	1986
				To:	77-1205					
		•-	_	From:	77-1210					400-
1211)	0.06	30	R	To:	Cv1 1- C	7		NA	NA	1986
				From:	Cul-de-Sac					
	0.17	50	R	r:om:	Dead End			NA	NA	1986
1212	0.17	30	17	To:	US 11			11/7	INA	1900
				From:	Dead End	†				
1213	0.06	40	R		www.with	_		NA	NA	1989
(= -7)				To:	77-624	_				

					Pulaski Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 24 Auto 4 Troil	OC.	Design	QK AAWDT QW	Year
Pulaski County					2Axle 3+Axle 1Trail	ZITall	Hour		
$\bigcirc$				From:	SR 114				
(1214)	0.20	NA		To:	Dead End	_	NA	NA	
				From:	77-600				
(1215)	0.23	40	R	<u> </u>	/ /-000		NA	NA	1986
1210				To:	Cul-de-Sac				
				From:	77-679				
(1218)	0.63	NA		_			NA	NA	
				To:	Cul-de-Sac				
	0.30	110	R	From:	77-600		NA	NA	1986
1220	0.50	110	IX	To:	Cul-de-Sac		IVA	IVA	1500
				From:	77-623				
1225	0.30	190	R	•			NA	NA	1993
				To:	77-1226				
$\bigcirc$				From:	Dead End				
1226	0.11	40	R				NA	NA	1993
	2.21			From:	77-1227				4000
1226	0.21	130	R				NA	NA	1993
	0.10	400		From:	77-1228		NIA	NIA	4000
1226	0.10	180	R			_	NA	NA	1993
$\overline{}$	0.15	20		From:	77-1225		NΙΛ	NIA	1002
1226	0.15	20	R	To:	Cul-de-Sac	$\overline{}$	NA	NA	1993
				From:	Cul-de-Sac				
1227)	0.09	40	R		Cur de Sue		NA	NA	1993
				To:	77-1226				
				From:	77-1226				
1228	0.37	50	R				NA	NA	1993
				To:	Cul-de-Sac				
	0.11	40	R	From:	Dead End		NA	NA	1986
1230	0.11	40	IX.				IVA	INA	1000
(100)	0.06	80	R	From:	77-1209		NA	NA	1986
1230	0.00	00		To:	77-1231	$\neg$	147 (	101	1000
				From:	Cul-de-Sac				
(1231)	0.23	70	R			<del></del>	NA	NA	1986
				To:	77-1230				
$\bigcirc$	0.00		_	From:	Cul-de-Sac				4000
(1240)	0.26	60	R			_	NA	NA	1999
$\overline{}$	0.40	470	-	From:	77-1241	_	NI A	N I A	4000
1240	0.16	170	R	To:	77-671	$\neg$	NA	NA	1999
				From:	Cul-de-Sac				
1241)	0.20	80	R	<u> </u>	Cui-uc-sac		NA	NA	1999
				To:	77-1240				
				From:	77-654				
1301)	0.07	250	R				NA	NA	1999
				To: From:	77-1303				
1301)	0.07	180	R				NA	NA	1999
				To: From:	77-1302				
1301	0.07	90	R			_	NA	NA	1999
				To:	77-1304				

					Pulaski Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	$\circ$	Design Hour	QK AAWDT QW	Year
Pulaski Countv									
(1302)	0.12	70	R	From:	Cul-de-Sac		NA	NA	1999
				To: From:	77-1301				
(1302)	0.10	30	R	To:	77-1303	_	NA	NA	1999
				From:	Dead End				
(1303)	0.11	20	R		Dead End		NA	NA	1999
(1503)				To	77-1301				
1303	0.17	100	R	From:	//-1501		NA	NA	1999
				To:	77-1302				
1303	0.07	50	R	From:	,, <del>,, ,,</del>		NA	NA	1999
				To: From:	77-1304				
1303	0.19	20	R	From:			NA	NA	1999
				To:	Dead End				
$\sim$				From:	Dead End				
1304	0.14	40	R				NA	NA	1999
				To: From:	77-1301				
1304	0.10	20	R	To:	77 1202	_	NA	NA	1999
				From:	77-1303				
1310)	0.54	60	R	rioii.	Cul-de-Sac		NA	NA	1999
1310)	0.01	00	• • • • • • • • • • • • • • • • • • • •	To:	77-626		1471	147	1000
				From:	77-663				
1401)	0.25	40	R			<del>-</del>	NA	NA	1999
				To:	Cul-de-Sac				
$\overline{}$				From:	Dead End				
1402	0.23	60	R				NA	NA	1999
				To: From:	77-1403 WEST				4000
1402	0.12	70	R				NA	NA	1999
	0.00	400		From:	77-1403 EAST	_	NIA	- NA	4000
1402	0.03	120	R	To:	77-663		NA	NA	1999
				From:	77-1402	<u> </u>			
1403)	0.35	50	R	<u> </u>	//-1402		NA	NA	1999
				To:	77-1402				
				From:	77-643				
9342	0.85	3500	R			_	NA	NA	1991
				To:	Pulaski High School				
Town of Dublin				From:	77-1004				
9346)	0.05	170	R	<u> </u>	//-1004		NA	NA	1986
				To	77-1001				
9346)	0.09	160	R	From:	77 1001		NA	NA	1986
$\bigcup$				To:	77-746				
ulaski County									
	0.05	250	B	From:	FR-47		NA	NA	1991
9347	0.05	<b>4</b> 50	R	To:	Draper Elem School	$\neg$	INA	INA	1991
				From:	77-693	1			
9517)	0.09	150	R		11-0/3		NA	NA	1986
				To:	77-693				
				From:	77-693				
9518)	0.07	120	R				NA	NA	1991
				To:	Snowville Elem School				

					Pulas	ki Mainte	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	2Avla	Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Pulaski County								TITALI	ZIIali		rioui				
(9519)	0.12	200	R	From:		77-61	1				NA		NA		1991
				To:	N	lewbern Ele	m School								
Town of Dublin				From:		77-74	16								
9520)	0.24	710	R								NA		NA		1991
				To: From:		Dublin High									
(9927)	0.26	1200	R	From:		Dublin Mid	School				NA		NA		1991
				To:		77-63	32								
Pulaski County				From:	1	Pulaski Cou	nty Line								
712	0.05	40	R						<u>-</u>		NA		NA		11/27/2000
				To:		Dead I	End								
Town of Pulaski				From:	U	s 11Washir	igton Ave								
4600 Dora Hwy	0.22	2200	G	96%	1%	1%	0%	1%	0%	С	NA		2300	G	2001
	0.96	1100	G	From: 96%	1%	Pierce 2	Ave 0%	1%	0%	F	NA		1200	G	2001
4600 Dora Hwy	0.00	1100		To	170	Springer		170	¬		1471		1200		2001
4600 Dora Hwy	1.12	1100	G	95%	0%	2%	1%	1%	0%	С	NA		1100	G	2001
				To:		SR 9									
Valley Rd	0.33	1300	G	97%	1%	Pulask 1%	2%	0%	0%	С	NA		1300	G	2001
125				To:		Commer	ce St								
(4602) Case Knife Rd	0.58	910	C	From: 89%	1%	SCL Pul 2%	laski 7%	2%	0%	F	NA		950	G	2001
Case Knife Rd	0.56	910	G	To:	1 70	Howard		270	7	Г	INA		950	G	2001
(4602) Howard St	0.21	1900	G	From: 89%	1%	Case Kni 2%	fe Rd 7%	2%	□ 0%	F	NA		2000	G	2001
(4602) Howard St	0.21	1000		To:	170	Commer	ce St	270	]		1471		2000		2001
(4602) Commerce St	0.69	3900	G	From: 89%	1%	Howard 2%	1 St 7%	2%	<b>」</b> ○%	F	NA		4100	G	2001
Commerce St				To	.,,	Valley			¬—						
Commerce St	0.27	2700	G	89%	1%	2%	7%	2%	0%	С	NA		2900	G	2001
				To: From:	U	S 11 Washii									
4603) Altoona St	0.32	1500	G	91%	1%	Main 1%	6%	1%	0%	С	NA		1500	G	2001
125				To:		NCL Pu									
(4604) MT. Olivet Rd	0.28	1200	G	98%	0%	WCL Pu	laski 0%	0%	⅃ 	F	NA		1200	G	2001
MT. Olivet Rd	0.20			To:	0,70	Magazir	ne St	070	Ţ <u>"</u>	•			1200		
(4604) Magazine St	0.13	1400	G	98%	0%	Mt. Olive	et Rd 0%	0%	<b>」</b> ○%	F	NA		1500	G	2001
Magazine St				To:		Main	St								
(4604) Main St	0.08	1400	G	98%	0%	Magazir 1%	ne St 0%	0%	0%	С	NA		1400	G	2001
125				To		Altoona	Rd								
4604) Main St	0.15	3100	G	98%	0%	1%	0%	0%	0%	F	NA		3200	G	2001
				To: From:		SR 99 Rando Lee Highwa									
Alum Spring Rd	0.57	2100	G	96%	1%	2%	0%	1%	0%	С	NA		2200	G	2001
(49)				To:		NCL Pu			1						
(4608) Peppers Ferry Rd	1.10	2600	G	94%	0%	US 11 Lee	4%	1%	<b>⅃</b> 0%	F	NA		2700	G	2001
Peppers Ferry Rd				To:		Memoria		. , •	¬—	-			•••		
Peppers Ferry Rd	0.37	770	G	94%	1%	1%	4%	1%	0%	С	NA		810	G	2001
120/				To:	В	eth Scott Dr	Old ECL	·							

							Tru	ıck			Design				
Route	Length	AADT	QA	4Tire	Bus			1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
Town of Pulaski															
O B F Dd	4.00	500	_	From:		eth Scott Di		40/		_	NIA		500	_	0004
4608 Peppers Ferry Rd	1.22	560	G	94%	1%	1%	4%	1%	0%	F	NA		580	G	2001
				10:		US 11 Le	·								
				From:		Bob Whit									
4609 Memorial Dr	1.21	8300	G	97%	0%	2%	1%	1%	0%	С	NA		8600	G	2001
1237				To:		US11 Ma	ain St								
				From:		Main	St								
Bob White Blvd	0.39	8700	G	93%	1%	2%	1%	3%	0%	С	NA		9000	G	200
125/				To:		Memoria	ol Dr								
Bob White Blvd	0.36	8400	G	93%	1%	2%	1%	3%	0%	F	NA		8800	G	200
Bob White Blvd	0.00	0400	•	0070	170			070		•			0000	Ū	
<u> </u>				From:		Peaklan									
Bob White Blvd	1.33	7600	G	93%	1%	2%	1%	3%	0%	F	NA		7900	G	2001
				To:		NCL Pu	laski								
				From:		Washingto	on Ave								
5th St	11.56	1500	G								NA		1500	G	2001
				To:		Randolpl	h Ave								
				From:		Grove	Dr								
lopkins Dr	11.56	200	G								NA		210	G	2001
				To:		Peppers Fe									
acGill St			_	From:		Hill S	St							_	
	11.56	820	G	_							NA		850	G	2001
				To:		Dillon	St		1						