### 2001

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

Jurisdiction Report

12

Brunswick County
Town of Alberta
Town of Brodnax
Town of Lawrenceville

### 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.

					Brunsv	vick Maint									
Route	Length	AADT	QA	4Tire	Bus	20vla	Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Brunswick County								TITAL	ZITAII		Tioui				
$\sim$	0.57	1700	F	94%	Ме 0%	ecklenburg C 2%	ounty Line 1%	3%	<b>」</b> 0%	F	150	F	1700	F	2001
	0.57	1700	Г	94 /0	0 76			3 /0	7 0 70		150	•	1700		2001
<u>(1)</u>	4.32	1500	F	81%	1%	12-65 <b>3</b> %	3%	12%	0%	С	120	F	1500	F	2001
				To		12-64			¬					•	
1	3.23	1600	F	81%	1%	3%	2%	12%	0%	F	130	F	1600	F	2001
				To:		SR 46 Co			~ <u>`</u>					•	
1	1.25	2900	F	81%	1%	3%	2%	12%	0%	F	230	F	2900	F	2001
$\bigcirc$				To		I-85 South of									
1	0.46	2600	F	91%	1%	3%	1%	4%	0%	F	210	F	2600	F	2001
$\bigcirc$				To:		SCL Alb	erta								
Town of Alberta															
~				From:	40/	SCL Alb		101		_	400	_	1000	_	
1)	1.55	1400	F	91% To:	1%	3%	1%	4%	0%	F	120	F	1300	F	2001
•				10.		NCL Alb	erta								
Brunswick County				From:		NCL Alt	erta								
<u>(1)</u>	4.07	1200	F	91%	1%	3%	1%	4%	0%	С	120	F	1200	F	2001
				To		S 12-6									
1	5.39	910	F	91%	1%	3%	1%	4%	0%	F	90	F	910	F	2001
			-	To:		inwiddie Co			٦	-		•		·	
				From:	No	orth Carolina	State Line								
46	6.59	1300	F	78%	1%	3%	1%	18%	0%	С	120	F	1300	F	2001
				To:		12-66	5		¬						
46	2.71	2100	F	78%	1%	3%	1%	18%	0%	F	170	F	2100	F	2001
40				To		12-611 Bru	novviole								
46	4.26	2700	F	85%	1%	4%	1%	9%	0%	F	220	F	2700	F	2001
46				To		12-71									
(46)	2.91	3200	F	85%	1%	4%	1%	9%	0%	С	290	F	3200	F	2001
40)		0_00	-	To:	.,,				¬			•		·	
Bus				From:		S US 58						_			
(46) (58)	0.16	8400	F	95% To:	1%	2%	1%	2%	0%	С	810	F	8400	F	2001
				10.		CL Lawren	ceville								
<u>Fown of Lawrenceville</u> Bus				From:		CL Lawren	ceville		1						
(46) (58)	0.80	8400	N	95%	1%	2%	1%	2%	0%	N	810	Ν	8400	N	2001
49 69				To		N US 58									
(46)	0.64	5600	F	85%	1%	4%	1%	9%	0%	F	480	F	5600	F	2001
40)			-	To:		NCL Lawre			٦	-		•		·	
Brunswick County															
				From:		NCL Lawre									
46)	6.36	3700	F	85%	1%	4%	1%	9%	0%	F	280	F	3700	F	2001
				To: From:		US 1			]						
46)	0.39	2400	F	85%	1%	4%	1%	9%	0%	F	180	F	2400	F	2001
				To: From:	]	I-85 South of	Alberta		]						
46)	7.43	1800	F	83%	1%	3%	1%	13%	0%	С	150	F	1800	F	2001
$\sim$				To: From:		S 12-6	16		1—						
46)	4.71	1500	F	83%	1%	3%	1%	13%	0%	F	120	F	1500	F	2001
				To:	N	Nottoway Co	unty Line								
Town of Brodnax															
~~~	2 :2	44000		From:	401	WCL Bro		4001		.,	700		44000		0000
[58]	0.46	11000	N	79% To:	1%	2%	1%	16%	1%	N	790	N	11000	N	2001
				From:		runswick Co ecklenburg C			-						
(58)	0.72	10000	F	79%	1%	2%	1%	16%	1%	F	780	F	10000	F	2001
				To:		ECL Bro			<b>_</b>						
									_						

Route   Length   AADT   QA   4Tire   Bus   Truck   Truck   2Trail   QC   Design   QK   AAWDT   QW   Russrick County						Brunsw	vick Maint	enance A	Area							
Section   Sect	Doute	Longth	AADT	04	4Tiro	Due		Tru	ıck		000	Design	OK	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	OW	Voor
See	Roule	Lengin	AADI	QA	41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDI	QW	Year
Fig.   9.60   8900   B   79%   1%   2%   1%   16%   1%   A   940   B   8700   B	Brunswick County				r		nor n									
See   100   F   100   F		0.60	9000	В		10/			16%	10/	۸	040	D	9700	D	2001
Section   Sect	58	9.00	0900	В	1970	1 70			1076	1 70	A	940	Ь	6700	Ь	2001
Second   S	~	0.07				40/			400/			000		0000		0004
Second   S	58	2.97	9200	F	79%	1%	2%	1%	16%	0%	F	600	F	9000	F	2001
Section   Sect	~~~									]						
Second   S	(58)	3.04	11000	F	79%	1%	2%	1%	16%	1%	F	810	F	11000	F	2001
Bus   Such   S	~				To: From:		12-712 Ed	gerton								
Supplied   Supplied	58	6.92	8900	F	79%	1%	2%	1%	16%	1%	F	640	F	8700	F	2001
Town of Lavrenerville	$\bigcirc$				To:	Gr	eensville Co	ounty Line								
Tank of Lawrencycille   SCL Lawrencycille	Bus				From:	US 58		awrencevil								
Substitute	[58]	0.16	8400	F					2%	0%	С	810	F	8400	F	2001
Bus	$\smile$				To:		SCL Lawren	nceville								
Bus   Second   Seco		ville								_						
Second   S	~~~	0.00	0400	A.I					20/		N.I	010	N.I	0400	N.I	2004
Bus	(58)	0.80	6400	N	95%	1 %	Z70	I 70	Z70	U%	IN	010	IN	0400	IN	2001
Second   S	Bus				To: From:		SR 40	6								
Brunswick County   Sect   Lawrence   Sect   Lawrence   Sect   Lawrence   Sect   Sect   Lawrence   Sect	~~~	0.35	6200	F	95%	1%	2%	1%	2%	0%	F	520	F	6200	F	2001
Substitute					To:		ECL Lawre	nceville								
Substitute	Brunswick County															
North   See   Se																
North   Rest	[58]	1.25	6200	N		1%			2%	0%	Ν	520	Ν	6200	N	2001
North   Second   Se	$\smile$				To:		US 58 & 1	2- 750								
North   South   Combined Traffic:   17000   F   73%   1%   2%   1%   22%   1%   F   1200   F   15000   G   15000					From:											
North   State   Stat	(85)			F		1%					F	500	F	6100	F	2001
North   Sign		Combined Traffic:	17000	F	73%	1%	2%	1%	22%	1%	F	1200	F	15000	F	2001
North   South   Sout	Ninath				To: From:		12-64	4								
North   South   Combined Traffic:		3.01	11000	G	72%	1%	2%	1%	23%	2%	F	530	G	10000	G	2001
North	85)															2001
North   South   Sout		Combined Traile.	22000	•	7 5 70	1 70			20 /0	¬ '/0		1200	J	13000	O	2001
Combined Traffic:   22000   F   73%   1%   2%   1%   23%   1%   F   1400   F   20000   F	North				From:		SR 4	6								
North	(85)	1.19	11000	F	72%	1%	2%	1%	23%	2%	F	660	F	10000	F	2001
North   South   Sout		Combined Traffic:	22000	F	73%	1%	2%	1%	23%	1%	F	1400	F	20000	F	2001
North   South   Sout					To		US 1			<b>—</b>						
Combined Traffic:   21000   F   73%   1%   2%   1%   22%   1%   F   1300   F   18000   F		6.20	0000	_	700/	10/			220/	20/	_	610	_	9600	_	2001
North   Recombined Traffic:   22000   F   73%   1%   2%   1%   23%   2%   F   730   F   11000   F	85															
North   Restrict   R		Combined Franc:	21000	r	73%	1%	2%	1%	22%	1%	г	1300	г	18000	F	2001
North   South   Sout	North				From:	-	12-63	0								
Combined Traffic:   22000   F   73%   1%   2%   1%   23%   1%   F   1400   F   20000   F		4.71	12000	F	72%	1%	2%	1%	23%	2%	F	730	F	11000	F	2001
North		Combined Traffic:	22000	F		1%		1%	23%	1%	F	1400	F	20000	F	2001
North   12000   G   72%   1%   2%   1%   23%   2%   F   NA   11000   G					To:					٦						
Combined Traffic: 23000 G 73% 1% 2% 1% 23% 1% F NA 20000 G    South   South	North	c		_		401			0601		_		· <u> </u>	44000	_	0001
South   Sout	(85)															2001
South   Sout	~	Combined Traffic:	23000	G					23%	1%	F	NA		20000	G	2001
South   Sout								•		_						
Combined Traffic: 17000 F 73% 1% 2% 1% 22% 1% F 1200 F 15000 F  South  2.54 10000 F 73% 1% 2% 1% 22% 1% F 680 F 8900 F  Combined Traffic: 22000 G 73% 1% 2% 1% 23% 1% F 1200 G 19000 G  South  South  1.66 11000 F 73% 1% 2% 1% 22% 1% F 710 F 9800 F  Combined Traffic: 22000 F 73% 1% 2% 1% 23% 1% F 1400 F 20000 F	South		400	_						_ مار	_	000	_	0700	_	000:
South   Combined Traffic:   22000   F   73%   1%   2%   1%   22%   1%   F   710   F   9800   F   73%   1%   2%   1%   23%   1%   F   710   F   9800   F   73%   1%   2%   1%   23%   1%   F   1400   F   20000   F   73%   1%   2%   1%   23%   1%   F   1400   F   20000   F   73%   1%   2%   1%   23%   1%   F   1400   F   20000   F   73%   1%   2%   1%   23%   1%   F   1400   F   20000   F   73%   1%   2%   1%   23%   1%   F   1400   F   20000   F   73%   1%   2%   1%   23%   1%   F   1400   F   20000   F   73%   1%   2%   1%   23%   1%   7%   7%   7%   7%   7%   7%   7	(85)															2001
2.54   10000   F   73%   1%   2%   1%   22%   1%   F   680   F   8900   F		Combined Traffic:	17000	F	73%	1%	2%	1%	22%	1%	F	1200	F	15000	F	2001
2.54 10000 F 73% 1% 2% 1% 22% 1% F 680 F 8900 F Combined Traffic: 22000 G 73% 1% 2% 1% 23% 1% F 1200 G 19000 G  South  1.66 11000 F 73% 1% 2% 1% 22% 1% F 710 F 9800 F Combined Traffic: 22000 F 73% 1% 2% 1% 23% 1% F 1400 F 20000 F	South				To: From:		12-64	4		]						
South   South   South   South   Combined Traffic:   22000   F   73%   1%   2%   1%   23%   1%   F   1200   G   19000   G	05	2 54	10000	F	73%	1%	2%	1%	22%	1%	F	680	F	8900	F	2001
South South 1.66 11000 F 73% 1% 2% 1% 22% 1% F 710 F 9800 F Combined Traffic: 22000 F 73% 1% 2% 1% 23% 1% F 1400 F 20000 F	00															2001
1.66 11000 F 73% 1% 2% 1% 22% 1% F 710 F 9800 F Combined Traffic: 22000 F 73% 1% 2% 1% 23% 1% F 1400 F 20000 F		Johnshied Haille.		3	. J /0	1 /0			20 /0	7	'	1200	J	10000	J	2001
85 1.66 11000 F 73% 1% 2% 1% 22% 1% F 710 F 9800 F Combined Traffic: 22000 F 73% 1% 2% 1% 23% 1% F 1400 F 20000 F	South				From:		SR 4	6								
Combined Traffic: <b>22000</b> F 73% 1% 2% 1% 23% 1% F 1400 F 20000 F				F	73%	1%	2%	1%	22%	1%	F	710	F	9800	F	2001
To: IIC 1		Combined Traffic:	22000	F	73%	1%	2%	1%	23%	1%	F	1400	F	20000	F	2001
US I					To:		US 1									

						vick Maint	enance /				Design				
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Hour	QK	AAWDT	QW	Year
Brunswick County				From:				- '							
South 85	6.26	11000	F	73%	1%	US 1 2%	1%	22%	 1%	F	700	F	9600	F	2001
00)	Combined Traffic:		F	73%	1%	2%	1%	22%	1%	F	1300	F	18000	F	2001
				From:		12-63			<b>—</b>						
South 85	4.86	10000	F	73%	1%	2%	1%	22%	1%	F	700	F	9100	F	2001
(85)	Combined Traffic:		F	73%	1%	2%	1%	23%	1%	F	1400	F	20000	F	2001
				To: From:		12-71	2								
South 85	0.24	11000	G	73%	1%	2%	1%	22%	 1%	F	590	G	9600	G	2001
(65)	Combined Traffic:		G	73%	1%	2%	1%	23%	1%	F	NA		20000	G	2001
				To:	В	runswick Co	ounty Line								
Town of Alberta				From:		WCI All			<u> </u>						
(136)	1.17	450	F	90%	0%	WCL All	0%	5%	0%	С	40	F	450	F	2001
(130)			-	To:		US 1 All									
Brunswick County															
(127)	3.56	730	F	87%	1%	unenburg Co 4%	ounty Line 0%	8%	<b>」</b> 0%	F	70	F	730	F	2001
137	5.50	7 30	Г	To:	1 /0	SR 46 Dani		O /0	7 0 /%		70	ı	730	r	2001
				From:		12-67									
600	3.70	480	R								NA		NA		1998
				To: From:		12-67	2		]——						
(600)	1.59	330	R	To:					_		NA		NA		1998
				From:	Gı	reensville Co									
(601)	1.50	70	R	From:		12-60	2				NA		NA		1998
(001)				To:	Gı	reensville Co	ounty Line		]						
				From:		12-61	1								
602	1.10	140	R	. —					_		NA		NA		1998
				From:		12-671 NO									
602	1.40	30	R						_		NA		NA		02/26/2001
				To: From:		12-67	0		]						
(602)	2.20	80	R								NA		NA		02/26/2001
				To: From:		12-67	2		]						
602	0.80	230	R						_		NA		NA		1998
	1.00	440		From:		12-60	1		_		NΙΔ		NIA		02/26/2004
(602)	1.80	140	R	To:	G	reensville Co	ounty Line		7		NA		NA		02/26/2001
				From:	0.	12-61									
603)	4.10	280	R				-				NA		NA		1998
				To:	Gı	reensville Co	ounty Line								
	0.00	0.10	_	From:	Gı	reensville Co	ounty Line				NI A		NI A		4000
604)	0.90	240	R						_		NA		NA		1998
	0.65	9	R	From:		12-74	.0				NA		NA		1998
604)	0.05	9	ri	To		Dead E	End		1		INA		INA		1 330
				From:		12-60									
605	0.75	170	R								NA		NA		1998
				To: From:		12-74	4		]						
605	0.20	60	R						-		NA		NA		1998
				To: From:		0.20 ME 1	2-744		]						
605)	1.25	47	R	To					-		NA		NA		1998
				To:	Gı	reensville Co	ounty Line		1						

					Brunsv	vick Maint	enance A	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
	. 3		-			2Axle	3+Axle	1Trail	2Trail		Hour				
Brunswick County				From:		12-61	6								
606	2.68	120	F	92%	1%	3%	0%	4%	0%	F	20	F	120	F	2001
				To: From:		12-64									
606	1.56	180	F	92%	1%	3%	0%	4%	0%	F	20	F	180	F	2001
				From:		12-75									
606	1.17	190	F	92% To:	1%	4%	0% EDTA	4%	0%	F	20	F	190	F	2001
T						NCL ALB	EKIA								
Town of Alberta				From:		NCL ALB	ERTA								
606	0.37	200	F	92%	1%	4%	0%	4%	0%	F	20	F	200	F	2001
				To: From:		12-140	)1								
606	0.17	470	F	92%	0%	4%	0%	4%	0%	F	47	F	470	F	2001
				To:		12-140	)4								
606	0.27	120	F	91%	1%	3%	0%	4%	0%	F	20	F	120	F	2001
				From:		12-62	8								
606)	0.61	180	R	110111.					_		NA		NA		1998
				To: From:		US 1									
(606)	0.16	150	R	riom.							NA		NA		1998
				To:		ECL ALB	ERTA								
Brunswick County				From:											
600	0.33	190	R	From:		ECL ALB	ERTA				NA		NA		1998
(606)	0.00	130	IX.	т					_		INA		11/3		1000
600	1.72	110	R	From:		12-61	4				NA		NA		1998
606	1.72	110		To:		12-642 NO	ORTH		1		INA		11/3		1000
				From:		12-642 SC									
606	1.47	300	R								NA		NA		1998
				From:		12-63	1								
606	3.03	320	R						<b>—</b> 1		NA		NA		05/31/2001
				To: From:		12-634 NO									
606)	1.03	810	F	92%	0%	4%	0%	4%	0%	F	80	F	810	F	2001
				To		12-640 NO	ORTH								
(606)	0.41	970	F	92%	1%	4%	0%	4%	0%	F	90	F	970	F	2001
				To		12-640 SC	UTH								
(606)	1.51	1200	F	92%	1%	4%	0%	4%	0%	F	120	F	1100	F	2001
				To		12-64	.1								
606	1.72	2100	F	95%	1%	3%	0%	1%	0%	С	220	F	2100	F	2001
				To		12-72	7								
606)	0.48	1600	F	95%	1%	3%	0%	1%	0%	F	170	F	1600	F	2001
				To:		US 58 E	RUS								
606)	2.89	600	F	95%	1%	3%	0%	1%	0%	F	60	F	600	F	2001
				To:		12-71	2.								
606)	2.50	610	F	95%	1%	3%	0%	1%	0%	F	60	F	610	F	2001
				To:		12-75	6								
606)	0.81	580	R	From:		12-73	0				NA		NA		1998
				To		12-687 W	/EST		7						
606)	2.36	150	R	From:		12 007 W			_		NA		NA		1998
				To:		12-63	4		¬						
606)	1.78	310	R	From:		12-03	T			-	NA		NA		1998
				To:		12.60	5								
606)	0.62	460	R	From:		12-60	J				NA		NA		1998
000				To:	G	reensville Co	ounty Line						•		
			-					_						_	_

Route	Length	AADT	QA	4Tire	Bus	2Axle		ıck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Brunswick County				From:		12-712			1						
607)	1.99	220	R			12 /12	-				NA		NA		1998
	1.41	60	R	To: From:		1.99 ME 12	2-712		]—		NA		NA		02/20/200
607)	1.41	00		To:		12-608 W			1		INA		IVA		02/20/200
607)	2.00	130	R	From:		12-608 EA	AST		_		NA		NA		02/20/200
				To: From:		12-633 W	EST								
607)	0.80	50	R	т		0.00.155.41			_		NA		NA		1998
607)	0.20	80	R	From:		0.80 ME 12	2-633				NA		NA		02/20/20
	0.05			To: From:		12-633 EA	AST		]						00/00/00
607	3.35	70	R	To:	Gre	eensville Co	unty Line		7		NA		NA		02/20/20
_				From:		12-712									
608)	1.80	340	R						_		NA		NA		02/20/20
	0.20	180	R	From:		12-607 W	EST		_		NA		NA		02/20/20
608				To:		12-607 EA	AST		<b>—</b>						
608)	1.59	150	R	rioin.					_		NA		NA		02/20/20
	0.04	110	R	To: From:		12-633 W	EST		]		NA		NA		02/20/20
608)	0.04	110		To:		12-633 EA			1		INA		IVA		02/20/20
608)	0.60	90	R	From:		12-633 SO	UTH				NA		NA		02/20/20
000)				To:	Gre	eensville Co	unty Line								02/20/20
	2.20	200		From:		12-712	2				NA		NIA		02/20/20
609	3.20	200	R	To:		12 (2)	,		7		INA		NA		02/20/20
609)	1.90	90	R	From:		12-633	,				NA		NA		02/20/20
				To:	Di	nwiddie Cou									
610)	2.09	120	R	From:		12-629	)				NA		NA		05/31/20
010				To:	Di	nwiddie Cou	unty Line								
(i)	4.52	180	R	From:	Med	cklenburg Co	ounty Line	!			NA		NA		1998
611)	4.32	100	K	To:		12-659 NO					INA		INA		1990
611)	0.91	1000	F	From: 88%	0%	12-659 SO	UTH 1%	3%	<b>」</b> 0%	F	100	F	1000	F	2001
611)	0.01	1000	•	To:	070	12-644			¬—	•	100		1000		2001
611)	4.29	620	F	88%	0%	7%	1%	3%	0%	С	60	F	610	F	2001
	1 11	040		From:	00/	12-623		20/			00		010		2001
611)	1.41	910	F	93%	0%	4%	1%	2%	0% ¬	С	90	F	910	F	2001
611)	1.42	580	F	85%	0%	SR 46 8%	1%	6%	0%	С	70	F	580	F	2001
				To: From:		12-667									
611)	1.57	470	F	85%	0%	8%	1%	6%	0%	F	70	F	470	F	2001
611)	1.80	460	F	From: 85%	0%	12-671 <b>8</b> %	1%	6%	0%	F	80	F	460	F	2001
			-	To: From:		12-673			7						
611)	2.01	580	F	85%	0%	8%	1%	6%	0%	F	70	F	580	F	2001
	0.00	=46		From:	001	12-670		00/			70		700		0001
611)	2.60	710	F	85% To:	0%	8% 2-676	1%	6%	0%	F	70	F	700	F	2001

					Brunswi	ck Mainte					Docies				
Route	Length	AADT	QA	4Tire	Bus	 2Axle	Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Brunswick County															
<u>(611)</u>	1.97	860	F	85%	0%	12-676 <b>8%</b>	1%	6%	 0%	F	80	F	860	F	2001
011)				To:		ensville Co									
				From:		12-629									
612	1.60	80	F	96%	0%	2%	0%	1%	0%	F	10	F	80	F	2001
				To: From:		12-616			]						
612)	0.40	200	F	96% To:	0%	3% nwiddie Cou	0%	1%	0%	С	20	F	200	F	2001
				From:	Dir		*								
613)	1.70	140	R			12-616	)		_		NA		NA		1998
0.0				To:	Dir	widdie Cou	ınty Line								
				From:		12-634	1								
614)	3.00	150	R								NA		NA		1998
				To: From:		12-606	5		]						
614)	0.20	60	R								NA		NA		05/31/2001
				From:		US 1									0=10110001
614)	0.80	48	R	To:		12-628	2				NA		NA		05/31/2001
				From:	Lue	nenburg Cou									
615)	2.30	100	R		Lui	lendurg Cot	unty Line		_		NA		NA		1998
				To:		12-645	5		٦						
615)	2.30	120	R	From:		12 013	,				NA		NA		1998
				To:		SR 46									
				From:		nenburg Cou									
616)	2.32	220	F	91% To:	2%	5%	0%	2%	0%	F	30	F	220	F	2001
				From:		SR 46 NO									
(616)	2.46	300	F	91%	2%	5%	0%	2%	0%	F	60	F	300	F	2001
				To: From:		12-644	1		_						
616	2.16	250	F	91%	2%	6%	0%	2%	0%	С	30	F	250	F	2001
				To: From:		12-606	6								
616	2.93	230	F	91%	2%	6%	0%	2%	0%	F	30	F	230	F	2001
				To: From:		12-629			]						
616	3.21	200	F	91% To:	2%	6%	0%	2%	0%	F	20	F	200	F	2001
				From:	т	12-612			1						
(617)	1.20	160	R	110111	Lur	nenburg Cou	unty Line		_		NA		NA		06/04/2001
017	•			To:		12-652	)								
617)	3.30	160	R	From:		12-032	<u> </u>				NA		NA		06/04/2001
				To:		12-616	5								
				From:	Lur	nenburg Cou	unty Line								
618)	0.10	160	R								NA		NA		05/31/2001
-				To: From:		12-620	)		]						
618	4.00	100	R	To:		12.64	4		_		NA		NA		05/31/2001
				From:	т	12-644									
(619)	0.54	100	R		Lur	nenburg Cou	unty Line				NA		NA		05/21/2001
019				To:		12-684	1								
619	1.36	110	R	From:		12-064	+				NA		NA		05/21/2001
9.0				To:		12-621	1								
(619)	2.82	160	R	From:		14-041	•				NA	_	NA		05/21/2001
				To:		12-644	1								
				From:	Lur	nenburg Cou	unty Line								
620	0.10	160	R	To:		10.65	4		_		NA		NA		05/21/2001
				10.		12-654	+								

Route	Length	AADT	QA	4Tire	Bus 2Axle	Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Brunswick County				From:				1						
620	1.30	110	R	110111.	12-654					NA		NA		05/21/2001
	0.00	440		To: From:	12-619					NIA		NIA		05/04/0004
620	3.30	110	R	To:	12-652			¬		NA		NA		05/21/2001
				From:	Lunenburg Cou									
621)	1.00	30	R							NA		NA		05/21/2001
•	0.50	120	R	From:	12-637			_		NA		NA		1998
621)	0.50	120	IX	To	12-654					IVA		IVA		1330
621)	1.40	40	R	From:	12-03-			_		NA		NA		05/21/2001
				To:	12-619									
622)	1.00	50	R	From:	12-631					NA		NA		1998
622				To	1.00 MN 12	2-631		<b>—</b>						
622	0.32	10	R	From:				<u>-</u>		NA		NA		1998
				To:	Dead E									
623	1.00	340	R	From:	Mecklenburg Co	unty Line				NA		NA		06/04/2001
020)				To: From:	12-657 NO			1						
623	4.13	380	R	rioni.	12-657 SO	<u>JTH</u>				NA		NA		06/04/2001
020)				To: From:	US 58			<del>_</del>						
623	1.40	270	R	rioni.				_		NA		NA		05/21/2001
				From:	12-644 NO 12-644 SO									
623	5.10	130	R					<del>-</del>		NA		NA		02/26/2001
				To: From:	12-611			1						
624)	0.70	470	R	10.11.	Mecklenburg Co	unty Line		_		NA		NA		05/16/2001
				To:	12-659	,								
905	0.70	90	R	From:	Dead E	ıd				NA		NA		05/16/2001
625	0.70	30	IX.	To:	Mecklenburg Co	ounty Line		1		NA		IVA		00/10/2001
				From:	12-903									
626	3.47	930	F					_		100	F	930	F	2001
	3.32	880	F	From:	12-644 NO	RTH				100	F	880	F	2001
626	0.02		•	To	12-667	,		¬		100	•			2001
626	0.16	2000	F	From:	12-007			_		190	F	2000	F	2001
				To: From:	12-665									
626	3.22	1200	F	89%	0% 4%	0%	6%	0%	С	100	F	1200	F	2001
	1.39	900	F	From:	12-669	l .				80	F	900	F	2001
626	1.00		•	To:	SR 46			1			•			2001
				From:	Dead Er	ıd		]						
627	0.63	130	R	To:	12-715			7		NA		NA		1998
				From:	12-616 W									
628	3.90	40	R							NA		NA		05/31/2001
	4.00	40		To: From:	12-706	j		]——		<b>N1</b> 0		NIA		05/04/0001
628	1.30	40	R	То:	12-616 M	IID		¬		NA		NA		05/31/2001
	4 70	400	_	From:	12-616 EA					NIA		NIA		4000
628	1.70	160	R	To:	12-636 EA	AST		7		NA		NA		1998
					.2 030 E									

									_	Design				
Length	AADT	QA	4Tire	Bus	2Axle			2Trail	QC	Hour	QK	AAWDT	QW	Year
			From:		12-636 W	EST		1						
2.90	160	R						<b>-</b>		NA		NA		1998
			To: From:											
1.50	330	R						_		NA		NA		1998
0.50	500	R	From:		12-614					NΔ		NΑ		1998
0.00			To:		NCL Alb	erta				1471		107		1000
			From:		NCI Alb	arto								
0.67	500	N	<u>I</u>		NCL AID	u ta		_		NA		NA		1998
0.45			From:	101			201	<u> </u>						
0.15	460	F	93% To:	1%			2%	0% 7	C	48	F	460	F	2001
1.70	340	R	From:		12-616	,				NA		NA		1998
			To		12-642	<u> </u>								
1.60	170	R	rioni.					<del>_</del>		NA		NA		1998
1 10	390		From:	1%			5%	0%	F	40		380		2001
1.19	300	ŗ	To	1 /0			370	7	'	+0	'	300	'	2001
1.19	560	F	89%	1%	4%	1%	5%	0%	F	50	F	560	F	2001
			From:	101			=0/							
1.00	480	F	89% To:	1%		1%	5%	0% 7	C	48	F	480	F	2001
			From:			2								
1.87	450	F						_		48	F	450	F	2001
1.93	320	F	From:		12-634	ļ				30	F	320	F	2001
			To:		12-682	<u>.                                    </u>								
3.06	260	F								20	F	260	F	2001
0.16	1400	- G	From: Q5%	1%			1%	0%	F	100	G	1300	G	2001
0.10	1400		To:	1 70		1 /0	1 70	7	'	100		1000		2001
0.71	1200	F	96%	0%	1%	1%	2%	0%	С	100	F	1200	F	2001
0.04			To: From:		US 1					NIA		NIA		1000
0.94	300	ĸ	To:		12 (2)	-		_		NA		NA		1998
2.39	40	R	From:		12-636	)		_		NA		NA		05/31/2001
			From:		12-764	ļ								
0.70	30	R	To:		12-629	)				NA		NA		05/31/2001
			From:											
1.70	420	R	To:		12 620 NO	DTH		_		NA		NA		1998
			From:		12-630 NO	UTH								
2.60	490	R						_		NA		NA		1998
1.40	160	R	From:		12-691					NA		NA		1998
			To: From:		12-712	<u> </u>		]						
1.50	70	R						_		NA		NA		1998
1 90	80	R	From:		1.50 MN 12	2-712				NΑ		NΔ		02/20/2001
1.50	00	17	To:		12-609	)				14/-1		INA		32,20,200 l
	2.90 1.50 0.50 0.67 0.15 1.70 1.60 1.19 1.00 1.87 1.93 3.06 0.16 0.71 0.94 2.39 0.70 1.70 2.60 1.40	2.90 160 1.50 330 0.50 500  0.67 500 0.15 460 1.70 340 1.60 170 1.19 380 1.19 560 1.00 480  1.87 450 1.93 320 3.06 260 0.16 1400 0.71 1200 0.94 300 0.71 1200 0.94 300 1.70 420 2.60 490 1.40 160 1.50 70	2.90 160 R 1.50 330 R 0.50 500 R  0.67 500 N 0.15 460 F  1.70 340 R 1.19 380 F 1.19 560 F 1.00 480 F  1.87 450 F 1.93 320 F 3.06 260 F 0.16 1400 G 0.71 1200 F 0.94 300 R 2.39 40 R 2.39 40 R 1.70 420 R 1.70 420 R 1.70 420 R 1.70 420 R 1.40 160 R 1.50 70 R	2.90	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus   2Axle	Length   AADT   QA   4 Tire   Bus   Tru   2Axle   3+Axle	2.90   160   R	Length   AADT   QA   4Tire   Bus   2Axie   3+Axie   1Trail   2Trail   2Trail   2   2   2   3   4   2   3   4   4   4   4   4   4   4   5   6   4   4   4   4   4   4   4   4   4	Length   AADT   QA   4Tire   Bus   Truck   2Axie   3AAxie   1Trail   2Trail   2Trail   2   QC	Length   AADT   QA   4Tire   Bus     Truck   2Axide   34xide   1Trail   2Trail   QC   Design   Hour	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus     Truck   Truck   Truck   2Trail   QC   Design   NA   AAWDT   AAW	Length   AADT   QA   4Tire   Bus

Route	Length	AADT	QA	4Tire	Bus	2Axle		JCK 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Brunswick County				From:		12-630	)		1						
632	1.80	180	R								NA		NA		1998
	1 20	400		To: From:		12-728	3		]		NIA		NIA		1000
632	1.30	190	R	To:		12-712	)		7		NA		NA		1998
				From:		12-634									
633	1.80	120	R						_		NA		NA		1998
$\bigcirc$				To: From:		12-607 W									
633	2.35	80	R	<u> </u>		12-00 / E	451		_		NA		NA		02/20/20
				To:		12-608 SO			1						
622)	4.12	45	R	From:		12-608 NO	RTH		_		NA		NA		1998
633	1.12	40	.,	To:		12-609	)		1						1000
				From:		12-606 SO	UTH								
634)	1.18	440	R								NA		NA		02/20/20
				To: From:		US 58			]——						
634)	1.73	540	F	82%	1%	2%	0%	14%	0%	F	48	F	540	F	2001
				From:		12-633			]						
634)	3.61	620	F	82%	1%	2%	0%	14%	0%	С	50	F	620	F	2001
	2.05	440	_	From:	40/	12-712		4.40/			40		440		2004
634)	2.05	410	F	82%	1%	2%	0%	14%	0%	F	48	F	410	F	2001
	1.47	560	F	From: 82%	1%	12-630 <b>2</b> %	0%	14%	0%	F	50	F	560	F	2001
634)	1.47	300	-	OZ /0	1 /0			14 /0	7		30		300		2001
634)	0.49	550	F	From: 82%	1%	12-606 EA	0%	14%	0%	F	50	F	550	F	2001
634)	0.10		•	To:	1,70	12-606 W		1170	٦	•		•			2001
634)	3.64	220	F	From: <b>82%</b>	1%	2%	0%	14%	0%	F	20	F	220	F	2001
				To:		12-743	3		1						
634)	2.79	660	F	82%	1%	2%	0%	14%	0%	F	70	F	660	F	2001
$\bigcup$				To:		US 1									
$\bigcirc$	0.75		_	From:		12-630	)				NIA		NIA		4000
635)	0.75	30	R						_		NA		NA		1998
	2.35	70	R	From:		0.75 ME 12	2-630		_		NA		NA		1998
635)	2.00	70	K	To:		12-712 SO	UTH		7		INA		INA		1990
$\overline{}$				From:		12-712 NO									
635	0.50	110	R	To:		12-609	`		7		NA		NA		02/20/20
				From:		12-616			+						
636)	2.70	150	R			12-010	)		_		NA		NA		05/31/200
000				To:		12-642	)								
636)	2.70	210	R	From:		12 012	-		_		NA		NA		05/31/200
				To:		12-630	)								
$\bigcirc$				From:		12-621	[								
637	1.80	240	R								NA		NA		06/04/200
	4 40	0.40		To: From:		US 1					NI C		NIA		00/04/00
637	1.10	240	R	To:		12-639	)		7		NA		NA		06/04/200
				From:		12-606			<del>1</del>						
638)	0.02	460	R			12-000	,		_		NA		NA		02/20/200
				To:		US 58	<u> </u>		7						
638)	4.33	330	R	From:		0.5.50					NA		NA		02/20/200
				To:		12-634	1								

					Brunswick	viainte	nance <i>F</i>				Design				
Route	Length	AADT	QA	4Tire	Bus	2Axle		1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
Brunswick County				From:	Mackla	mbura Co	unty Line		1						
639	0.30	320	R	<u> </u>	WICCKIC	mourg co	unty Eme		_		NA		NA		1998
	0.00			To: From:		12-657									00/04/0004
639	2.39	100	R	-					_		NA		NA		06/04/2001
639	0.73	8	R	From:	Dead I	end; Gap	Terminus				NA		NA		06/04/2001
				To: From:		12-637									
639	2.00	100	R						<u> </u>		NA		NA		1998
	0.31	120	R	From:		12-1201	l				NA		NA		1998
639	0.51	120	K	To:		12-644					INA		IVA		1990
				From:		12-642									
640	3.20	200	R	To:	12	2-606 NO	RTH				NA		NA		05/31/2001
$\bigcirc$				From:		2-606 SOI									
640	0.65	280	R	. —					_		NA		NA		05/31/2001
640	0.50	320	R	From:		12-721					NA		NA		05/31/2001
				To: From:		12-693			1						
(640)	0.95	300	R	To:		40.000			_		NA		NA		05/31/2001
				From:		12-630									
641)	2.40	590	F	92%	1%	3%	1%	2%	0%	F	60	F	580	F	2001
				To: From:		12-606			]						
641)	0.90	1600	F	92% To:	1%	4% US 58	1%	2%	0%	С	200	F	1600	F	2001
				From:		US 58 BU									
642)	2.93	720	F	98%	0%	1%	0%	1%	0%	С	80	F	720	F	2001
	0.00			To: From:		12-743			]		NIA		NIA		4000
642	0.30	290	R	To		12.640			_		NA		NA		1998
642)	3.90	120	R	From:		12-640					NA		NA		1998
				To: From:		12-682									
642	1.50	90	R								NA		NA		1998
	0.60	170	R	From:	12	2-606 NO	RTH				NA		NA		1998
642	0.00	170	IX.	To:		JS 1 SOU					IVA		IVA		1000
(642)	1.00	110	R	From:	L	JS 1 NOR	TH				NA		NA		1998
642	1.00			To		12-643			<b>—</b>						
642)	3.30	80	R	From:		12 0 13					NA		NA		1998
	4.50			From:		12-636									1000
642	1.50	130	R	To:		12-629			1		NA		NA		1998
				From:	12	2-689; 12-									
643	1.00	170	R								NA		NA		1998
643	0.50	310	R	To: From:	1	2-644 WI	EST				NA		NA		1998
643)	0.50	010	11	To:	1	2-644 EA	ST		٦		INA		INA		1330
643)	2.20	300	R	From:	1	Z-VTT LA	11				NA	_	NA	_	1998
				To: From:		12-606									
643	1.40	480	F	96% To:	1%	2%	0%	1%	0%	F	60	F	480	F	2001
_					1	2-628 EA	101		1						

					Brunsw	ick Maint	enance A	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Brunswick County	-					2Axle	3+Axle	1 I rail	2Trail		Hour				
_	0.07	500	-	From:	40/	12-628 E		40/		_	50		500	_	0004
643)	3.07	500	F	96% To:	1%	2% US 1	0%	1%	0%	С	50	F	500	F	2001
				From:	No	rth Carolina	State Line								
644)	0.89	380	R								NA		NA		06/04/2001
	2.24	250	R	From:		12-66	7		]		NA		NIA		06/04/2004
644)	2.24	250	ĸ	To:		12-626 E	AST		7		NA		NA		06/04/2001
$\bigcirc$	4 ==		_	From:	40/	12-626 W		40/	20/	_	00	_	750	_	2024
644)	1.57	750	F	90%	1%	5%	1%	4%	0%	F	80	F	750	F	2001
644)	1.66	980	F	From: 90%	1%	12-66 5%	1%	4%	0%	С	100	F	980	F	2001
044)				To		12-61			¬						
644)	3.56	430	F	90%	1%	5%	1%	4%	0%	F	47	F	430	F	2001
				To: From:		12-65									
644)	3.28	760	F	90%	1%	5%	1%	4%	0%	F	80	F	760	F	2001
	0.70	400		From:	40/	US 5		00/			40		400		0004
644)	3.78	420	F	90%	1%	6%	0%	2%	0%	С	40	F	420	F	2001
644	2.75	420	F	From: 90%	1%	12-68 <b>6</b> %	0%	2%	0%	F	45	F	420	F	2001
644)	2.70		•	To	170	US 1			٠,,,				120	•	2001
644)	0.94	410	F	83%	1%	7%	5%	5%	0%	С	40	F	410	F	2001
				To: From:		I-85									
644)	1.65	310	F	rioin.					<u>—</u>		30	F	310	F	2001
				To: From:		12-61	8								
644)	3.91	170	R						_		NA		NA		06/04/2001
	0.79	280	R	To: From:		SR 40	6				NA		NA		06/04/2001
644)	0.73	200	K	To:		12-643 W	/EST		7		INA		INA		00/04/2001
	2.06	200		From:		12-643 E	AST				NA		NIA		06/04/2004
644)	2.06	280	R	To:		12-61	6		7		NA		NA		06/04/2001
				From:	Lı	inenburg Co									
(645)	1.60	170	R						<del></del>		NA		NA		1998
				To: From:		12-61	5								
645)	0.60	170	R	To:	N	ottoway Co	unty Lina		7		NA		NA		1998
				From:	IN	SR 40									
646)	2.24	400	R			SIC 40	0		_		NA		NA		05/31/2001
				To: From:		12-63	4		_						
646)	2.60	220	R						_		NA		NA		05/31/2001
				To: From:		US 1									
647)	2.20	150	R	Piolii.		12-65	5				NA		NA		05/31/2001
				To:		12-64	4		¬						
647)	0.15	140	R	From:		12 01			<u>-</u>		NA		NA		05/31/2001
				To:		12-68	1								
	0.90	70	R	From:		SR 40	6				NA		NA		05/31/2001
648)	0.90	70	ĸ	To:		12.64	0		<b>-</b>		INA		INA		03/31/2001
648)	1.40	80	R	From:		12-64	9				NA		NA		08/16/2001
648				To:		12-64	4								
				From:		Dead E	End								
649	0.20	2	R	To:		10.64	0		¬		NA		NA		05/31/2001
						12-64	∙8		I						

					Brunsw	vick Maintena									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+	Truc Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Brunswick County				From:		ED 650									
(650)	0.31	80	R			FR-650			_		NA		NA		06/27/200
				To:		12-750									
$\sim$				From:		12-640									
(651)	0.60	80	R								NA		NA		1998
				From:		12-732									0=1011000
651)	0.76	70	R						_		NA		NA		05/31/200
	0.03	70	R	From:		0.77 MN 12-63	2				NA		NA		05/31/200
651)	0.03	70	K	To:		12-634					INA		INA		03/3 1/200
				From:		12-617			1						
652	2.90	90	R	<u> </u>					_		NA		NA		06/04/200
				To		12-653									
652	2.00	200	R	From:					_		NA		NA		06/04/200
				To: From:		12-644 NORTH									
652	1.50	210	R	T TOMA		12-644 SOUTH	1		_		NA		NA		06/04/200
652		0	• • • • • • • • • • • • • • • • • • • •	To:		CD 46									00/0 // 200
652)	1.23	370	F	From: 92%	0%	SR 46 3% 1	%	5%	0%	С	40	F	370	F	2001
652			-	To:		WCL ALBERT			1			-		-	
				From:		SR 137									
653	1.60	120	R						_		NA		NA		1998
				To: From:		12-652			]						
653)	2.40	80	R						_		NA		NA		05/21/200
				To		12-618									
	4.45	440	_	From:		12-620					N1A		NI A		05/04/000
654)	1.45	110	R	To:		12-621			7		NA		NA		05/21/200
				From:		Dead End			1						
(655)	0.85	30	R			Dead End					NA		NA		05/21/200
0000				To:		12-647									
(655)	1.10	130	R	From:		12-047					NA		NA		1998
000				To:		12-639									
				From:		12-644									
656	1.40	340	R								NA		NA		05/21/200
				To: From:		US 58			]						
(656)	1.00	180	R	_					_		NA		NA		05/21/200
				To:		Dead End									
Town of Brodnax				From:		12-1504			Ī						
(657)	0.38	60	R			12-1304			_		NA		NA		05/21/200
00.)				To		12-1501			<b></b>						
657)	0.19	330	R	From:		12-1301					NA		NA		05/21/200
				To:		US 58 WEST									
	0.37	720	R	From:		US 58 EAST					NA		NA		06/04/200
657	0.57	720	IX.	To:		NCL Brodnax			1		INA		INA		00/04/200
Brunswick County									•						
				From:		NCL Brodnax									
(657)	2.20	720	R								NA		NA		06/04/200
				To: From:		12-623 NORTH	I		]——						
(657)	2.90	490	R	To		***			7		NA		NA		06/04/200
				To:		US 1			<u> </u>						
	3.80	60	D	From:		12-659					NA		NA		05/21/200
658)	3.00	60	R	To:		12-644			7		INA		INA		001211200
						14-077									

Route	Length	AADT	QA	4Tire	Bus		Trι 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Brunswick County				From:		12-66			<del></del>						
659	1.10	60	R	<u> </u>		12-00.			_		NA		NA		05/16/200
	0.00			To: From:		12-66	1		]		NIA		NIA.		4000
659	2.90	60	R	т		1. (11.00			_		NA		NA		1998
659	2.40	890	F	From: 95%	1%	12-611 SO 2%	1%	2%	0%	F	90	F	890	F	2001
				To: From:		12-65	8		]——						
659	2.10	960	F	95%	1%	2%	1%	2%	0%	F	90	F	960	F	2001
	1 57	4200		From:	10/	12-62		20/			110		1200		2004
659	1.57	1200	F	95% To:	1%	2% SCL BROI	1% DNAX	2%	0% 7	F	110	F	1200	F	2001
Town of Brodnax															
650	0.66	1500	F	95%	1%	SCL BROI	ONAX 1%	2%	<b>」</b> ○%	F	130	F	1500	F	2001
(659)	0.00	1000	•	то:	1 70	12-150		270	٦	•	100		1000		2001
(659)	0.14	1900	F	95%	1%	2%	1%	2%	0%	С	160	F	1900	F	2001
				To:		US 58	3								
Brunswick County				From:		Dead E	nd		1						
660	0.40	30	R								NA		NA		05/16/200
				To: From:		12-72	3								
660	1.32	190	R	To:		12-90	3		1		NA		NA		05/16/200
				From:		12-66									
661	0.90	30	R								NA		NA		05/16/200
				To:		12-65									
(662)	0.50	260	R	From:		12-62	6				NA		NA		05/16/200°
662				To		12-659 SO	DUTH								
662	1.50	240	R	From:		12 00 / 00	0111				NA		NA		05/16/200
				To: From:		12-73	4		]						
662	0.90	240	R								NA		NA		05/16/2001
(662)	4.00	200	R	From:		12-61	1				NA		NA		05/16/200
(662)	1.00			To:		12-659 NC	ORTH								00/10/200
$\overline{}$				From:		12-66	5								
663	3.40	330	R						_		NA		NA		1998
(62)	1.10	260	R	From:		12-66	4		_		NA		NA		1998
(663)	1.10			To:		12-64	4								1000
$\overline{}$				From:		12-62	6								
664	2.00	50	R	To:		12-66	3		7		NA		NA		02/26/2001
				From:		12-62									
665	3.36	920	F	91%	1%	5%	1%	3%	0%	С	90	F	920	F	2001
				To		SR 46									
666	0.50	260	R	From:	Noi	th Carolina	State Line				NA		NA		02/26/200
				To		12-75	7		1		-				
666	0.70	450	R	From:					<u>-</u>		NA		NA		02/26/200
				To:		12-66									
(667)	2.60	250	R	From:		12-64	4				NA		NA		06/27/200
001)				To:		12-66	6		1						23.2200

					Brunswi	ick Main	tenance	Area							
Route	Length	AADT	QA	4Tire	Bus		Tr		OT:	QC	Design	QK	AAWDT	QW	Year
Brunswick County						ZAXIE	3+Axle	TTrail	ZTraii		Hour				
	0.40	470	R	From:		12-66	66				NA		NA		06/27/2001
(667)	0.40	470		To:		12-62	26				IVA		IVA		00/21/2001
$\bigcirc$	4.05	200	-	From:		12-66	55				NIA		NIA		00/07/0004
667)	1.05	290	R	_					_		NA		NA		06/27/2001
667	2.71	120	R	From:		12-71	18				NA		NA		06/27/2001
667				To:		SR 46 SC	OUTH		1						00/21/2001
	3.84	70	R	From:		SR 46 NO	ORTH				NA		NA		02/26/2001
667	3.04	70	K	To:		12-61	11		1		INA		INA		02/20/2001
				From:	Nor		State Line	,							
(668)	1.90	190	R								NA		NA		1998
				To:		12-62									
<u></u>	3.20	90	R	From:		12-62	26				NA		NA		1998
(669)	0.20	30	IX.	To:		SR 4	6		1		IVA		IVA		1000
				From:		SR 4	6								
(670)	0.06	820	R	<u>-</u>							NA		NA		02/26/2001
				To: From:		12-60	00								
670	1.30	380	R								NA		NA		02/26/2001
$\overline{\bigcirc}$	4.40			To: From:		12-75	53		_		NIA		NIA.		00/00/0004
670	1.19	370	R						_		NA		NA		02/26/2001
670	1.05	420	R	From:		12-67	71		_		NA		NA		02/26/2001
670	1.00		• • • • • • • • • • • • • • • • • • • •	To:		12-60	12								02/20/2001
670	1.36	230	R	From:		12-00	)2				NA		NA		02/26/2001
				To: From:		12-672 SC	OUTH		<b>—</b>						
(670)	0.26	270	R	From:							NA		NA		02/26/2001
				To: From:		12-672 N	ORTH		]						
(670)	1.80	540	R								NA		NA		02/26/2001
$\bigcirc$				To: From:		12-61	11		]						
670	2.30	420	R						_		NA		NA		02/20/2001
670	0.70	200	Р	From:		12-68	33				NA		NA		02/20/2001
670	0.70	200	R	т					_		INA		INA		02/20/2001
670	5.93	580	R	From:		12-67	/5				NA		NA		06/27/2001
670				To:		12-606 E			1						
(T)	0.85	430	F	80%	0%	12-606 V 4%	VEST 2%	14%	 0%	С	47	F	430	F	2001
670	0.03	430	•	To:	0 70	US 5		1770	7 ~	C	71		430	•	2001
				From:		12-67									
671)	1.61	120	R	<u>-</u>							NA		NA		02/26/2001
				To: From:		12-602 N	ORTH								
671)	1.00	140	R	To		12-61	11		_		NA		NA		02/26/2001
				From:		12-60									
672	4.94	220	R			12-00	<del>,</del>				NA		NA		1998
$\overline{\bigcirc}$				To: From:		12-670 SC									
672)	2.00	80	R			12-670 N	UKIH				NA		NA		02/26/2001
<u> </u>				To:		12-61	11				•				
				From:		12-61									
673	3.90	540	F	91%	0%	2%	1%	6%	0%	С	60	F	540	F	2001
				To:		12-71	15								

					Brunswick Maintenance Area					
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Tra	ail 2Trail	- QC	Design Hour	QK AAWDT	QW Year
Brunswick County				From:	12-611					
674)	1.60	120	R					NA	NA	02/20/2001
674)	1.20	100	R	From:	12-679			NA	NA	02/20/2001
674)	2.70	130	R	From:	12-683			NA	NA	02/20/2001
				To:	12-673					
675)	4.69	230	R	From:	12-670 12-611			NA	NA	1998
				From:	12-611					
676)	1.80	160	R	To:	12-675	<u> </u>		NA	NA	1998
				From:	12-678					
677)	0.50	480	R	To:	US 58 BUS	<u></u>		NA	NA	1998
Town of Lawrenceville										
(678)	0.25	480	R	From:	12-713			NA	NA	06/27/2001
				To:	ECL Lawrenceville					
Brunswick County				From:	ECL Lawrenceville					
678)	0.78	370	R	Т				NA	NA	06/27/2001
678	0.87	250	R	From:	12-752			NA	NA	06/27/2001
(678)	0.85	160	R	From:	12-738			NA	NA	06/27/2001
				To: From:	12-606					
678)	0.50	NA		To:	12.750	<u> </u>		NA	NA	
				From:	12-750					
(679)	1.60	70	R		12-673			NA	NA	1998
9				To:	12-674					
				From:	Dead End					
680	0.10	20	R	To:	12-644			NA	NA	05/21/2001
				From:	US 58					
(681)	2.60	590	R		0000			NA	NA	05/21/2001
				To: From:	12-1205					
681)	1.60	350	R	110				NA	NA	05/21/2001
				To: From:	12-647					
681)	0.10	330	R	To:	12 644	<del></del>		NA	NA	06/27/2001
				From:	12-644 12-642					
682	1.50	100	R	<u> </u>	12-042			NA	NA	1998
				To:	12-606 SOUTH					
692	0.80	70	R	From:	12-606 NORTH			NA	NA	05/31/2001
682				To:	12-630					
				From:	12-674					
683	1.80	70	R					NA	NA	02/20/2001
				To:	12-670					
694	0.05	50	R	From:	12-619			NA	NA	1998
684)	0.00	30	Λ.	To:	0.05 ME 12-619			13/7	INC	1990
-				-		•				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Brunswick County				From:	0.05 ME 12-619	-					
(684)	1.25	50	R	T KAII.	0.03 ME 12-019			NA	NA		1998
				To:	Dead End						
$\bigcirc$	0.00			From:	12-715						1000
685	2.20	390	R	To:	Dead End	_		NA	NA		1998
				From:	12-623						
686	4.40	60	R	<u> </u>	12-025			NA	NA		02/26/200
				To: From:	4.40 ME 12-623	<b>—</b>					
686	0.81	70	R			_		NA	NA		02/26/200
				To:	SR 46						
	2.70	270	В	From:	12-606 WEST			NA	NA		02/20/200
687	2.70	370	R			_		INA	INA		02/20/200
607	0.80	170	R	From:	2.70 ME 12-606			NA	NA		02/20/200
687)	0.00	170	11	To:	12-606 EAST			14/ (	10.0		02/20/200
				From:	12-634						
688	1.50	80	R			_		NA	NA		02/20/200
				To:	Dead End						
	2.40	20	R	From:	12-643; 12-729			NA	NA		06/04/200
689	2.40	20	K	To:	12-616			INA	INA		00/04/200
				From:	12-670	1					
(690)	3.95	60	R	<u> </u>				NA	NA		02/20/200
				To:	12-672						
$\bigcirc$	4.70		_	From:	12-631						00/00/000
691)	1.70	60	R	To:	12-712	_		NA	NA		02/20/200
				From:	SR 46						
692	1.61	220	R		SK 40			NA	NA		1998
				To:	12-611						
				From:	12-640						
693	1.10	150	R	To:	10.624	_		NA	NA		1998
				From:	12-634						
(694)	1.07	100	R	110411.	SR 46	_		NA	NA		1998
094)				To	12-699						
(694)	0.01	230	R	From:	12-077			NA	NA		1998
				To:	US 58						
(694)	0.43	1700	F	97%	0% 1% 0% 1%	0%	С	170	F 1700	F	2001
				To:	US 58 BUS; SR 46						
$\bigcirc$			_	From:	SR 46						00/10/000
695)	0.62	780	R					NA	NA		06/18/200
	0.20	400		To: From:	12-1003			NA	NIA		06/19/200
(695)	0.20	180	R	To:	WCL LAWRENCEVILLE	$\neg$		NA	NA		06/18/200
Town of Lawrenceville											
			_	From:	WCL LAWRENCEVILLE						
695)	0.06	120	R					NA	NA		06/18/200
	0.10	4=-		To: From:	12-1019			<b>.</b>	***		00/40/22
695)	0.10	150	R					NA	NA		06/18/2001
	0.42	400	-	To: From:	12-1029			NIA	NΙΛ		06/19/2004
695)	0.13	190	R	To:	12-1004	<b>–</b>		NA	NA		06/18/200
					12-1004						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Brunswick County						211011		rioui		
606	1.20	100	R	From:	US 58	_		NA	NA	05/21/200
(696)	1.20			To:	Dead End					00/21/200
				From:	SR 46					
(697)	2.50	280	R	т		-		NA	NA	1998
				To: From:	12-611	1				
698)	0.20	9	R	rioni.	Dead End			NA	NA	06/04/200
(090)	0.20			To:	12-729					00/0 //200
				From:	US 58					
699	0.40	210	R			_		NA	NA	1998
				To:	12-694					
700	1.15	70	R	From:	Dead End			NA	NA	02/20/200
700	1.10			To:	12-670					02/20/200
				From:	12-616					
701)	0.80	70	R			_		NA	NA	1998
				To:	Dead End					
	0.20	200	_	From:	Dead End	╛		NIA	NA	06/19/200
702	0.20	200	R	To:	SR 46	7		NA	NA	06/18/200
				From:	12-611					
703)	1.80	240	R		12-011	_		NA	NA	02/20/200
				To:	Dead End					
				From:	Dead End					
704)	0.50	30	R	To:	12 (11	_		NA	NA	02/26/2001
				From:	12-611	1				
(705)	0.55	40	R		12-626	_		NA	NA	02/26/2001
(703)			•••	To:	Dead End	1				
				From:	12-616					
706	0.80	50	R					NA	NA	1998
				To: From:	0.80 MN 12-616					
706	0.40	30	R	т	10.00	¬		NA	NA	05/31/2001
				To:	12-628	1				
(707)	0.35	50	R	Pioni.	Dead End			NA	NA	05/21/200
(101)	0.00			To:	US 58				10.	00/21/200
				From:	12-709					
708)	0.30	220	R			_		NA	NA	1998
				To:	SR 46					
	0.20	40	_	From:	12-708	╛		NIA	NA	1009
709	0.30	46	R	To:	Dead End	7		NA	NA	1998
				From:	12-639; 12-644	1				
710	0.75	50	R		12 00%, 12 0	_1		NA	NA	05/21/2001
				To	Dead End					
$\bigcirc$			_	From:	Lunenburg County Line					
(711) (711)	2.08	60	R	_		_		NA	NA	06/04/2001
				To: From:	2.08 ME 55-711	]				00/01/05
(711)	0.97	80	R	To:	CD 46	7		NA	NA	06/04/2001
				From:	SR 46					
712	0.05	680	R		12-606			NA	NA	1998
( ' <del>-</del> )				To:	US 58	7				

					Brunsv	vick Mainte									
Route	Length	AADT	QA	4Tire	Bus	2Axle	Trι 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Brunswick County				From:											
712	0.91	2200	F	82%	1%	US 58 3%	3%	11%	0%	С	180	F	2200	F	2001
712	0.47	2000	F	82%	1%	12-721 <b>3</b> %	3%	11%	0%	F	150	F	2000	F	2001
712	0.69	1600	F	From: 82%	1%	12-755 <b>3</b> %	3%	11%	0%	F	120	F	1600	F	2001
712)	2.11	1500	F	From: 82%	1%	12-630 <b>3</b> %	3%	11%	0%	F	130	F	1500	F	2001
712	1.27	1900	F	From: 82%	1%	12-634 <b>3</b> %	3%	11%	0%	F	160	F	1900	F	2001
712	2.53	1500	F	From: 82%	1%	12-607; 12 <b>3</b> %	-609 <b>3</b> %	11%	0%	F	140	F	1500	F	2001
712	1.87	1500	F	From: 82%	1%	12-632 <b>3</b> %	3%	11%	0%	F	130	F	1500	F	2001
712	2.28	1500	F	From: 82%	1%	12-631 3%	3%	11%	0%	F	130	F	1500	F	2001
712	0.44	1200	F	From: 87%	1%	I-85 <b>3</b> %	1%	7%	0%	С	110	F	1200	F	2001
				From:	101	US 1		10/							
713)	1.20	370	F	96% To:	1% SC	2% L LAWREN	1% CEVILLE	1%	0%	F	40	F	370	F	2001
Town of Lawrenceville				From:	SC	L LAWREN	CEVILLE		1						
713	0.15	630	F	96%	1%	2% 12-100	0%	0%	0%	F	60	F	630	F	2001
713)	0.33	1100	F	96% To:	1%	2% US 58 B	1%	1%	0%	С	120	F	1100	F	2001
Brunswick County															
714)	0.19	70	R	From:		12-694			<b>」</b> ¬		NA		NA		1998
				To:		SR 46									
715)	0.85	60	R	From:		Dead E			_ <u> </u> _		NA		NA		02/26/200
715)	1.37	240	R	From:		SR 46 SO	JTH				NA		NA		1998
715) 715)	2.47	880	F	From: 90%	2%	12-673 1%		0%	0%	С	90	F	880	F	2001
715)	0.30	990	R	From:		12-713			] ¬		NA		NA		06/27/200
_				From:		SR 46 NO									
716	0.93	150	R	To:		12-611					NA		NA		1998
	1.08	70	R	From:		Dead E	nd				NA		NA		02/26/200
717) 717) 718) 718)	2.12	220	R	To: From:		1.08 MN De			]—— -		NA		NA		1998
				To:		12-626			<u> </u>						
718)	0.64	30	R	From:		Dead E				_	NA		NA		02/26/200
(718)	0.81	170	R	From:		0.64 MN De					NA		NA		02/26/200
				То:		12-667	'								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Brunswick County				From:	12-685					
(719)	0.45	70	R			_		NA	NA	08/16/200
				To:	Dead End					
	0.74	200	R	From:	US 58 WEST			NA	NA	1998
720	0.74	200	K	To:	US 58 EAST	7		INA	INA	1990
				From:	12-712					
(721)	1.50	100	R	<u>-</u>		_		NA	NA	1998
				To:	12-640					
$\bigcirc$	0.40			From:	12-611					20/20/20
722	0.40	50	R	To:	Dead End	_		NA	NA	02/26/200
				From:	Dead End	1				
723)	0.40	120	R		Dead End			NA	NA	1998
723				To:	12-660	]				
				From:	Dead End					
724	0.10	5	R			_		NA	NA	02/20/200
				To:	12-606					
	0.00	70	_	From:	Dead End			NIA	NIA	05/24/200
725)	0.60	70	R	To:	12-644	7		NA	NA	05/21/200
				From:	US 1	1				
726	1.79	300	R		03 1			NA	NA	1998
				To:	12-643					
				From:	US 58 BUS					
727)	0.30	1500	R	_		_		NA	NA	1998
				To:	12-606					
	1.00	420	В	From:	Dead End	╛		NA	NA	02/20/200
728	1.00	130	R	To:	12-632	7		INA	INA	02/20/200
				From:	Dead End					
729	0.30	10	R	<u> </u>	Dead End	_		NA	NA	06/04/200
				To:	SR 46 WEST	¬				
729	0.58	290	R	From:	233.10223	_1		NA	NA	06/04/200
				To: From:	12-643	7				
729	0.32	560	R	Floin:		_		NA	NA	06/04/200
				To:	SR 43 EAST					
$\bigcirc$				From:	Dead End					22/22/22
730	1.00	110	R	To:	12-611	7		NA	NA	02/26/200
				From:	Dead End	1				
731)	0.50	100	R		Dead End			NA	NA	02/20/200
(0)				To:	12-606					
_				From:	Dead End					
732	0.35	49	R			_		NA	NA	05/31/200
				To:	12-651	<u> </u>				
500	1.00	030	R	From:	Dead End	J		NA	NA	1998
733)	1.00	930	ĸ	To:	12-678	7		INA	INA	1996
				From:	Dead End	1				
734)	0.70	60	R		Doug Ling	_		NA	NA	05/16/200
				To:	12-662					
				From:	Dead End					
735)	0.40	60	R	, I		<b>-</b>		NA	NA	02/20/200
$\sim$				To:	12-606					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Brunswick County				From:	12-629	1						
736	0.03	30	R			_		NA		NA		1998
				To: From:	0.03 MN 12-629	_						
736	0.54	30	R	To:	Dood End	_		NA		NA		1998
				From:	Dead End Dead End	+						
737)	0.70	46	R		Dead Elid	_		NA		NA		05/31/200
				To:	12-682							
$\bigcirc$				From:	12-678							
738)	0.25	20	R	To:	Dead End	_		NA		NA		06/27/20
				From:	Dead End							
739	0.10	130	R		Dead End	_		NA		NA		1998
				To:	SR 46							
$\sim$				From:	12-604							
740	0.75	100	R	To:	Dead End	_		NA		NA		02/20/20
				From:	Dead End  Dead End							
741)	0.30	10	R	<u> </u>	Dead End			NA		NA		02/26/200
				To:	12-670							
$\sim$				From:	12-667							
742	1.25	40	R	To:	12-644	_		NA		NA		02/26/20
				From:	12-642	+						
743)	1.50	830	F	95%	1% 2% 1% 2%	0%	С	80	F	830	F	2001
				To:	12-634							
				From:	Dead End							
744)	0.85	40	R	To:	10.605	_		NA		NA		02/20/200
				From:	12-605	+						
745	0.45	130	R	rioin.	Dead End	_		NA		NA		1998
745)				To:	12-697	1						
				From:	Dead End							
746)	0.80	40	R	To:		_		NA		NA		02/26/20
				From:	12-626							
747)	0.60	60	R	rioin.	Dead End			NA		NA		02/26/20
(41)				To:	12-611	1						
				From:	Dead End							
748)	0.60	20	R	т	44.000	_		NA		NA		02/20/200
				To: From:	12-608							
749)	1.00	50	R	rion.	SR 46			NA		NA		05/31/200
(149)				To:	Dead End	1						
				From:	US 58 BUS RAMP							
750	1.36	1500	R	To:	110.50	_		NA		NA		1998
				From:	US 58	1						
751)	0.21	40	R		12-611 WEST	_		NA		NA		1998
(3)	J.E.			To:	12-611 EAST	<u> </u>						
				From:	Dead End							
752	0.12	10	R			_		NA		NA		06/27/200
				To: From:	0.12 MN Dead End	]						
752	0.18	20	R	To	10.000	_		NA		NA		06/27/200
				To:	12-678							

Route	Length	AADT	QA	4Tire	e Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Brunswick County				From:	Dead End	1						
753)	0.25	40	R	_		<b>-</b>		NA		NA		02/26/200
				To:	12-670							
(TEX)	0.01	20	R	From:	12-606			NA		NA		1998
754	0.01	20	K	To:	0.01 ME 12-606	7		INA		INA		1990
	0.55			From:	0.01 ME 12- 606							00/04/000
754)	0.55	20	R	To:	Dead End	_		NA		NA		03/01/200
				From:	12-712							
755)	0.60	140	R		12 ,12			NA		NA		02/20/200
				To:	Dead End							
$\bigcirc$	4.00	700		From:	12-606 5 1% 8% 31% 4%			00	_	700	_	2004
756	1.00	760	F	56% To:	US 58 4%	0%	С	80	F	760	F	2001
				From:	Dead End							
(757)	0.80	150	R		D tuu Diiu			NA		NA		02/26/200
				To:	12-666							
$\bigcirc$	0.40			From:	US 1			NIA		NIA		4000
758	0.40	2	R	To:	Dead End	_		NA		NA		1998
				From:	12-634							
759	0.45	30	R	<u> </u>	12-03-	_		NA		NA		1998
				To:	Dead End							
$\bigcirc$				From:	12-644							
760	0.33	40	R	To:	Dead End	_		NA		NA		05/21/200
				From:	12-644							
(761)	0.36	30	R		12-044			NA		NA		05/21/200
				To:	Dead End							
				From:	Dead End							
762	0.73	60	R	To:	No.1	_		NA		NA		1998
				From:	US 1	1						
(763)	2.10	50	R	r tom.	US 1			NA		NA		05/31/200
(103)				To:	SR 46							
				From:	US 1							
(764)	0.40	20	R	To:		_		NA		NA		05/31/2001
				From:	12-630							
765)	0.43	20	R	Floin.	US 1	_		NA		NA		07/02/200
(103)				To:	Dead End							
				From:	SR 46 SOUTH							
766	0.53	20	R	. —		_		NA		NA		1998
				To: From:	SR 46 NORTH							
767	0.38	40	R	FIOIII.	SR 46 SOUTH	_		NA		NA		1998
(767)	0.00			To:	SR 46 NORTH							
				From:	SR 46							
768	0.11	20	R	T.		_		NA		NA		1998
				To:	Dead End	<u> </u>						
(775)	0.55	NA		From:	12-631	_		NA		NA		
775				To:	Dead End			14/3		1 1/3		
				From:	12-703							
780	0.20	70	R			_		NA		NA		02/20/2001
				To:	Dead End							

					DIUIISWI	ick Maint	Tru				Design				
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Hour	QK	AAWDT	QW	Year
Brunswick County				From:											
903)	2.88	1300	F	85%	0%	klenburg C 5%	ounty Line 1%	8%	<b>」</b> ○%	С	120	F	1300	F	2001
				To:		12-62			<b>—</b>						
903)	2.22	730	F	86%	0%	5%	1%	8%	0%	F	70	F	730	F	2001
				To:	Nor	th Carolina	State Line								
Town of Lawrenceville				From:		12-101	0								
(1000)	0.02	960	R						_ _		NA		NA		07/02/2001
				To: From:	S	SR 46; US 5									
(1001)	0.07	250	R	Piolii.		12-101	6				NA		NA		06/27/2001
(1001)				To:		12-101	5								
(1001)	0.07	260	R	From:		12-101	.5		_		NA		NA		06/27/2001
				To: From:		12-101	7		_						
(1001)	0.13	240	R						_		NA		NA		06/27/2001
				To:		SR 46	<u> </u>								
Brunswick County				From:		SR 46	5								
(1002)	0.20	70	R						_		NA		NA		06/18/2001
				To: From:		Dead E									
(1003)	0.60	520	R	Piolii.		12-69:	5		_		NA		NA		06/27/2001
(1003)				To:	WCI	L LAWREN	ICEVILLE								
Town of Lawrenceville															
(1003)	0.06	980	R	From:	WCI	L LAWREN	ICEVILLE				NA		NA		06/27/2001
(1003)	0.00		.``	To:		12-100	)4								00/2//2001
				From:		12-100	15								
(1004)	0.12	900	F	96%	2%	2%	0%	0%	0%	F	140	F	900	F	2001
	0.47	450		From:	00/	12-100		00/			40		450		0004
1004	0.17	450	F	96%	2%	2%	0%	0%	0%	F	40	F	450	F	2001
(1004)	0.09	290	F	From: 96%	2%	12-1017; 12 <b>2%</b>	2-1030 0%	0%	0%	F	30	F	290	F	2001
(1004)	0.00		•	To		12-69:			¬			•		•	
(1004)	0.16	400	F	96%	1%	2%	0%	0%	0%	С	40	F	400	F	2001
				To:		SR 46	Ó								
$\bigcirc$	0.54	4400	_	From:	40/	12-100		00/		_	400	_	4400	_	0004
(1005)	0.51	1100	F	91%	1%	5%	2%	2%	0%	С	130	F	1100	F	2001
(1005)	0.25	830	F	From: 91%	1%	US 58 B 5%	US 2%	2%	0%	F	90	F	830	F	2001
(1003)	0.20		•	To:		12-71			¬			•		•	
(1005)	0.10	480	R	From:		12-/1.	J				NA		NA		06/27/2001
				To: From:		12-102	22		<b>—</b>						
1005	0.07	130	R						_		NA		NA		06/27/2001
				To:		12-102									
(1006)	0.19	2000	F	93%	1%	12-101 2%	1%	3%	<b>」</b> ○%	С	190	F	1900	F	2001
(1000)	J.10			To:	. 70	SR 46						•	.500		
				From:		SR 46	5								
(1007)	0.22	270	R	To:		IIC CO.P.	LIC		_		NA		NA		1998
n						US 58 B	US								
Brunswick County				From:		SR 46	5								
(1008)	0.15	190	R	т					_		NA		NA		1998
				To:		Dead E	nd								

					Brunswick	k Maintena									
Route	Length	AADT	QA	4Tire	Bus	 2Axle 3+			 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Town of Lawrenceville				From:			20								
1009	0.04	90	R	Pioni.		12-1014					NA		NA		1998
	0.07	1300	F	To: From:		12-1025			]		180	F	1300	F	2001
1009	0.07	1300		To:	US	58 BUS WE	EST				100	į.	1300	'	2001
	0.03	2300	F	From:	US	5 58 BUS EA	ST				300	F	2300	F	2001
(1009)	0.03	2300	г	To:	12	-1010; 12-10	040		7		300	ı	2300		2001
				From:		-1009; 12-10									
1010	0.20	1800	F	97%	1%		0%	1%	0%	С	190	F	1800	F	2001
				To: From:		US 58 BUS									
(1011)	0.02	720	R	FIOII.		US 58 BUS			_	NA	NA		NA		07/02/200
(1011)				To:		12-1010									
				From:		12-1004									
1012	0.10	40	R	To:		12 1012			7		NA		NA		06/18/200
				From:		12-1013									
(1013)	0.07	48	R			12-1012			_		NA		NA		06/18/200
				To:		12-1005									
$\bigcirc$			_	From:		12-1005									
1014	0.23	570	R	To:		12-1009			7		NA		NA		07/10/200
				From:		12-1009			1						
(1015)	0.31	400	R			12-1004			_		NA		NA		06/18/200
				To:		12-1006									
				From:		12-1001									
1016	0.06	340	R						_		NA		NA		07/02/200
	0.18	2300	F	From: 93%	1%	12-1006 2%	1%	3%	0%	С	210	F	2300	F	2001
1016	0.10	2300	г	To:		US 58 BUS		3 /0	7	C	210		2300		2001
				From:		12-1019									
1017)	0.16	160	R						_		NA		NA		07/02/200
_				To: From:	12	-1004; 12-10	)30		]						
1017	0.09	420	R								NA		NA		07/02/200
	0.40			From:		12-1028					NIA		NIA		07/00/000
1017)	0.16	520	R	To:		12-1006			7		NA		NA		07/02/200
				From:		12-1032									
1018)	0.15	80	R								NA		NA		06/27/200
				To: From:		PARK ST									
1018)	0.45	190	R						_		NA		NA		1998
				To:		12-737									
	0.15	100	R	From:		12-1017			_		NA		NA		1998
1019	0.10	100	11	To:		12-1026					IVA		IVA		1550
				From:		Dead End								_	
1020	0.22	40	R						_		NA		NA		1998
				To:		12-1037									
	0.10	130	R	From:		12-713					NA		NA		1998
1021)	0.10	130	ĸ	To:		12-1022			7		14/4		INA		1990
				From:		Dead End			Ī						
022	0.15	150	R						_		NA		NA		06/27/200
				To:		12-1033									

Route	Length	AADT	QA	4Tire	Bus	2Axle	ırı 3+Axle	лск 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Town of Lawrenceville				From:		12-1033	3		Ī						
1022)	0.13	140	R								NA		NA		06/27/200
				To:		12-1037	7								
$\bigcirc$				From:		Dead En	d								
1023	0.07	160	R	To:		12 1021	1		_		NA		NA		06/18/200
				From:		12-1031									
(100)	0.08	160	R	Pioni.		12-1023	3				NA		NA		06/27/200
1024	0.00	100	• • • • • • • • • • • • • • • • • • • •	To:		12-1025	5		7		14/1		147.		00/21/200
				From:		12-1016									
1025	0.04	1900	F	96%	1%	2%	0%	1%	0%	С	180	F	1900	F	2001
<u> </u>				To: From:		12-1009	)								
1025	0.04	2100	F	96%	1%	2%	0%	1%	0%	F	200	F	2100	F	2001
				To:		12-1024	1								
$\bigcirc$	0.40			From:		12-1019	)								00/40/000
1026	0.10	110	R								NA		NA		06/18/200
_	0.07			From:		12-1029	)								00/40/000
1026	0.07	120	R								NA		NA		06/18/200
	0.00	440		From:		12-1030	)		_		NIA		NIA.		00/40/000
1026	0.08	140	R	To:		12-1004; 12-	1029		_		NA		NA		06/18/200
				From:					1						
(1027)	0.06	860	F	96%	1%	US 58 BU 2%	0%	0%	0%	С	80	F	860	F	2001
				To:		12-713									
				From:		12-1017	7								
1028	0.15	120	R								NA		NA		06/18/200
				To:		12-1004; 12-	1026								
$\bigcirc$				From:		12-1017	7								
1029	0.08	40	R								NA		NA		06/18/200
	0.00			To: From:		12-695					NIA		NIA.		00/40/000
1029	0.06	47	R	To:		12-1026			_		NA		NA		06/18/200
				From:		12-1020			1						
1030	0.13	110	R	<u> </u>		12-1004					NA		NA		06/18/200
(1000)				To:		12-1026	5								
_				From:		12-1006	j .								
(1031)	0.06	540	R								NA		NA		06/18/200
				To: From:		12-1023	3								
(1031)	0.03	430	R						_		NA		NA		06/18/200
				To:		SR 46									
	0.01	5	R	From:		Dead En	d				NA		NA		06/27/200
(1032)	0.01	5	ĸ						_		INA		INA		06/27/200
$\bigcap$	0.15	47		From:		12-1018	3				NA		NΙΔ		06/27/200
1032	0.10	47	R	To:		FOURTH	ST		1		INA		NA		06/27/200
				From:		12-713			1						
1033	0.09	70	R			12-/13			_		NA		NA		06/27/200
				To:		12-1022	2								
				From:		Dead En	d								
(1034)	0.08	160	R						_		NA		NA		06/27/200
				To:		SR 46									
$\overline{}$	0.09	420	Б	From:		12-1010	)				NA	_	NIA		07/02/200
1035	0.09	430	R	To:		Dead En	d		7		INA		NA		07/02/200
						Deau Ell	u								

					Brunsw	ick Mainte	nance A	Area							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Town of Lawrenceville				From:		Dead En	d								
(1036)	0.04	80	R	<u> </u>		Dead En	u				NA		NA		06/27/2001
				To:		12-678									
	0.07	60	R	From:		12-1022	2				NA		NA		06/27/2001
(1037)	0.07	60	ĸ	To:		12-1020	)		7		INA		INA		00/2//2001
				From:		12-1009; 12-									
(1040)	0.10	150	R	·					<del>-</del>		NA		NA		07/02/2001
				To:		Dead En	d								
Brunswick County				From:		12-634									
(1101)	0.20	60	R						_		NA		NA		07/02/2001
				To:		Dead En	d								
$\bigcirc$	0.04	20	,	From:		Dead En	d				NIA		NIA		07/02/2004
(1110)	0.04	30	R						_		NA		NA		07/02/2001
(u)	0.15	120	R	From:		12-1111					NA		NA		07/02/2001
1110	0.10	120		To:		US 1			1		14/1		14/1		0170272001
				From:		Cul-de-Sa	ac								
(1111)	0.07	40	R						_		NA		NA		07/02/2001
				To:		12-1110									
	0.07	2	R	From:		Dead En	d				NA		NA		05/21/2001
(1201)	0.07		IX.	To:		12-639					INA		INA		03/21/2001
				From:		12-1206	j .								
(1205)	0.09	140	R								NA		NA		05/21/2001
				To:		12-681									
$\bigcirc$	0.10	70	R	From:	Dea	nd End; .10 N	MN 1205				NA		NA		05/21/2001
(1206)	0.10	70	ĸ								INA		INA		03/21/2001
(1000)	0.08	60	R	From:		12-1205	5				NA		NA		05/21/2001
(1206)	0.00	•	• • • • • • • • • • • • • • • • • • • •	To:	Dea	ad End; .08 N	MS 1205				14/ (		1471		00/21/2001
				From:		Dead En	d								
(1301)	0.17	130	R						_		NA		NA		06/27/2001
				To: From:		12-626 EA 12-626 WE	2000								
(1301)	0.18	540	R						_		NA		NA		06/27/2001
				To:		12-665									
Town of Alberta				From:		12-1420	1		Ī						
(1401)	0.06	10	R			12-1420	)				NA		NA		03/01/2001
(1401)				To		US 1									
(1401)	0.53	980	F	97%	0%	1%	1%	1%	0%	С	90	F	980	F	2001
				To: From:		SR 136			T						
(1401)	0.16	900	F	97%	0%	1%	1%	1%	0%	F	80	F	900	F	2001
				To:		12-606									
$\bigcirc$	0.03	9	R	From:		Dead En	d				NA		NA		03/01/2001
(1402)	0.03	9	ĸ						_		INA		INA		03/01/2001
(400)	0.29	130	R	To: From:		12-1404					NA		NA		1998
(1402)	<u> </u>			To:		12-628									
				From:		SR 136									
1403	0.30	410	R	_					_		NA		NA		05/31/2001
				To:		US 1									
	0.15	400	R	From:		12-606					NA		NA		03/01/2001
404)	0.15	400	ĸ	To:		12-1414	ļ				INA		INA		03/0 1/200 I
						12 1717	-		-1						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Town of Alberta				From:	US 1					
(1405)	0.08	120	R	<u> </u>	051	_		NA	NA	05/31/2001
				To:	12-1406					
_				From:	Dead End					
1406	0.01	9	R	·		_		NA	NA	03/01/2001
				To: From:	12-1408					
(1406)	0.12	210	R					NA	NA	03/01/2001
				To: From:	12-1410					
(1406)	0.06	46	R					NA	NA	03/01/200
				To: From:	Dead End; Gap Terminus					
1406	0.19	20	R					NA	NA	03/01/200
				To:	Dead End; .08 NE US 1					
	0.40		_	From:	US 1	_				00/04/000
(1407)	0.10	70	R	To:	12 1417	_		NA	NA	03/01/200
				From:	12-1417	+				
	0.05	120	R	From:	SR 136	_		NA	NA	05/31/200
1408	0.03	120	K	To:	12-1406	7		INA	INA	03/3 1/200
				From:	Dead End					
(1409)	0.13	10	R	<u> </u>	Dead End	_		NA	NA	03/01/200
1403				To:	US 1	<b>1</b>				
				From:	SR 136					
(1410)	0.05	180	R			_		NA	NA	03/01/2001
				To:	12-1406					
_				From:	SR 136				-	-
(1411) 0.17	0.17	40	R			_		NA	NA	03/01/2001
				To:	12-1415					
				From:	12-606	_				
1412	0.07	70	R	To:	10.1412	<b>–</b> 1		NA	NA	05/31/2001
				From:	12-1413					
$\bigcirc$	0.03	30	R	From:	12-628	_		NA	NA	1998
1413	0.03	30	K	_		_		INA	INA	1990
$\bigcirc$	0.38	20	-	From:	0.03 ME 12-628			NA	NA	1998
1413	0.36	30	R	To:	12-1412	7		INA	INA	1990
				From:	12-1404	+				
(1414)	0.30	250	R	<u></u>	12-1404	_		NA	NA	03/01/2001
(1414)			•••	To:	12-628	٦				
				From:	Dead End	7				
(1415)	0.10	30	R			_		NA	NA	03/01/2001
				To:	12-1411	<b></b>				
(1415)	0.08	80	R	From:		_		NA	NA	03/01/2001
				To:	SR 136					
_				From:	US 1					
(1416)	0.15	90	R					NA	NA	03/01/2001
				To: From:	12-1417					
(1416)	0.10	110	R			_		NA	NA	03/01/2001
				To:	SR 136	╧				
			_	From:	12-1416					
(1417)	0.21	50	R	To:	GD 126	_		NA	NA	05/31/2001
					SR 136	<del>                                     </del>				
	0.11	70	D	From:	12-606	_		NA	NA	07/02/2001
1418	0.11	70	R	To:	12-628	7		INA	INA	01/02/2001
					12-020					

					Brunswi	ck Maint	enance /	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Town of Alberta						ZAXIE	3+Axle	TTrail	ZTraii		Hour				
	0.21	110	R	From:		12-60	6				NA		NA		03/01/2001
(1419)	0.21	110	K	To:		12-140	02		7		INA		INA		03/01/2001
				From:		Dead E			i						
(1420)	0.10	3	R						<del></del>		NA		NA		03/01/2001
				To: From:		12-140	01								
(1420)	0.09	2	R	To:		D 15					NA		NA		1998
				From:		Dead E									
(1421)	0.10	NA				12-60	10				NA		NA		
(1421)				To:		Dead E	End								
				From:		12-142	23								
1422	0.10	20	R	To:		10.11					NA		NA		05/31/2001
				From:		12-140									
(1423)	0.15	20	R	rioni.		12-142	22				NA		NA		05/31/2001
(1423)	00		• • • • • • • • • • • • • • • • • • • •	To:		Dead E	End								00/01/2001
Town of Brodnax															
	0.07	000	_	From:	Mec	klenburg C	County Line	ļ.			NIA		NIA		07/40/2004
(1501)	0.07	230	R						_		NA		NA		07/10/2001
	0.07	80	R	From:		12-65	9				NA		NA		07/10/2001
(1501)	0.07	80	K	т					_		INA		INA		07/10/2001
(1501)	0.14	80	R	From:		12-65	7				NA		NA		05/16/2001
(1501)	0.11		• • • • • • • • • • • • • • • • • • • •	To		Dead E	End								00/10/2001
				From:		12-150	04								
1502	0.38	30	R						_		NA		NA		05/16/2001
				To:		12-150									
	0.08	490	R	From:		US 58; 12	2-657				NA		NA		05/16/2001
1503	0.00	430		To:		12.15	26		_		INA		INA		03/10/2001
(1503)	0.06	340	R	From:		12-150	J6		NA		NA		05/16/2001		
1303)				To:	1	NCL BROI	DNAX								
Brunswick County															
	0.60	340	R	From:	1	NCL BROI	DNAX				NA		NA		05/16/2001
(1503)	0.00	340	K	To:	Mec	klenburg C	County Line				INA		INA		03/10/2001
Town of Brodnax							*								
				From:	Mec	klenburg C	County Line								0=/10/0004
(1504)	0.09	120	R								NA		NA		05/16/2001
	0.03	40		From:		12-65	7				NA		NA		05/16/2001
(1504)	0.03	40	R	To:		12-150	02				INA		INA		03/10/2001
				From:		12-65									
(1505)	0.10	100	R				-				NA		NA		05/16/2001
				To: From:		12-150	02								
(1505)	0.30	50	R						_		NA		NA		05/16/2001
				To:	]	ECL BROI									
	0.11	40	R	From:		12-150	07		_		NA		NA		05/21/2001
(1506)	0.11	40	ĸ	To:		12-150	03		7		INA		INA		00/2 1/200 I
				From:		12-65			i						
(1507)	0.06	70	R						<b>-</b>		NA		NA		05/21/2001
				To:		12-150	06								

						CK Mairie									
Route	Length	AADT	QA	4Tire	Bus					QC	Design	QK	AAWDT	QW	Year
	_0g		٠.		240	2Axle	3+Axle	1Trail	2Trail	40	Hour	٠.٠	, , , , , , ,	٠	
Town of Brodnax				From:	58 1515:	Mecklenbu	ira County	Line	Ī						
(1510)	0.07	200	R		36-1313,	WICCKICHOU	ing County	LIIIC			NA		NA		05/16/20
(1010)				To		12-65	0		_						
4540	0.57	150	R	From:		12-63	9				NA		NA		05/16/20
1510	0.07	100		To:		Dead E	nd						10.		00/10/20
				From:	Mec	klenburg C	ounty Line								
1516	0.01	90	R				<u></u>				NA		NA		05/16/20
				To:		12-65	9								
Brunswick County															
				From:		SR 46	5								
9449)	0.25	380	R	To:			arra ar		_		NA		NA		1998
						USSELL S									
	0.04	000	_	From:	E	BRUNSWI	CK HS				NIA		NIA		4000
9631)	0.24	630	R	To:		US 58	0				NA		NA		1998
						03.30									
Town of Brodnax				From:		Dead E	nd		1						
1501	0.06	220	R								NA		NA		07/23/20
58				To:	Bru	nswick Co	unty Line								
				From:		58-152	24								
(1504)	0.22	120	R								NA		NA		07/23/200
58				To:	Bru	mswick Co	unty Line								
				From:		Dead E	nd								
1515	0.43	NA							_		NA		NA		
<u> </u>				To:	Brunswi	ck County		510							
			_	From:		58-152	24								
1516	0.24	70	R	т					_		NA		NA		07/23/200
				To:	Bru	nswick Co									
	0.00	00	_	From:		58-151	.6				NIA		NIA		07/00/00
1524	0.09	30	R	To:		50 150	M		_		NA		NA		07/23/200
						58-150			<u> </u>						
	0.00	20	_	From:		58-151	.6				NIA		NI A		07/22/20
(1525)	0.09	30	R	To:		58-150	M				NA		NA		07/23/200
						38-130	J <del>4</del>								