### 2001

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

Jurisdiction Report

41

Halifax Countv
Town of South Boston
Town of Clover
Town of Halifax
Town of Scottsburg
Town of Virgilina

### 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.

					Halifa	ax Mainten	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	200	Tru		OT==:1	QC	Design	QK	AAWDT	QW	Year
Town of South Boston							3+Axle	ııralı	2Trail		Hour	_			
	0.54	2400	•	From:	0%	North Mai	in St 0%	0%	00/		NIA		2200		2004
(34) Hodges Street	0.54	2100	G	99% To:	0%	US 360		0%	0% T	С	NA		2200	G	2001
Halifax County				•					•						
	4.16	1000	G	From: 84%	Pit 2%	ttsylvania Co 3%	unty Line 1%	10%	<b>」</b> 0%	F	110	G	1100	G	2001
40	4.10	1000	G	04 /0	2.70			10 /0	7	,	110	G	1100	G	2001
40)	5.96	1100	G	From: 91%	1%	41-638 <b>2</b> %	1%	4%	0%	F	130	G	1100	G	2001
40				To:		S 501 North o	of Halifax								
(40) (501)	0.97	5900	G	From: 89%	US :	501 NORTH 3%	HALIFAX 3%	4%	 1%	F	570	G	5900	G	2001
40/(301)	0.01			To:		Campbell Cou		170	]		0.0				2001
Town of Virgilina									1						
40	0.13	2000	G	From: 88%	No 1%	orth Carolina 3	State Line 1%	8%	 0%	F	170	G	2000	G	2001
49	0.10	2000	0	To:	1 70			0 70	7	'	170	0	2000	0	2001
(49)	0.47	1000	G	From: 88%	1%	SR 96 3%	1%	8%	0%	F	100	G	1000	G	2001
40				To:		ECL Virg									
Halifax County				r											
(49)	2.05	1000	N	From: 88%	1%	ECL Virg 3%	ilina 1%	8%	 0%	N	100	N	1000	N	2001
49	2.00		.,	To:		cklenburg Co		070		.,	100	.,	1000	.,	2001
				From:	Pit	ttsylvania Co	unty Line								
57	3.53	780	G	88%	1%	3%	0%	8%	0%	F	NA		780	G	2001
			_	To: From:		41-844			]						
57	1.64	1200	G	88%	1%	3%	0%	8%	0%	С	NA		1200	G	2001
	2.62	4600		From:	10/	41-845		00/		F	NA		1700	G	2001
57	3.62	1600	G	88%	1%	3%	0%	8%	0%	Г	INA		1700	G	2001
57	4.06	2100	G	From: 94%	1%	41-676 <b>2</b> %	0%	3%	0%	С	NA		2200	G	2001
57				To:		SR 360									
~~~				From:		ttsylvania Co									
58	3.48	10000	G	80%	1%	3%	1%	15%	1%	F	390	G	9900	G	2001
	0.50			From:	40/	SR 119 D		450/			440		7700		0004
(58)	6.58	7900	G	80%	1%	3%	1%	15%	1% —	F	440	G	7700	G	2001
(FD)	9.25	8900	В	From: 82%	1%	41-658 <b>2</b> %	3 1%	14%	1%	С	850	В	8800	В	2001
58	0.20	0300		To:	170	US 501 Riv		1 7 70	<b></b>		000		0000		2001
Town of South Boston															
	0.18	18000	G	82%	1%	US 501 Riv 2%	erdale 1%	14%	 1%	F	660	G	18000	G	2001
[58]	0.16	10000	G	0∠70 To:		ECL South I		14%	7	Г	660	G	16000	G	2001
Halifax County									ı						
~~~	0.50			From:		ECL South I		4.40/			222		10000		2224
(58)	0.52	18000	N	82%	1%	2%	1%	14%	1%	N	660	N	18000	N	2001
(F)	5.00	7100	G	From: 82%	1%	US 360 2%	1%	14%	1%	F	580	G	7000	G	2001
58	J.00	, 100			1 /0			1-7/0							2001
58	5.57	5400	G	From: 82%	1%	41-601 2%	1%	14%	1%	F	420	G	5300	G	2001
	-			To:		cklenburg Co					-				
				From:		Charlotte Cou				_					
92	4.19	1300	G	93% To:	2%	3%	1%	1%	<b>0</b> %	F	130	G	1300	G	2001
						NCL Clo	ver								
Town of Clover				From:		NCL Clo	ver								
92	0.80	1300	N	93%	2%	3%	1%	1%	0%	Ν	130	Ν	1300	N	2001
<u> </u>				To:		SCL Clo	ver								

					Hailfa	ax Mainte	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Halifax County				From:				TTTGII	ZIIdii		Tioui				
92)	0.80	1300	N	93%	2%	SCL Clo	1%	1%	0%	N	130	Ν	1300	N	2001
				To:	U	S 360 South	of Clover								
				From:	US:	501 S of Clu	ster Spring	S							
(96)	7.11	1400	G	88%	1%	3%	1%	8%	0%	F	110	G	1400	G	2001
				To:		WCL Vir	gilina								
Town of Virgilina				From:		******			_						
	0.59	1400	N	88%	1%	WCL Vir	gilina 1%	8%	0%	N	110	N	1400	N	2001
96	0.59	1400	IN	00 /6	1 /0			0 /0	U /0	IN	110	IN	1400	IN	2001
	0.40	2222	_	From:	40/	N SR		00/			470		2000		2004
96 49	0.13	2000	G	88% To:	1%	3%	1%	8%	□ 0%	F	170	G	2000	G	2001
				<u> </u>	NO	orth Carolina	State Line								
Halifax County				From:	No	orth Carolina	State Line								
(119)	3.08	620	G	90%	0%	3%	1%	5%	0%	F	50	G	620	G	2001
110				To:		US 5	8								
Town of South Boston															
				From:	1	Wilborn Ave	Main St								
129 North Main St	0.09	4600	G	97%	0%	2%	0%	0%	0%	F	NA		4800	G	2001
				To: From:		Broad	St		<b>—</b>						
129 North Main St	0.38	5500	G	97%	0%	2%	0%	0%	0%	С	NA		5800	G	2001
120				To		Hadaa	. Ct								
129 North Main St	0.16	6800	G	97%	0%	Hodges 2%	0%	0%	0%	F	NA		7100	G	2001
129 North Main of	0.10	0000	Ŭ		0 70			070	7	•	1473		7 100	O	2001
North Main Ct	0.40	7000		From:	40/	Edmund		00/			NIA		7000		2004
129 North Main St	0.19	7000	G	97%	1%	1%	0%	0%	0%	F	NA		7300	G	2001
				To: From:		College			}						
129 North Main St	0.63	6700	G	97%	1%	1%	0%	0%	0%	F	NA		7000	G	2001
				To: From:		Cavalier	Blvd		]						
129 North Main St	0.88	10000	G	97%	1%	1%	0%	0%	0%	С	NA		11000	G	2001
				To:		NCL South	Boston								
Halifax County															
				From:		NCL South			<b>⅃</b>	_		_		_	
129	0.85	15000	G	96%	0%	2%	1%	1%	0%	F	1400	G	15000	G	2001
				To:		US 501 Cer	nterville								
Town of South Boston				From:			G.		1						
304)Seymour Dr	0.08	3100	G	96%	0%	Main 2%	0%	1%	0%	F	NA		3200	G	2001
304 Seymour Di	0.00	3100	G	90 /6	0 76			1 /0	U /0		INA		3200	G	2001
				From:	201	Broad		10/							2224
304 Seymour Dr	0.38	4100	G	96%	0%	2%	0%	1%	0%	С	NA		4300	G	2001
				To: From:		Marsha	ll St								
304 Seymour Dr	0.25	3200	G	96%	0%	2%	0%	1%	0%	F	NA		3400	G	2001
				To:		US 36	50								
Halifax County															
	4.50	4400	_	From:	40/	SR 36		00/		_	440	_	4400	0	0004
344	1.58	1100	G	93% To:	1%	2%	1%	3%	0%	F	110	G	1100	G	2001
				10.		NCL Scot	tsburg								
Town of Scottsburg				From:		NCI Ca-4	tahura								
244	0.75	1100	N	93%	1%	NCL Scot	tsburg 1%	3%	0%	N	110	N	1100	N	2001
344	0.75	1100	14		1 /0			J /0	J 70	ı V	110	14	1100	14	2001
	2 :2	400-		From:	401	41-72		001			100		4000		0001
344	0.42	1000	G	93%	1%	2%	1%	3%	0%	F	100	G	1000	G	2001
				To:		ECL Scot	tsburg								
Halifax County				From:		DCT -	. 1								
<u> </u>	7.35	1000	NI.	93%	1%	ECL Scot	tsburg 1%	3%	0%	NI	100	N	1000	N	2001
344	1.35	1000	N	93% To:					7	N	100	IN	1000	N	∠00 I
					Sta	unton River	state Park								

					Hama	ax iviairiteri	arioc 7 ti	<u> </u>							
Route	Length	AADT	QA	4Tire	Bus	 2Axle		ıck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Halifax County				From:											
(344)	2.18	130	G	93%	1%	unton River S	State Park 1%	3%	0%	F	20	G	130	G	2001
344)				To:	.,,	End of Ro				-					
Town of Halifax				From:		an acc									
(349)	0.12	NA		Piolii.		SR 360	)				NA		NA		2001
040				To:		US 50	1								
Halifax County				From:					1						
(360) (58)	3.48	10000	G	80%	1%	tsylvania Co 3%	unty Line 1%	15%	1%	F	390	G	9900	G	2001
900 90				To:		SR 119 D			¬	-					
(360) (58)	6.58	7900	G	80%	1%	3%	1%	15%	1%	F	440	G	7700	G	2001
				To: From:		41-658	3								
(360) (58)	9.25	8900	В	82%	1%	2%	1%	14%	1%	С	850	В	8800	В	2001
<del></del>				To:	U	IS 501 RIVE	RDALE								
Town of South Boston				From:	IJ	IS 501 RIVE	RDALE								
(360) (58)	0.18	18000	G	82%	1%	2%	1%	14%	1%	F	660	G	18000	G	2001
				To:		CL South B	oston								
Halifax County				From:		CL South B	astan		1						
(360) (58)	0.52	18000	N	82%	1%	2%	1%	14%	1%	N	660	N	18000	N	2001
				To: From:		E US 5	8		7						
(360)	0.45	13000	G	79%	1%	2%	2%	15%	1%	F	1000	G	13000	G	2001
$\overline{}$				To:		SCL South I	Boston								
Town of South Boston				From:		SCL South I	Dogton								
(360)	0.16	11000	G	79%	1%	2%	2%	15%	1%	F	NA		11000	G	2001
<u> </u>				To:		Seymour	Dr		٦						
(360)	0.52	11000	G	79%	1%	2%	2%	15%	1%	F	NA		11000	G	2001
<u></u>				To: From:		Hodges	St		7						
(360)	0.44	17000	G	79%	1%	2%	2%	15%	1%	F	NA		17000	G	2001
<u></u>				To: From:		Cavalier I	Blvd								
(360)	0.09	13000	G	79%	1%	2%	2%	15%	1%	F	NA		13000	G	2001
				To:		ECL South I	Boston								
Halifax County				From:		ECL South I	Boston								
360	1.43	8600	F	79%	1%	2%	2%	15%	1%	F	600	F	8300	F	2001
				To: From:		W 41-71	16								
360	5.28	8500	F	79%	1%	2%	2%	15%	1%	F	610	F	8300	F	2001
				To: From:		SR 360									
360	2.40	11000	G	79%	1%	2%	2%	15%	1%	F	400	G	11000	G	2001
	2 = 2	7000		From:	401	41-607		4501			510		7460		0001
360	2.79	7300	F	79%	1%	2%	2%	15%	1% —	F	510	F	7100	F	2001
	0.70	7400		From:		R 92 South o		15%	10/		060		7400		2004
360	2.73	7400	G	79% To:	1% C	2% Charlotte Cou	2% ntv Line	15%	1% T	F	960	G	7400	G	2001
				From:		tsylvania Co			1						
360	5.11	1100	G	93%	1%	2%	3%	1%	0%	F	100	G	1100	G	2001
				To: From:		41-683	3		<b>—</b>						
360	5.65	2000	G	93%	1%	2%	3%	1%	0%	F	170	G	2000	G	2001
				To: From:		41-681	<u> </u>								
360	2.57	6200	G	93%	1%	2%	3%	1%	0%	F	550	G	6200	G	2001
$\smile$				To:		41-654	1								

						Halifa	ıx Maintei	nance Ar	ea							
Route	L	.ength	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Halifax County							ZAXIE	3+Axle	Tirail	2Trail		Hour				
		0.00	4400		From:	40/	41-65		00/			400		4400		0004
360		0.30	4400	N	95% To:	1%	2% WCL Ha	0%	2%	0%	N	460	N	4400	N	2001
Town of Halifax					·											
		4.70	4400	_	From:	40/	WCL Ha		00/		_	400	0	4400	0	0004
360		1.72	4400	G	95%	1%	2%	0%	2%	0%	F	460	G	4400	G	2001
260 (501)		0.78	9600	G	From: 96%	0%	S US 5 2%	1%	1%	0%	F	800	G	9600	G	2001
360 501		0.70	3000	J	To:	0 70			1 70	7	'	000	O	3000	J	2001
360)		0.26	1700	G	From: 80%	1%	N US 5	3%	13%	1%	F	170	G	1700	G	2001
000)					To:		ECL Ha	lifax								
Halifax County					From:		EGI II	1.0								
360)		6.19	NA		Pioni.		ECL Ha	lifax				NA		NA		
300)		00	10.		To:		US 36	50								
					From:	No	rth Carolina	State Line								
501		2.46	3300	G	96%	0%	2%	1%	1%	0%	F	290	G	3400	G	2001
~					To: From:		SR 90			]—						
501		3.84	4700	G	96%	0%	2%	1%	1%	0%	F	410	G	4700	G	2001
~~					From:		41-65			]						
501		4.64	6200	G	96% To:	0%	2%	1%	1%	0%	F	500	G	6200	G	2001
E 66 d D						US	58; SCL So	outh Boston								
Fown of South Bos	ton				From:	US	58; SCL So	outh Boston								
501		0.46	19000	G	96%	0%	2%	1%	1%	0%	F	830	G	19000	G	2001
<del></del>					To: From:		ld SCL Sou			]—						
501 Main St		0.07	18000	G	96% To:	0%	2%	1%	1%	0%	F	NA		18000	G	2001
					From:		Broad Main			+						
501 Broad St		0.09	6600	G	96%	0%	2%	1%	1%	0%	F	NA		6900	G	2001
	Combined	Traffic:	13000	G	96%	0%	2%	1%	1%	0%	F	NA		14000	G	2001
~~~					From:		Seymou									
501 Broad St		0.22	7700	G	96%	0%	2%	1%	1%	0%	С	NA		8000	G	2001
	Combined	Traffic:	15000	G	96%	0%	2%	1%	1%	0%	С	NA		15000	G	2001
~~~ Drand Ct		0.00	4000		From:		SR 129 N N		4.0/		_	NIA		4000		2004
501 Broad St	Combined	0.26	4000 13000	G G	96% 95%	0% 0%	2% 2%	1% 1%	1% 1%	0% 0%	F F	NA NA		4200 13000	G G	2001 2001
	Combined	Hailic.	13000	G	70:	076	Third		1 70	7 0%	Г	INA		13000	G	2001
~~~					From:		130-6 Th	ird St								
501 Wilborn Ave		0.18	12000	G	96%	0%	2%	1%	1%	0%	С	NA		13000	G	2001
A CITIC A CITI		0.04	40000		From:		34-4700 Ed		40/			NIA		40000		0004
501 Wilborn Ave		0.24	13000	G	96%	0%	2%	1%	1%	0%	F	NA		13000	G	2001
	Combined	rame:	NA		т		***			_		NA		NA		
501 Wilborn Ave		0.68	15000	G	From: 96%	0%	Webste	r St 1%	1%	0%	F	NA		16000	G	2001
301)					To:		0-4702 Ham	nilton Blvd	. 70							
~		0.60	40000		From:		Hamilton	Blvd	40/			NIA		17000		2004
501 Halifax Rd		0.69	16000	G	96%	0%	2%	1%	1%	0%	F	NA		17000	G	2001
(Fin)		0.70	10000		From:		ld NCL Sou		10/	00/	F	760	G	19000	C	2001
501		0.79	18000	G	96%	0%	2%	1%	1%	0%	F	760	G	18000	G	2001
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		0.38	12000	G	From: 96%	0%	N SR 1 2%	1%	1%	0%	F	1100	G	13000	G	2001
501		0.30	13000	G	90% To:		NCL South		1 70	7/0	Г	1 100	G	13000	G	∠UU I
							C. L DOULII	_0001								

					Halifa	ax Mainte	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru		OT "	QC	Design	QK	AAWDT	QW	Year
Halifax County	J					2Axle	3+Axle	1 I rail	2Trail		Hour				
~~~	0.26	42000	N	From:		NCL South		10/	00/	N	1100	NI.	12000	N	2001
501	0.36	13000	N	96% To:	0%	2% SCL Ha	1% lifax	1%	0%	N	1100	N	13000	N	2001
Town of Halifax															
(504)	1.56	13000	N	96%	0%	SCL Ha	lifax 1%	1%	0%	N	1100	N	13000	N	2001
[501]	1.50	13000	IN	30 70	0 70			1 70	7	IN	1100	IN	13000	IN	2001
501	0.78	9600	G	96%	0%	S SR 3 2%	1%	1%	0%	F	800	G	9600	G	2001
				To: From:		N SR 3	360								
501	0.67	4900	G	87%	1%	3%	1%	8%	0%	F	430	G	4900	G	2001
				To:		ECL Ha	lifax								
Halifax County				From:		ECL Ha	lifax								
501	6.56	NA							<u></u>		NA		NA		
<del>~</del>				From:		41-64			<u> </u>			_		_	
(501)	5.90	3900	G	87%	1%	3%	1%	8%	0%	F	340	G	4000	G	2001
	2.52	3400	G	From: 87%	1%	41-60 <b>3</b> %	1%	8%	0%	F	290	G	3400	G	2001
501	2.52	3400	G	O7 70	1 /0			0 70	¬ 0 /0	'	230	J	3400	O	2001
501	4.90	3600	G	From: 85%	1%	41-64 3%	.5 1%	9%	0%	F	360	G	3700	G	2001
				To: From:		SR 4			<b>_</b>						
(501)	0.97	5900	G	89%	1%	3%	3%	4%	1%	F	570	G	5900	G	2001
<u> </u>				To:	C	ampbell Co	unty Line								
Town of South Bost	ton			From:		Broad	St								
Σρ1 Main St	0.07	6700	G	95%	0%	2%	1%	2%	0%	F	NA		7000	G	2001
P	Combined Traffic:	13000	G	96%	0%	2%	1%	1%	0%	F	NA		14000	G	2001
~~~				From:		Seymou									
501 Main St	0.18	6800	G	95%	0%	2% 2%	1% 1%	2%	0%	C C	NA NA		7100	G	2001
	Combined Traffic:	15000	G	96%	0%			1%	0%	C	INA		15000	G	2001
Sp1 Wilborne Ave	e 0.26	8800	G	95%	0%	SR 129 N N 2%	1%	2%	0%	F	NA		9200	G	2001
391)	Combined Traffic:	13000	G	95%	0%	2%	1%	1%	0%	F	NA		13000	G	2001
				To: From:		Third St U									
(5 <u>0</u> 1)	0.57	NA		T TOM.		Leigh	St				NA		NA		
381)				To:		US 50	)1								
Halifax County				r					_						
600	4.55	460	R	From:		SR 9	2		_		NA		NA		1999
(600)				To:		41-85	5								
(600)	1.39	370	R	From:		.1 00	<u>-</u>		<b>-</b> -		NA		NA		1999
				To:		41-74									
<u> </u>	0.31	100	R	From:		US 58 W;	41-658				NA		NA		1999
601)	0.31	100	ĸ	To:		US 58 1	Mid				INA		INA		1999
$\bigcirc$	2.42	=00	_	From:		US 58 I					A.I.A.		ALA		4000
(601)	0.40	760	R	_							NA		NA		1999
601	1.60	620	R	From:		41-73	0				NA		NA		1993
(601)	1.00	020		To:		41.50	7				19/4		11/7		1993
601)	1.20	420	R	From:		41-73	1				NA		NA		1993
				To:		41-79	4		<b>_</b>						
(601)	1.00	190	R	From:		r1-//	<u> </u>		<b>_</b>		NA		NA		1993
				To:		41-73	4								

					Паша	x Mainten	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru		OT"	QC	Design	QK AAW	DT	QW	Year
Halifax County	-					2Axle	3+Axle	'i i rail	2Trail		Hour				
601)	1.00	200	R	From:		41-734					NA	NA	١		1993
_	1.50			To: From:		41-732			]		NA	NI A			1005
601	1.50	60	R	To:	Me	cklenburg Co	ounty Line				INA	NA	`		1995
				From:		41-744									
602	2.10	80	G	93%	1%	2%	2%	1%	☐ 0%	F	NA	80		G	2001
602)	3.80	270	G	93%	2%	41-741 <b>2</b> %	2%	1%	0%	F	NA	270	)	G	2001
602)	2.80	390	G	From: 93%	2%	41-734 <b>2</b> %	2%	1%	0%	С	NA	390	)	G	2001
				To:	Me	cklenburg Co	ounty Line								
$\widehat{}$	0.70			From:	40/	SR 40		00/		_		400	^		0004
603	3.73	1200	G	92%	1%	2%	2%	2%	0%	F	NA	120	0	G	2001
	0.07	4000		From:	40/	41-647 W		20/			NIA	400	^		2004
603)	2.37	1900	G	92%	1%	2%	2%	2%	0%	С	NA	190	U	G	2001
	3.52	620	G	From: 90%	1%	US 503	1%	4%	0%	F	NA	620	<u> </u>	G	2001
603)	3.52	620	G	90%	1 70			4%	U%	Г	INA	020	J	G	2001
	2.77	920	G	From: 90%	1%	41-642 <b>4</b> %	1%	4%	0%	F	NA	930	1	G	2001
603)	2.11	920	G	90 76	1 /0			4 /0	7 0 70	'	INA	930	J	G	2001
600	3.59	830	G	From: 90%	1%	41-629 <b>4</b> %	1%	4%	0%	С	NA	840	<b>1</b>	G	2001
603)	0.00	000	Ü	70 70	1 70			770	7	O	INA	040	,	O	2001
603	3.90	470	G	From: 90%	1%	41-626 E 4%	1%	4%	0%	F	NA	470	<b>1</b>	G	2001
603)	0.00				170			1,0	7					Ü	2001
603)	2.64	850	G	From: 90%	1%	41-619 <b>4</b> %	1%	4%	0%	F	NA	860	)	G	2001
603)	2.01	000	·	То:	170	41-726		170	7			000		Ü	2001
				From:		41-734									
604)	1.50	320	R	-							NA	NA	١		1993
				To: From:		41-606	<u> </u>		<b>—</b>						
604)	0.75	140	R	rioii.							NA	NA	١		1993
				To: From:		41-933			<b>—</b>						
604)	0.55	110	R	rioii.							NA	NA	١		1993
				To: From:		41-733									
604)	0.20	80	R	rioii.							NA	NA	١.		1999
				To:	Me	cklenburg Co	ounty Line								
$\bigcirc$				From:		41-607	1								400=
605)	2.38	160	R	To:		41.74			7		NA	NA	١		1995
				From:		41-746									
606	0.50	20	R	rioin.		Dead Er	nd		_		NA	NA			1999
606	0.00		• • •	To:		41.727	,		_				•		1000
606	0.60	90	R	From:		41-735	1				NA	N/			1993
606				To:		41.604									
606)	0.55	160	R	From:		41-604	•				NA	NA	١		1993
606)				To:		41-933									
606	0.65	180	R	From:		41-933					NA	NA	\		1993
				To:		41-602	<u>.                                    </u>		1						
				From:		US 360	)								
607)	4.96	1400	G	95%	1%	2%	1%	1%	0%	С	NA	140	0	G	2001
				To:		41-646									
$\sim$				From:		41-610	)								
608	1.70	300	R	. —					_		NA	NA	١		1999
				To:	Dea	ad End GAP	TERMIN								

					наша	x Mainter	iance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru		OT!!	QC	Design	QK A	AWDT	QW	Year
Halifax County						ZAXIE	3+Axie	1Trail	2Trail		Hour				
	1.70	470	R	From:	De	ead End Gaj	p Termin				NIA		NIA		1002
608)	1.70	170	K	To:		41-60	7		7		NA		NA		1993
				From:		41-610			1						
609	2.10	500	R			11 01			_		NA		NA		1999
				To: From:		41-61	1		<del></del>						
609	1.30	420	R	FIGHT.							NA		NA		1993
				To: From:		41-621 SO									
609)	2.30	210	R			41-621 NC	)K I H		_		NA		NA		1993
009)		•		To:		41-603	3		]						
				From:		US 501 SC	UTH								
610)	1.67	210	R						<u> </u>		NA		NA		1993
				To: From:		US 501 NO	ORTH		]						
610	4.60	550	G	95%	2%	2%	1%	1%	0%	F	NA		560	G	2001
				To: From:		41-626 NO			<del> </del>						
610	2.00	390	G	95%	2%	2%	1%	1%	0%	F	NA		400	G	2001
010				To:		41-61:			¬						
610	2.35	850	G	95%	2%	2%	0%	1%	0%	F	NA		860	G	2001
				To		41-614	4		1						
610	2.39	1100	G	95%	2%	2%	1%	1%	0%	С	NA		1100	G	2001
				To:		SR 36	0								
$\widehat{}$				From:		41-610	0								
611)	2.43	170	R								NA		NA		1999
				From:		41-948 SO	UTH		]						
(611)	0.60	NA		To:		41-609	0		7		NA		NA		
				From:		41-610			1						
612	1.30	510	R			41-010	0				NA		NA		1999
012)				To:		1.30 MN 4	1-610		¬						
612	0.60	40	R	From:		1.50 1/11 1	1 010		_		NA		NA		1999
				To:		Dead E	nd								
				From:		41-620	6								
613)	0.70	170	R								NA		NA		1999
				To: From:		41-893	3		]						
613)	0.28	170	R								NA		NA		1999
	0.45			From:	De	ead End Gap	) Termin		}—						4000
613)	0.45	720	R						_		NA		NA		1993
	0.00			From:		41-614 W	EST		_		NIA		NIA.		4000
613	0.36	250	R						_		NA		NA		1999
	0.30	260	R	From:		41-614 E	AST		_		NA		NIA		1002
613	0.30	260	K	To:		SR 360 W	EST		7		INA		NA		1993
				From:		SR 360 E	AST		<u> </u>						
613)	3.30	440	G	96%	1%	2%	1%	0%	0%	С	NA		440	G	2001
				To: From:		US 36			]——						
(613)	2.74	840	G	72% To:	2%	25%	1%	1%	0%	F	NA		850	G	2001
				10.	W	CL SCOTT	SBURG		1						
Town of Scottsburg				From:	W	CL SCOTT	SBURG		1						
(613)	0.28	910	G	72%	2%	25%	1%	1%	0%	С	NA		920	G	2001
				To:		SR 34	4								

					Halifa	ax Mainter	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	OK	AAWDT	ΟW	Year
	Longui	ו אחח	<b>α</b> Λ	71116	Dus	2Axle	3+Axle	1Trail	2Trail	Q.O	Hour	ωi	, U (V V D I	<b>₩</b> ٧ ٧	ı cai
Halifax County				From:		41-71	6		1						
614)	2.07	2900	G	97%	1%	1%	0%	1%	0%	С	NA		3000	G	2001
				To		41-65	1								
614)	1.86	1800	G	97%	1%	1%	0%	1%	0%	F	NA		1800	G	2001
				To: From:		SR 36	0		]——						
614	0.31	720	R								NA		NA		1993
				To: From:		41-613 E 41-613 W	AST								
614)	2.25	580	R	<u> </u>		41-013 W	ESI				NA		NA		1999
				To:		41-61	0								
				From:		US 50	1								
615)	2.30	280	R						_		NA		NA		1999
				To: From:		41-626 SC 41-626 NC									
615)	2.30	520	R			020 110	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				NA		NA		1999
				To:		41-61	0								
$\sim$				From:		41-60	3								
616	2.50	130	R								NA		NA		1993
				From:		41-78	0								
616	0.50	150	R								NA		NA		1993
	4.40			From:		41-61	7		]						1000
616	1.10	110	R	To:		41-74	6		$\neg$		NA		NA		1993
				From:		41-61			l I						
617)	0.90	190	R	<u> </u>		41-01	0		_		NA		NA		1993
				To		41-61	8		٦						
617)	2.00	160	R	From:		41-01	0				NA		NA		1993
				To		41-62	3		¬						
617	1.45	70	R	From:		02					NA		NA		1986
				To: From:		1.45 MN 4	1-623		<b>—</b> —						
(617)	0.95	20	R	Tioni.							NA		NA		1999
$\bigcup$				To:		Dead E	nd								
$\bigcirc$				From:		41-61	7								1000
618	1.60	60	R	To:		41-62	2		$\neg$		NA		NA		1999
				From:		41-60									
(619)	2.90	130	R			41-00	3				NA		NA		1999
0.09				To:		41-62	3								
				From:		41-62	6								
620	0.20	60	R								NA		NA		1986
				To:	(	Charlotte Cou									
(24)	3.30	120	R	From:		41-64	7				NA		NA		1993
621)	3.30	120	Λ.	To		***			_		14/7		14/7		1000
(624)	1.10	170	R	From:		US 50	1		_		NA		NA		1993
621)				To:		41.76	1								
621)	2.00	140	R	From:		41-76	1				NA		NA		1993
621)				To:		41-64	2								
621)	0.80	160	R	From:		41-04	<u> </u>				NA		NA		1993
621)				To		41-87	5								
621)	0.90	60	R	From:		41-0/	٠				NA		NA		1985
621)		-		To	D/	ead End Gap	Terminue								
621)	1.40	260	R	From:		ла гла Сар			_		NA		NA		1991
				To:		41-626 NO	ORTH								

					Halifa	ax Mainter	nance Ar	ea							
Dout	141-	AADT		4.7	D		Tru	ıck		- 00	Design	014	A A)A/DT	0144	\/
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDT	QW	Year
Halifax County															
			_	From:	10/	41-626 SC		201		_				_	
621)	3.40	260	G	95%	1%	2%	2%	0%	0%	С	NA		260	G	2001
				To:		41-73									
621)	0.83	270	G	95%	1%	2%	2%	0%	0%	F	NA		270	G	2001
				To: From:		41-60	19								
621)	3.30	350	G	95%	1%	2%	2%	0%	0%	F	NA		350	G	2001
				To:		41-60	13								
				From:		Dead F	End								
622	1.00	80	R								NA		NA		1995
				To:		SR 36	50								
				From:		41-60	13								
623	2.72	310	R	-							NA		NA		1987
				To		41-61	0								
623	0.24	280	R	From:		41-01	7				NA		NA		1993
023)	0.21	200		_					_		10.		101		1000
	4.04		_	From:		41-75	8				NIA		NIA		4000
623	1.01	360	R								NA		NA		1999
				From:		41-62	4								
623	2.47	180	R								NA		NA		1999
				To: From:		41-61	8								
623	1.09	120	R	110111.							NA		NA		1999
				To		41-61	7								
623	0.65	30	R	From:		41-01	/				NA		NA		1999
023	0.00	•	• • •	To:		Dead E	End				10.		10.		1000
				From:		41-62									
624	2.40	190	R			41-02	.0				NA		NA		1999
624	2.40	100		_					_		107		1473		1000
	E 40	420		From:		41-62	.5				NΙΔ		NΙΛ		1000
624)	5.48	130	R						_		NA		NA		1999
				To: From:		41-62	3								
624)	1.50	60	R						_		NA		NA		1999
				To:		Dead F	End								
<u> </u>				From:		41-62	6								
625)	1.60	160	R								NA		NA		1993
				To:		41-62	4								
_				From:		US 50	)1								
626	3.11	280	G	98%	0%	2%	0%	0%	0%	С	NA		280	G	2001
				To:		41-63	2		<b>—</b>						
626)	4.10	200	G	98%	0%	2%	0%	0%	0%	F	NA		200	G	2001
020				To					_						
(626) (626)	4.70	230	G	From: 95%	0%	41-62 1%	2%	1%	0%	С	NA		230	G	2001
(626)	4.70	230	•	To:	0 70	41-603 E		1 70	$\neg$	O	INA		200	O	2001
				From:		41-603 W	/EST								
626)	3.30	1300	G	86%	1%	2%	1%	11%	0%	F	NA		1300	G	2001
				To		41-610 SC	MITH								
626 626 626	2.96	1400	G	From: 86%	1%	2%	1%	11%	0%	F	NA		1400	G	2001
020	2.00		_	T	. 70			/0		•				•	_001
	0.40	2500		From:	40/	41-615 NO		110/	00/		N1A		2500		2004
626)	2.43	2500	G	86% To:	1%	2%	1%	11%	0%	С	NA		2500	G	2001
				I		SR 36									
$\overline{}$			_	From:		41-60	13								
627)	2.40	140	R						_		NA		NA		1993
				To:		41-64									
$\overline{}$				From:	•	41-64	7								
628	4.90	330	R								NA		NA		1999
				To:	-	US 50	)1	-							

					Halifax Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
lalifax County				From:	DJ.FJ					
20)	0.70	50	R	riom.	Dead End	_		NA	NA	1999
629)	0.70	•	• • •	То:	41-603				14.	1000
				From:	41-603					
630	0.60	90	R	<u> </u>				NA	NA	1999
				To	41-631	<b></b>				
630	0.80	60	R	From:	41-051	_		NA	NA	1999
550)				To:	Dead End	1				
				From:	41-644					
631)	0.60	160	R	<u></u>		_		NA	NA	1993
				To:	41-630					
				From:	41-626					
632)	4.61	710	G	97%	0% 2% 1% 1%	0%	С	NA	710 G	2001
				To:	US 501 SR 40					
				From:	41-634					
633	1.50	100	R					NA	NA	1999
				To:	Dead End					
				From:	41-632	]			-	-
634)	1.30	70	R					NA	NA	1995
				To: From:	41-633	<b>—</b>				
634)	0.40	160	R	From:		_		NA	NA	1993
				To:	41-636					
				From:	SR 360					
635)	2.50	110	R					NA	NA	1999
				To	41-665					
				From:	SR 40					
636)	1.50	180	R	<u></u>				NA	NA	1993
				To: From:	41-645	<b>—</b>				
636)	1.62	60	R	FIOIII.				NA	NA	1999
				To: From:	1.63 ME 41-645					
636)	0.07	370	R	From:	1.03 ML 41-043			NA	NA	1993
000)				To:	US 501 NORTH					
$\widehat{}$				From:	US 501 SOUTH					
636)	1.26	370	R					NA	NA	1993
_				To: From:	41-634	]				
636)	0.80	380	R			_		NA	NA	1993
<u> </u>				To:	41-626					
<u> </u>				From:	41-670					
637)	1.80	130	R			_		NA	NA	1993
				To:	41-638					
$\bigcirc$		-		From:	SR 40 WEST					
638)	0.80	320	R					NA	NA	1993
				To: From:	41-637	]				
638	0.90	190	R					NA	NA	1993
				To: From:	41-639	]——				
638)	3.79	170	R					NA	NA	1993
				To:	SR 40 MID					
	4.50	470	_	From:	SR 40 EAST			N.I.A	N 1 A	4000
638)	1.50	170	R	To:	US 501	7		NA	NA	1993
_						1				
	4.00	400	-	From:	Pittsylvania County Line	┙		NIA	NIA	4000
639	1.20	190	R			_		NA	NA	1993
				From:	41-640	]			<del></del>	
639	0.40	150	R	_		_		NA	NA	1993
				To:	41-670	1				

Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		OC	Design	OK	AAWDT	OW	Year
Halifax County	g					ZAXIE	3+Axie	1Trail	2Trail		Hour				
	2.50	150	R	From:		41-670	)				NA		NA		1993
639)	2.50	130	IX	To:		41-638	3				INA		INA		1990
				From:		41-650	)								
640	1.00	420	R						_		NA		NA		1993
				To: From:		SR 40; 41 SR 40									
640	2.10	410	R								NA		NA		1993
				To: From:		41-669	9								
640	3.20	210	R						_		NA		NA		1993
				To:		41-639									
	3.30	260	R	From:		41-642	2				NA		NA		1993
641)	3.30	200	IX	To:		41-610	)				IVA		11/-3		1000
				From:		41-832									
642	3.02	820	G	91%	1%	2%	1%	5%	0%	С	NA		830	G	2001
				To: From:		US 50	1		]——						
642	4.69	620	G	95%	0%	2%	2%	1%	0%	С	NA		630	G	2001
				To:		41-603									
<u> </u>	0.10	40	R	From:		Dead E	nd				NA		NA		1986
643	0.10			To:		41 014 41	026		_		14/1		107		1000
643)	0.40	150	R	From:		41-814; 41	-826				NA		NA		1993
043				To:		US 501 W	EST								
	0.50	400	R	From:		US 501 E.	AST				NA		NA		1993
643	0.50	180	ĸ	To:		41-610	)				INA		INA		1993
				From:		41-603									
644)	1.20	760	G	93%	0%	4%	0%	3%	0%	С	NA		760	G	2001
				To: From:		41-645	5		1						
644	2.75	140	R	T TOTAL S							NA		NA		1993
				To: From:		41-627	7		]——						
644	0.60	180	R						_		NA		NA		1993
				To: From:		41-626									
645	3.01	580	G	91%	1%	41-644 4%		3%	0%	С	NA		580	G	2001
645)	0.0.			To:	. , ,	US 501 SO	UTH	0,0							
	0.40	242	_	From:		US 501 NC	ORTH				NIA		NIA		4000
645	2.42	210	R	To:		41-636	5		7		NA		NA		1993
				From:		41-645									
646	2.08	210	R			41-043	,		_		NA		NA		1993
				To		41-81	1		<b>—</b>						
646	0.34	340	R	From:							NA		NA		1993
				To:		41-626	5								
$\bigcirc$	4.04		_	From:	401	41-667		00/		_			600	^	000
647	4.01	290	G	95% To:	1%	2% 41-603 E	0%	0%	0%	F	NA		290	G	2001
				From:		41-603 W			_						
647)	2.18	300	G	95%	2%	2%	0%	0%	0%	F	NA		300	G	2001
				To: From:		41-649			]						
647)	1.70	250	G	95%	2%	2%	0%	0%	0%	С	NA		250	G	2001
				To:		SR 40									
648	3.70	130	R	From:		41-696	5				NA		NA		1993
648)	5.70	150	17	To:		41-699	)		7		11/7		14/51		1000
						07.									

					Halifa	x Maintena	ince Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Halifax County	-					2Axle 3	3+Axle	1 I rail	2Trail		Hour				
	4.00	0.50	_	From:		41-667									1000
649	1.20	250	R						_		NA		NA		1993
649	1.50	220	R	From:		41-786					NA		NA		1993
049				To:		41-603 SOU			1						
(649)	2.90	230	R	From:		41-603 NOR	TH				NA		NA		1993
049				To:		41-647									
$\sim$				From:		41-667; 71-6	650								
650	1.30	280	R						_		NA		NA		1993
(FD)	1.00	410	R	From:		41-657					NA		NA		1993
650	1.00	410		To:		41-640			٦						
(650)	0.60	320	R	From:		41-040			_		NA		NA		1993
				To:		41-603									
Town of Halifax				From:		US 501			1						
(651)	0.11	2400	G	97%	0%	2%	0%	0%	0%	F	NA		2400	G	2001
				To:		ECL HALIF	AX								
Halifax County				From:		ECL HALIF	AV								
(651)	2.22	1600	G	97%	0%	2%	0%	0%	0%	С	NA		1600	G	2001
				To:		41-614			1						
Town of Halifax				From:		Dead End	ı		1						
(652)	0.44	180	R			Dead Elic	1		_		NA		NA		1993
				To:		CL Halifa	X								
Halifax County				From:		CL Halifa:			1						
(652)	1.52	180	N	<u> </u>		CL Hailla	X		_		NA		NA		1993
				To:		SR 360									
	1.60	400	_	From:	SI	R 360 EAST;	41-903				NIA		NIA		1002
653	1.60	160	R	. —					_		NA		NA		1993
(653)	1.90	220	R	From:		41-880					NA		NA		1993
0559				To:		SR 360 WE	ST								
$\bigcirc$				From:		SR 360			]	_				_	
654)	2.73	8600	G	88% To:	1%	3% US 501	6%	1%	0% ¬	С	NA		8700	G	2001
				From:		41-711			1						
655)	1.20	620	G	96%	1%	1%	0%	1%	0%	С	NA		620	G	2001
				To:		41-658									
6-0	3.05	590	G	From:		US 58					NA		600	G	2001
656	3.03	330	J	To:	Pit	tsylvania Cour	nty Line		7		INA		000	O	2001
				From:		41-667									
657	1.80	70	R						_		NA		NA		1993
				To: From:	D'	41-650	, T.		1						
658)	1.80	220	R	Troni.	Pit	tsylvania Cou	nty Line		_		NA		NA		1993
				To:		41-688			7						
658	3.72	300	R	From:		.1 000			_		NA		NA		1995
				To: From:		41-662									
658	0.46	390	G	94%	2%	2%	1%	2%	0%	F	NA		400	G	2001
				From:		41-691			]	_				_	
658	3.84	760	G	94%	2%	2%	0%	2%	0%	С	NA		760	G	2001
				To:		US 58 WES	SΤ								

					Halifa	ax Maintei	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	Design	OK	AAWDT	ΟW	Year
	Longui	ו ערה	<b>~</b> ^	71116	Dus	2Axle	3+Axle	1Trail	2Trail	Q.O	Hour	ωi	, v (v v D I	<b>∞</b> , v v	i Gai
Halifax County				From:		US 58 W	FST		1						
658	2.80	420	G	95%	1%	2%	0%	2%	0%	F	NA		420	G	2001
				To:		41-77	'3		<b></b>						
658)	2.59	1100	G	95%	1%	2%	0%	2%	0%	F	NA		1100	G	2001
				To:		41-70	18		<b></b>						
658	4.36	2100	G	95%	1%	2%	0%	2%	0%	С	NA		2100	G	2001
				To		US 50	)1								
658	3.52	610	G	From: 93%	2%	4%	0%	1%	0%	F	NA		610	G	2001
900				To:		41-74									
	0.40		_	From:	00/	41-744 NO		40/		_			400	•	0004
658)	0.12	180	G	93% To:	2%	4%	1%	1%	0%	С	NA		180	G	2001
				From:		41-741 W									
658	3.80	270	G	93%	2%	4%	0%	1%	0%	F	NA		270	G	2001
				To:		US 58 E; 4	11-601								
				From:	Pi	ttsylvania Co	ounty Line								
659	1.58	450	G	97%	0%	1%	0%	1%	0%	F	NA		450	G	2001
				To:		41-68	8								
659	3.72	480	G	96%	0%	1%	1%	1%	0%	F	NA		480	G	2001
				To:		41-69	11								
650	3.89	360	G	97%	1%	1%	1%	1%	0%	F	NA		360	G	2001
659	0.00	000		Та:	.,,			. , ,	¬ ~~	•					_00.
250	1.74	640	G	From: 97%	0%	41-68 1%	0%	1%	0%	С	NA		640	G	2001
659	1.74	040	G	91 /0	0 /0			1 /0	U 70	C	INA		040	G	2001
	5.40	4000		From:	40/	41-68		40/	00/		NIA		4400		0004
659	5.48	1000	G	94%	1%	4%	0%	1%	0%	F	NA		1100	G	2001
<u> </u>				To: From:		41-682 SC									
659	0.09	3800	G	94%	1%	4%	0%	1%	0%	F	NA		3800	G	2001
				To: From:		41-682 NO	ORTH								
659	1.27	4000	G	94%	1%	4%	0%	1%	0%	С	NA		4000	G	2001
				To:		41-65	4								
$\widehat{}$				From:	Pi	ttsylvania Co	ounty Line								
660	0.45	110	R								NA		NA		1993
				To: From:		41-66	1		]						
660)	0.40	140	R						_		NA		NA		1993
				To:		41-66	2								
$\bigcirc$				From:	Pi	ttsylvania Co	ounty Line								
661)	0.50	90	R	To:					_		NA		NA		1993
						41-66									
	0.00	0.4.0	_	From:		SR 36	50				N1.0		NIA		4000
662	0.80	310	R								NA		NA		1993
				From:		41-68	4								
662	1.00	290	R								NA		NA		1993
				To: From:		41-66	0		]						
662	3.80	160	R								NA		NA		1993
				To: From:		41-68	5		<u> </u>						
662	0.40	480	R						_		NA		NA		1995
				To:		41-659 E									
	2.40	440	C	From:	2%	41-659 W 0%	/EST 1%	2%	 0%	С	NA		110	G	2004
662	2.40	110	G	95% To:	∠70	41-65		۷70	0%	C	INA		110	G	2001
				From:											
663	2.10	60	R			SR 36	ou		_		NA		NA		1993
663)	2.10	30	1	To:		41-68	4				13/7		14/7		1993
						71-00									

					Halifax Maintenance Area			Design		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trai		QC	Hour	QK AAWDT Q	W Year
Ialifax County				From:	Pittsylvania County Line	1				
664)	2.00	50	R	<u> </u>	1 ittsyrvania County Line			NA	NA	1995
				To:	41-675; 41-807					
	0.70	270	R	From:	41-676			NA	NA	1999
665	0.70	270	ĸ	т	44.60	_		INA	NA	1998
665)	1.90	150	R	From:	41-635			NA	NA	1999
000				To:	41-675					
$\bigcirc$				From:	41-667					
666	0.50	360	R			_		NA	NA	1999
	2.00	290	R	From:	41-702			NA	NA	1999
666	2.00	230	IX.	To:	Pittsylvania County Line			IVA	IVA	1000
				From:	41-832					
667	2.65	280	G	95%	2% 3% 0% 1%	0%	С	NA	280	3 2001
				From:	41-753	<del></del>				
(667)	3.71	220	G	85% To:	4% 7% 1% 3% 41-657	0%	С	NA	220	3 2001
				From:	41-647					
667)	3.48	290	G	85% To:	3% 7% 1% 3%	0%	F	NA	300	3 2001
				From:	41-650; 71-650 41-603					
668	0.51	70	R		41-003			NA	NA	1995
				To: From:	SR 40; 41-640	<b>—</b>				
668	0.69	780	G	91%	1% 2% 1% 3%	0%	С	NA	780	3 2001
				To:	Pittsylvania County Line					
(60)	0.60	60	R	From:	Pittsylvania County Line			NA	NA	1995
669	0.00			To:	41-640					1000
				From:	SR 40					
670	1.00	280	R					NA	NA	1993
	2.00	400		From:	41-637			NIA	NIA	4000
670	3.90	120	R	To:	41-639	1		NA	NA	1993
				From:	Dead End					
671)	0.90	120	R					NA	NA	1995
				To: From:	41-659 EAST 41-659 WEST					
671)	3.50	140	R		007 11201			NA	NA	1993
				To: From:	41-679					
671)	2.00	240	R			_		NA	NA	1993
				To: From:	SR 360 WEST SR 360 EAST					
671)	2.90	120	R					NA	NA	1993
				To:	41-832					
672)	2.00	100	R	From:	41-832			NA	NA	1993
012)	2.00			To	41-674			101	14/7	1000
672	1.10	130	R	From:	41-0/4			NA	NA	1993
				To:	41-676 WEST					
672)	1.00	70	R	From:	41-676 EAST			NA	NA	1999
672)				To:	Dead End					
				From:	41-832					
673)	0.85	90	R	т.		_		NA	NA	1999
				To:	41-936					

Route	Length	AADT	QA	4Tire	Bus	Truc	ck		QC	Design	QK A	AWDT	QW	Year
Halifax County	g		-		2Axle	3+Axle	1Trail	2Trail		Hour				
_	0.05	20	R	From:	41-936	<u>,                                      </u>				NA		NA		1999
673)	0.05	20	ĸ	To:	Dead Er	nd		7		INA		NA		1999
				From:	41-676			İ						
674)	1.70	170	R							NA		NA		1999
				From:	41-672	)		]						4000
674)	0.90	60	R	To:	Dead Er	nd.		_		NA		NA		1999
				From:				I						
675)	0.60	140	R		Pittsylvania Co	unty Line		_		NA		NA		1999
				To	41-664; 41	-807		٦						
675 675	1.80	130	R	From:	11 00 1, 11	007		_		NA		NA		1999
				To: From:	41-665	5		1						
675)	2.05	120	R	From:						NA		NA		1999
				To	41-756	5		7						
675	0.95	190	R	rioin.						NA		NA		1999
				To: From:	41-832	)		<b>—</b>						
675)	1.20	40	R							NA		NA		1999
$\bigcup_{i=1}^{n}$				To:	Dead Er	nd								
$\bigcirc$	0.70			From:	SR 360	)								4000
676	2.70	520	R					_		NA		NA		1999
	0.00	200		To: From:	41-677	7		_		NIA		NIA.		4000
676	0.80	320	R							NA		NA		1999
	2.60	270	R	From:	41-674	<u> </u>				NA		NA		1999
676)	2.00	270	K					_		INA		INA		1999
	1.14	620	R	From:	41-672 EA	AST		_		NA		NA		1999
676)	1.14	020	IX.	To:	41-832	2		1		IVA		INA		1000
				From:	Dead E			i						
677)	1.00	90	R					_		NA		NA		1999
				To: From:	1.00 MN De	ad End		<b></b>						
677)	1.40	390	R	rioin.				_		NA		NA		1999
				To: From:	SR 360 W									
677	1.60	270	R	T TOMA	SR 360 E	481				NA		NA		1999
677)				To	41-763	,								
677)	1.60	160	R	From:	41-703	<u>'</u>				NA		NA		1999
				To:	41-676	,								
				From:	41-681									
678	0.80	380	G	92%	2% 2%	2%	2%	0%	С	NA		380	G	2001
				To: From:	41-682	2		]						
678	3.50	270	R	т	41.654			_		NA		NA		1993
				To:	41-654									
670	1.60	210	R	From:	41-680	)				NA		NA		1993
679	1.00	2.0	.,	To:	41 681			7						. 555
670	1.70	190	R	From:	41-671	<u> </u>				NA		NA		1993
679				To:	41-681	1		1						
				From:	41-683									
680	3.00	60	R					_		NA		NA		1993
<u></u>				To: From:	41-679	)		<b>]</b> ——						
680)	1.40	230	R					_		NA		NA		1993
				To:	SR 360	)								

					Halifa	ax Maintei	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
	. 3.					2Axle	3+Axle	1Trail	2Trail		Hour				
Halifax County				From:		41-65	9								
(681)	2.90	150	R								NA		NA		1993
				To: From:		41-67	9								
681)	0.45	420	R						_		NA		NA		1993
	2.45	400	G	From: 97%	40/	41-67	8 0%	00/	0%		NA		400	G	2004
681)	2.15	420	G	9170 To:	1%	1% SR 36		0%	7 0%	С	NA		420	G	2001
				From:		41-67									
682	3.17	470	G	95%	0%	3%	1%	1%	0%	F	NA		470	G	2001
				To: From:		41-659 NO									
692	1.06	3400	G	95%	0%	41-659 SC 3%	1%	1%	0%	С	NA		3400	G	2001
682		0.00		To:		CL SOUTH		.,,	٦				0.00		
				From:		41-65	9								
683	1.00	180	R								NA		NA		1993
				To: From:		41-68	0		]						
683	3.80	150	R								NA		NA		1993
				From:		41-685; 4	1-771		]						
683	0.80	370	R								NA		NA		1993
$\overline{\bigcirc}$				From:		41-68	4		]						
683)	1.50	560	R	To:		SR 36	0		_		NA		NA		1993
				From:											
684)	1.80	80	R	T.C.III.		41-66	<u> </u>		_		NA		NA		1993
684)				To:		41-66	2								
684)	1.80	160	R	From:		41-00	3				NA		NA		1993
				To:		41-68	3								
				From:		41-66	2								
685	4.70	130	R						<b>-</b>		NA		NA		1993
				To:		41-683; 4									
(686)	1.30	90	R	From:		41-68	9		_		NA		NA		1999
(086)	1.00	30		To:		41.65	0		_		14/1		14/1		1000
(686)	0.60	70	R	From:		41-65	8				NA		NA		1999
000)				To:		Dead E	nd								
				From:		41-70	8								
(687)	0.16	170	R	_					_		NA		NA		1999
				To:		41-65									
	3.08	260	R	From:	Pi	ttsylvania Co	ounty Line				NA		NA		1995
688	3.00	200	K	т					_		INA		INA		1995
600	1.90	190	R	From:		41-65	8				NA		NA		1995
688)				To:		41-65	9		]						
				From:		Dead E	nd								
689	0.62	40	R								NA		NA		1999
				To: From:		0.62 ME De	ad End								
689	0.30	60	R								NA		NA		1999
				To: From:		41-68	6		]——						
689	2.00	80	R	To			0		_		NA		NA		1999
				To:		41-65			<u> </u>						
600	1.80	90	R	From:		41-60	3		_		NA		NA		1999
690	1.00	30	11	To:		Dead E	nd		7		14/1		14/1		1000

					Halifax M	/laintenar	nce Are	ea							
Route	Length	AADT	QA	4Tire	Rue				OT!	QC	Design	QK A	AAWDT	QW	Year
Halifax County					2	2Axle 3-	+Axie	Tirali	2 i raii		Hour				
	2.00	400		From:		41-658					NIA		NIA		1002
<b>691</b>	2.00	190	R	To:		41-659			٦		NA		NA		1993
				From:		Dead End			1						
692	0.45	50	R						_		NA		NA		1995
				To:		41-751									
600	0.50	260	R	From:	NC S	State Line V	West		_		NA		NA		1999
693	0.00			To:		41-764									1000
693)	3.23	120	R	From:		41-704			_		NA		NA		1999
				To: From:		41-829			]						
693	0.22	120	R						_		NA		NA		1999
				To:		State Line l									
604	1.00	80	R	From:	SI	R 119 US 5	58		_		NA		NA		1999
694)	1.00			To:	1.0	0 ME SR 1	10								1000
694)	0.55	60	R	From:	1.0	O ME SK 1	119		_		NA		NA		1999
				To:		Dead End									
$\bigcirc$	2.22			From:		Dead End									1000
695)	0.30	20	R	To:		41-624			7		NA		NA		1999
				From:	North (	Carolina Sta	nte Line								
696)	0.20	60	R	<u> </u>	Tyorur C	ouromu ou	tte Eme		<b>_</b>		NA		NA		1999
				To: From:		41-712			}						
696	1.90	200	R								NA		NA		1999
				From:		41-648			]						1000
696)	0.50	250	R						_		NA		NA		1999
	0.61	310	R	From:		41-697			_		NA		NA		1999
696)	0.01	010		To:		US 58			1						1000
				From:		Dead End									
(697)	0.60	20	R								NA		NA		1999
	4.40			From:		41-696					NIA.		NIA		4000
697)	1.40	90	R	_					_		NA		NA		1999
607	1.80	230	R	From:		41-779					NA		NA		1999
697)	1.00	200		To:		41-699									1000
				From:	Pittsylv	vania Count	ty Line								
698)	1.90	170	R	To:		GD 260			7		NA		NA		1993
				From:	Nth- C	SR 360	4- Ti								
699	0.40	690	R		North C	Carolina Sta	ite Line		_		NA		NA		1995
				To		41-700			<b>—</b>						
(699)	2.90	420	G	94%	3%		1%	1%	0%	С	NA		430	G	2001
$\overline{}$				To: From:		41-751			]——						
(699) (699)	3.00	550	G	To:		110.50			7		NA		550	G	2001
				From:	N141. C	US 58	nto Lie -		1						
700	0.30	580	G	98%		Carolina Sta 1%	0%	1%	0%	С	NA		580	G	2001
				To:		41-699									
$\bigcirc$				From:		41-711									
701)	1.90	80	R	To:		41-699			7		NA		NA		1993
						41-099			1						

						k Maintenar									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+				QC	Design Hour	QK A	AWDT	QW	Year
Halifax County									T						
702)	3.70	190	R	From:	Pitts	sylvania Count	ty Line				NA		NA		1999
(702)	0.70	100	.,	To:		41-666			1		1471		147 (		1000
				From:		US 58 WES	T								
703	0.83	260	R								NA		NA		1993
				From:		41-881			]						
703	1.40	140	R	To:		LIC 50 EACT	г		7		NA		NA		1993
				From:		US 58 EAST	1								
704)	0.43	420	R			US 501					NA		NA		1995
				To:		41-658 SOUT									
(704)	3.23	600	G	97%	0%	41-658 NORT 2%	<u>гн</u> 0%	1%	」 ○%	F	NA		600	G	2001
704)	0.20	000	J	37 70	070		0 70	1 70	7	'	IVA		000	O	2001
704)	1.90	1700	G	From: 97%	0%	41-706 <b>1%</b>	0%	1%	0%	С	NA		1700	G	2001
704)				To:		US 58		.,,	]						
				From:		41-706									
705	2.40	180	R	т					7		NA		NA		1993
				To: From:		41-704									
(706)	0.50	300	R	From:		41-658					NA		NA		1993
706	0.00			To:		41.705					101				1000
706	0.90	250	R	From:		41-705					NA		NA		1993
				To		41-809			1						
706	3.70	320	R	From:		11 007					NA		NA		1993
				To:		41-704									
$\bigcirc$	0.00		_	From:		41-711									4000
707	0.60	240	R						_		NA		NA		1993
	2.07	650	R	From:		41-718					NA		NA		1993
707)	2.07	650	ĸ	To:		41-658			1		INA		INA		1993
				From:		41-658			1						
708)	80.0	280	R	-							NA		NA		1993
				To: From:		41-687			]						
708)	2.80	300	R						<del></del>		NA		NA		1993
				To: From:		41-809			]						
708)	1.00	490	R	To:		110.50			7		NA		NA		1993
				From:		US 58			1						
700	0.80	30	R	rion.		Dead End					NA		NA		1999
709				To:		41-708									
				From:	Nort	th Carolina Sta	ate Line								
710	2.10	110	R						7		NA		NA		1993
				To:		41-711									
711	3.83	360	G	96%	1%	41-699 <b>2%</b>	0%	1%	」 ○%	F	NA		360	G	2001
	J.03		_	To: To:	1 /0		J /0	1 /0		'	17/-1			_	
(711)	4.10	410	G	From: 96%	1%	41-655 <b>2%</b>	0%	1%	0%	С	NA		410	G	2001
				To		41-710		-	7						
(711) (711) (711) (711)	0.20	360	G	From: 96%	1%		0%	1%	0%	F	NA		360	G	2001
				To		41-707			1						
(711)	2.79	230	G	96%	1%		0%	1%	0%	F	NA		230	G	2001
				To:		US 501									

					I Iailiax Iviali	T.				Doolan			
Route	Length	AADT	QA	4Tire	Bus 2Ax	Tr le 3+Axle		2Trail	QC	Design Hour	QK AAWDT	QW	Year
Halifax County				From:				ı					
712	2.32	100	R	rioni.	51	R 119				NA	NA		1993
				To:	4	1-696							
				From:	Dea	ad End							
713	0.70	48	R	To:	4:	711		_		NA	NA		1995
				From:		1-711	_	1					
714)	1.30	210	R		North Caro	lina State Line	<u> </u>			NA	NA		1993
				To:	4	1-711							
				From:	Dea	ad End							
715)	1.15	70	R	To:	LIC 2	OFACT		_		NA	NA		1999
				From:		60 EAST 60 WEST							
715)	0.50	80	R					_		NA	NA		1999
				To:		1-716							
740	3.03	1600	G	85%	1% 2%	R 129	3%	<b>」</b> 1%	С	NA	1600	G	2001
716)	0.00	1000	•	To:			070	٠/٠	0	14/1	1000	0	2001
(716)	2.49	480	G	From: 95%	1% 2%	0; 41-821 5 <b>2</b> %	1%	0%	F	NA	480	G	2001
716)				To:		1-727		1					
716	2.20	930	R	From:	т.					NA	NA		1995
				To: From:	4	1-726		1					
716	5.10	60	R	110111.						NA	NA		1995
				To: From:		R 344		]					
716	4.15	280	G	95%	1% 2%	2%	1%	0%	F	NA	280	G	2001
	4.45			From:		1-803	40/	<u> </u>			100		
716)	1.45	400	G	95%	1% 2%		1%	0%	F	NA	400	G	2001
	1.78	670	G	From: 95%	1% 2%	1-721 5 <b>2</b> %	1%	0%	С	NA	680	G	2001
716	1.70	670	G	95%			1 70	U% -	C	INA	000	G	2001
(716)	0.95	700	G	From: 94%	1% 2%	S 360 5 1%	3%	0%	С	NA	700	G	2001
(10)				To:		Clover							
Town of Clover													
(716)	0.17	740	G	94%	1% 2%	Clover 1%	3%	<b>」</b> ○%	F	NA	750	G	2001
(716)	0.17	740	•	To:		; 41-1004	070	7	•	14/1	700	0	2001
Halifax County													
	0.05	60	0	From:	4	1-716				NIA	NIA		1000
(717)	0.25	60	R	To:	De	ad End		7		NA	NA		1999
				From:		1-707							
(718)	2.50	100	R					_		NA	NA		1993
				To:	4	1-658							
$\bigcirc$	2.70			From:	SI	R 344				NIA	NIA		4000
(719)	3.70	60	R	To:	4	1-716		1		NA	NA		1999
Town of Scottsburg													
			_	From:	SR 34	4; 41-724							
720	0.46	430	R	To:	CLC	cottsburg		_		NA	NA		1993
				<u> </u>	CL S	ousourg		<u> </u>					
Halifax County				From:	CL S	cottsburg							
720	0.70	430	N							NA	NA		1993
				From:	4	1-827		]					
720	4.60	170	R	To:		721		_		NA	NA		1986
				10.	4	1-721							

					Halifax Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT C	)W Year
Halifax County				From:	41-721	1				
720	0.70	290	R			_		NA	NA	1993
	1.10	350	R	To: From:	41-722			NA	NA	1993
720	1.10	350	K	To:	SR 92 US 360	1		INA	INA	1993
				From:	US 360	İ				
721)	0.25	140	R	_		<u>-</u>		NA	NA	1995
721)	1.42	100	R	From:	0.25 MW US 360			NA	NA	1999
721)	0.79	60	R	To: From:	41-722	]		NA	NA	1999
				To: From:	41-720	1—				
721)	1.10	80	R	rioni.		_		NA	NA	1995
	0.60	80	R	From:	1.10 MW 41-720			NA	NA	1993
721)	0.00	80	ĸ	To:	41-716	7		INA	INA	1993
				From:	41-721	1				
722	1.10	45	R		71-741	_		NA	NA	1999
				To:	41-720					
				From:	Dead End	]				
723)	1.50	60	R			_		NA	NA	1999
				To:	41-603	<u> </u>				
	0.45	470	_	From:	SR 344 NORTH			NI A	N1 A	4000
724)	0.15	170	R			_		NA	NA	1993
				From:	41-878	]				
724)	1.54	60	R	To:	NOT CONTROLING	7		NA	NA	1999
					NCL SCOTTSBURG					
Town of Scottsburg				From:	NCL SCOTTSBURG					
724)	0.36	80	R					NA	NA	1999
				To:	0.36 ME OF NCL	1—				
724)	0.17	80	R	From:				NA	NA	1993
				To:	SR 344 S; 41-720					
Halifax County										
	0.29	00	В	From:	North Carolina State Line	J		NA	NΙΛ	1995
725)	0.29	80	R	To:	SR 96	7		INA	NA	1995
				From:	41-716					
726	2.30	290	R		41-710	_		NA	NA	1993
				To:	SR 344					
			-	From:	Dead End					
727)	1.00	60	R			_		NA	NA	1999
				To:	41-716	<u> </u>				
$\overline{}$	<u> </u>		_	From:	Dead End					
728)	0.45	50	R	To:	A1 (A2	7		NA	NA	1993
				•	41-642	<u> </u>				
720	2.72	1700	G	97%	41-716; 41-1323 1% 1% 0% 1%	0%	С	NA	1700	G 2001
729	2.12	1700				7/0	C	INA	1700	2001
<u> </u>	1.00	400	R	From:	US 360			NA	NΙΛ	1000
729	1.00	190	ĸ	To:	Dead End	7		NA	NA	1999
				From:		<del></del>				
730)	4.48	330	R		US 58 EAST	_		NA	NA	1999
730	1.40			To:	US 58 WEST	7			14/1	1000
					00 30 WED1	1				

					Halifa	x Mainte	nance Ar	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	Oĸ	AAWDT	O\\\	Year
	Lengui	אטו	ųА	71118	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	Qι	~~\VD1	۷۷V	ı cai
Halifax County				From:		US 58 V	VECT								
(730)	0.16	90	R			03 36 V	VEST		_		NA		NA		1999
				To:		41-60	01								
				From:		US 5	58								
731)	0.30	20	R	_					_		NA		NA		1999
				To:	Me		County Line	)							
	2.00	000	_	From:		41-60	02				NIA		000	0	2004
732	3.60	980	G	To:		US 5	58		7		NA		990	G	2001
				From:		41-60			1						
733)	1.80	70	R	<u> </u>		41-00	04		_		NA		NA		1993
(100)				To		41-60	n2								
733	2.10	120	R	From:		41-00	02				NA		NA		1993
(133)				To:		41-734 S	OUTH								
	0.00		_	From:		41-654; 41	-734 N								4000
733	0.80	120	R	To:		41.7	27		_		NA		NA		1993
TD 657* 11*						41-73	) I								
Town of Virgilina				From:		SR 49 S	SR 96								
(734)	0.56	420	G	94%	1%	3%	1%	0%	0%	С	NA		430	G	2001
				To:		NCL VIRO	GILINA								
Halifax County															
	3.27	640	G	94%	1%	NCL VIRO	GILINA 1%	0%	 0%	F	NA		640	G	2001
(734)	3.21	640	G	94 70	1 70			0 76	U% -	г	INA		040	G	2001
	0.17	260	R	From:		41-60	02				NA		NA		1993
734)	0.17	260	ĸ						_		INA		INA		1993
	2.22	260	R	From:		41-73	36				NA		NA		1993
734)	2.22	260	ĸ						_		NA		INA		1993
	1.11	400	R	From:		41-733 S	OUTH				NA		NA		1993
734	1.11	190	ĸ						_		INA		INA		1993
$\bigcirc$	0.70	60	R	From:		41-60	01		_		NA		NIA		1002
734)	0.70	60	ĸ	To:		Dead 1	End		7		NA		NA		1993
				From:		41-73			1						
(735)	2.20	90	R			41-/.	J4				NA		NA		1993
(199)				To:		41-60	06								
				From:		41-73	37								
736	2.20	90	R								NA		NA		1993
				To:		41-73	34								
$\bigcirc$		455		From:		41-60	02								4600
737)	0.30	170	R	_					_		NA		NA		1993
				From:		41-73	36								
737	2.10	180	R						_		NA		NA		1993
				To: From:		41-73	33		]						
737)	2.10	260	R	To:		41.2	0.1		_		NA		NA		1993
						41-60									
720	0.80	60	R	From:	No	rth Carolina	a State Line				NA		NA		1993
738	0.00	50	11	т.					-		INA		14/7		1000
700	3.70	90	R	From:		SR 9	96				NA		NA		1993
738)	3.70	90	ĸ						_		INA		14/4		1333
500	0.79	NI A		From:		41-60	02		_		NA		NIA		
738)	0.79	NA							_		NA		NA		
	3.82	NIA		From:		41-95	53		_		NA		NIA		
738)	ა.ŏ∠	NA		To:		41-65	58		1		NA		NA		
						71-0.	J U								

Route	Length	AADT	QA	4Tire	Bus	2Axle		ck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Ialifax County				From:		41-621									
739	2.81	130	R						_		NA		NA		1993
				To:		41-603									
$\bigcirc$	0.50	000	_	From:	Nor	th Carolina S	State Line				NIA		NIA		4000
740	0.56	230	R						_		NA		NA		1999
	0.20	200	_	From:		41-862	!				NIA		NIA		4000
740 740	0.26	280	R						_		NA		NA		1999
	1.55	220	R	From:		SR 96			_		NA		NA		1999
740)	1.55	220	K						_		INA		INA		1999
	2.75	140	R	From:		41-863	<b>,</b>				NA		NA		1999
740	2.75	140	IX.	To:		41-602	<u> </u>		1		INA		IVA		1000
				From:		41-602									
741)	4.22	380	R				-				NA		NA		1993
				To		41-658 EA	AST		<del>_</del>						
741)	0.20	670	G	95%	1%	3%	1%	1%	0%	С	NA		680	G	2001
				To		41-658 W	EST		1						
741)	0.22	600	R	From:							NA		NA		1993
<u> </u>				To:		41-744									
				From:		US 58 WI	EST								
742	1.29	340	R								NA		NA		1993
				To: From:		41-743									
742)	0.90	190	R	To:		HC 50 EA	CT		7		NA		NA		1993
				From:		US 58 EA									
742)	2.20	260	R	Piolii.		41-744					NA		NA		1999
743)	2.20	200		To:		41-742	2				1471		1471		1000
				From:		Dead Er									
744)	0.86	60	R								NA		NA		1999
				To	0	.86 MN Dea	ad End		T						
744)	0.04	70	R	FIOIII.					_		NA		NA		1999
				To: From:		SR 96									
744)	2.71	230	R	rioni.					_		NA		NA		1999
				To: From:		41-602	2								
744)	3.71	500	G	97%	0%	1%	1%	1%	0%	F	NA		500	G	2001
				To: From:		41-658 NO	RTH		]						
744)	3.34	1900	G	97%	0%	1%	1%	1%	0%	С	NA		1900	G	2001
				To: From:		US 501	1		]						
744)	0.13	430	R								NA		NA		1993
				To: From:		41-140:	5								
744)	0.41	620	R						_		NA		NA		1993
				To:		US 58									
	4.00	0.40		From:		41-658	3				NIA		N.1.0		4000
745	1.20	240	R	To:		41-744	1		7		NA		NA		1993
						71-/44	1		1						
Town of Clover				From:		SR 92; 41-	1001								
746)	0.48	960	G	96%	1%	1%	1%	1%	0%	С	NA		960	G	2001
				To:		WCL Clo	ver		1						
Ialifax County				From:		West es			_						
746)	4.15	620	G	96%	1%	WCL Clo	1%	1%	0%	F	NA		620	G	2001
(40)	7.10	320	G	90 70 To:	1 /0	41-603		1 /0	J /0		INC		020	J	200 I

					Halifa	ax Mainter	nance Ar	ea							
Route	Longth	AADT	QA	4Tire	Bus		Tru			- QC	Design	OK	AAWDT	OW/	Year
	Length	AADI	ųΑ	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	ųΝ	AAWDI	Qνν	rear
Halifax County				From:		41.60	,		1						
746	3.92	690	G	89%	1%	41-603 <b>2</b> %	4%	2%	0%	С	NA		700	G	2001
(746)	0.02	000		To:	170			270	7	Ü			, 00	Ū	2001
746	0.38	650	G	96%	1%	41-616 <b>1</b> %	1%	2%	0%	F	NA		650	G	2001
746	0.00	000	·	To:		Charlotte Cou			٦	•			000	Ū	200 .
				From:		US 58 EA			ì						
(747)	1.06	130	R			05 00 E	101		_		NA		NA		1999
				To:		US 58 W	FST		٦						
(747)	2.10	70	R	From:		0000 111	201				NA		NA		1999
				To:		Dead E	nd								
				From:		41-603	3								
748)	2.50	200	R						_		NA		NA		1993
				To:		41-644	4								
$\bigcirc$				From:		Dead E	nd								
749	1.20	160	R	To:		GD 26	0		_		NA		NA		1999
						SR 36									
	0.90	70	R	From:		SR 36	0		_		NA		NA		1999
750	0.90	70	ĸ	To:		Dead E	nd		7		INA		INA		1999
				From:		41-699			1						
751)	1.80	260	R			41-09	9		_		NA		NA		1999
				To		LIC EC	,		-						
(751)	0.45	180	R	From:		US 58	3				NA		NA		1993
(751)	0.10	100		To:		44 =04	-		_				147		1000
751)	2.95	90	R	From:		41-798	3				NA		NA		1993
(/51)	2.00	30	11						_		1471		147 (		1000
	0.80	160	R	From:		41-692	2				NA		NA		1993
751	0.80	100	K	To:		41-658	3		7		INA		INA		1995
				From:		Dead E			1						
752)	1.10	40	R			Dead L	ng .		_		NA		NA		1999
				To:		41-75	1								
				From:		41-667	7								
753	2.60	170	R								NA		NA		1993
				To: From:		41-899	9		<del>_</del>						
753	2.00	240	R	rioin.					_		NA		NA		1993
				To:		41-832	2								
				From:		41-644	4								
754)	0.65	50	R	_					_		NA		NA		1995
				To:		Dead E									
$\bigcirc$	0.00	400	_	From:		41-643	3				NIA		NIA .		1000
755	0.20	160	R	To:		US 50	1		7		NA		NA		1999
				From:					+						
756	0.55	70	R			41-832	4		_		NA		NA		1999
756	3.00			To:		44.00			_		1471				.000
756	0.25	70	R	From:		41-882	2				NA		NA		1999
756	0.20	, 0	11	To:		41-675	5		7		14/7		14/7		1000
				From:		Dead E			Ì						
757)	1.70	90	R			Deau E	ind		_		NA		NA		1999
				To		41 70	6								
(757)	0.30	180	R	From:		41-786	J				NA		NA		1999
757				To:		41-603	3		1						
				From:		Dead E			Ì						
758	0.50	47	R			_ caa L			_		NA		NA		1999
				To:		41-623	3								

					Halifax	x Maintei	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus					QC	Design	QK	AAWDT	QW	Year
	_05		- <b>4</b> - •		_ ~~	2Axle	3+Axle	1Trail	2Trail		Hour	··			. •••
Halifax County				From:		US 50	)1								
(759)	1.68	80	R						_		NA		NA		1999
				To:		Dead E									
	0.50	45	R	From:		SR 36	50				NA		NA		1999
(760)	0.50	45	ĸ	To:		Dead F	End		_		INA		INA		1999
				From:		41-62									
761)	1.40	60	R	<u> </u>		11 02			_		NA		NA		1999
				To: From:		41-85	1		_						
761)	0.60	110	R	From:							NA		NA		1999
				To:		US 50	)1								
				From:		SR 96 W	EST								
762)	0.30	120	R								NA		NA		1999
<u> </u>				From:		41-88	6								
762)	0.30	60	R						_		NA		NA		1999
				To:		SR 96 E.									
<u></u>	0.70	60	R	From:		41-67	7				NA		NA		1999
763)	0.70	00	K	To:		Dead F	End		7		INA		INA		1999
				From:	Nort		State Line								
764)	0.55	80	R	<u> </u>	1101	и сагоппа	State Line		_		NA		NA		1999
				To:		41-69	3								
_				From:		Dead E	End								
765	1.19	50	R								NA		NA		1995
				To: From:	1	.19 ME De	ead End								
765	1.00	140	R						_		NA		NA		1993
				To:		41-60									
	4.40		_	From:		Dead E	End				NIA		NIA		4005
766	1.10	60	R	To:		41-66	.7		7		NA		NA		1995
				From:		Dead F									
767)	0.55	160	R	<u> </u>		Dead I	and .				NA		NA		1999
				To:		SR 11	9								
				From:		Dead E	End								
768)	0.75	70	R						_		NA		NA		1999
				To:		41-71	1								
$\bigcirc$				From:		Dead E	End								4000
769	1.10	60	R	To:		41-75	1		_		NA		NA		1999
				From:		Dead E									
770	1.20	80	R			Dead E	ena		_		NA		NA		1999
770				To:		41-67	6								
				From:		Dead E									
771)	0.80	60	R						_		NA		NA		1999
				To:		41-683; 4	1-685								
$\bigcirc$			_	From:		41-64	-1								
772	1.15	80	R	To:		D 1=	J		_		NA		NA		1999
						Dead E									
(772)	1.17	60	R	From:		41-65	8		_		NA		NA		1999
773	1.17	00	IX.	To:		Dead F	End		1		11/7		1 1/-7		1000
				From:		Dead F			l						
774)	0.80	60	R	<u> </u>		Doud L			_		NA		NA		1999
				To:		41-66	57								
									·						

					Halifax Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Ialifax County				From:	US 501					
775)	1.39	310	R					NA	NA	1993
				To:	41-658					
$\widehat{}$				From:	41-734					
776)	2.65	80	R	To:	41 724	_		NA	NA	1993
				From:	41-734					
777)	1.30	60	R	T Cont.	SR 40			NA	NA	1995
	1.00	•	••	To:	Dead End	7			101	1000
				From:	41-746					
778)	4.80	220	R					NA	NA	1999
				To:	41-600					
$\sim$				From:	41-697					
779	0.80	120	R	To:	110.50	_		NA	NA	1999
				From:	US 58					
700	1.00	60	R	From:	Dead End			NA	NA	1999
780	1.00	00	1	To:		_		13/-3	ING	1998
	1.40	90	R	From:	41-746			NA	NA	1999
780	1.40	30	K	To:	41-616	_		INA	IVA	1999
				From:	Dead End					
781)	1.75	110	R		Dead End			NA	NA	1999
				To:	41-678					
				From:	SR 344					
782	2.25	NA						NA	NA	
				To:	Dead End					
$\overline{}$			_	From:	US 501	J	_			
783	1.30	1400	G	97% To:	1% 1% 1% 1%	0%	С	NA	1400 G	2001
				From:	41-651					
<del></del>	1.70	30	R	From:	41-626			NA	NA	1999
784	1.70	30	1	To:	Dead End	7		14/3	IVA	1000
				From:	41-626					
785)	0.32	45	R	<u> </u>	020			NA	NA	1999
				To:	Dead End					
				From:	41-649					
786)	1.20	100	R					NA	NA	1993
				To:	41-757					
$\overline{}$			_	From:	41-703					
787)	0.65	60	R	To:	D 15 1	_		NA	NA	1999
					Dead End					
	0.40	70	R	From:	Dead End			NA	NA	1999
788)	0.40	70	K	To:	41-711			INA	IVA	1995
				From:	41-746					
789)	1.00	120	R		71-/70			NA	NA	1999
				To:	Dead End					
				From:	Dead End					
790)	1.30	50	R		*****			NA	NA	1999
(00)	1.30			To:	41.600					
1909	1.30				41-609					
				From:	41-832					
	0.39	200	R					NA	NA	1999
791)		200	R	From:		] ]		NA	NA	1999
		200	R R		41-832			NA NA	NA NA	1999 1999

					Halifax Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
alifax County				From:	0.60 ME 41-840					
791)	0.60	100	R			_		NA	NA	1999
				To:	Dead End					
	1.05	00	_	From:	41-658			NIA	NIA	1003
792)	1.95	90	R	To:	Dead End	1		NA	NA	1993
				From:	SR 360					
793)	0.44	50	R	<u> </u>	SK 300			NA	NA	1999
				To	0.45 MS SR 360					
793)	0.36	50	R	From:	0.45 MB BR 300			NA	NA	1999
				To:	Dead End					
				From:	41-733					
794)	1.00	250	R			_		NA	NA	1993
				To:	41-601					
$\bigcirc$	4.40		_	From:	Dead End					4000
795)	1.40	50	R	To:	US 501	_		NA	NA	1993
				From:						
796)	1.50	170	R	110111	North Carolina State Line			NA	NA	1993
790)	1.00	170	• • • • • • • • • • • • • • • • • • • •	To:	41-711				177	1000
				From:	41-711					
797	2.70	320	R	<u> </u>		_		NA	NA	1993
				To:	41-658					
				From:	Dead End					
798)	0.90	60	R			_		NA	NA	1995
				To:	41-751					
	0.40	450	ъ.	From:	Dead End			NA	NΙΔ	1005
799	0.40	150	R	To:	41-649	1		INA	NA	1995
				From:	Dead End					
800	0.50	70	R		Dead End			NA	NA	1993
800)				To:	41-607					
				From:	41-729					
802	0.40	130	R	<u>-</u>		<u> </u>		NA	NA	1999
				To: From:	41-1301					
802	0.75	80	R	rion:				NA	NA	1999
				To:	Dead End					
$\bigcirc$				From:	41-716					
803)	2.30	60	R	To:	D 15.1	_		NA	NA	1986
					Dead End					
	0.50	80	R	From:	Dead End			NA	NA	1999
804)	0.50	00	K	To:	41-642	1		INA	IVA	1998
				From:	41-601	l				
805)	0.30	70	R		11 001			NA	NA	1999
				To:	Dead End					
_				From:	Dead End					<u> </u>
306)	0.31	48	R			_		NA	NA	1999
				To:	41-716					
				From:	Dead End					
807)	0.80	70	R			_		NA	NA	1995
				To:	41-664; 41-675	<u> </u>				
$\overline{}$	0.50		_	From:	Dead End			<b></b>	NIA.	4000
808	0.52	60	R	To:	41 041	=1		NA	NA	1999
				To:	41-941					

					Halifax Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Ialifax County				From:	41-941					
808)	0.48	60	R			_		NA	NA	1999
				To:	SR 40					
				From:	41-706					
809	1.90	150	R	To:	44.500	_		NA	NA	1993
				From:	41-708					
<b>~</b>	0.70	60	R	Piolii.	Dead End	_		NA	NA	1999
810	0.70	00		To:	41-689	1		IVA	INA	1000
				From:	41-646					
811)	0.90	60	R			_		NA	NA	1999
				To:	Dead End					
<u> </u>				From:	41-832					
812	0.20	80	R					NA	NA	1999
				To: From:	0.21 MN 41-832					
812	0.01	60	R	_		_		NA	NA	1999
				To:	Dead End					
	0.00	50	_	From:	Dead End			NIA	NIA	4000
813)	0.20	50	R	To:	SR 360	7		NA	NA	1986
				From:						
814)	0.80	50	R	<u> </u>	Dead End			NA	NA	1999
814)				To:	0.90 MN Dood End	7				
814)	0.50	90	R	From:	0.80 MN Dead End	_		NA	NA	1999
514)	0.00	•		To	41-643; 41-826					
				From:	41-640					
815	0.15	8	R					NA	NA	1999
				To:	Dead End					
<u> </u>				From:	Dead End					
816)	0.80	30	R	_		_		NA	NA	1999
				To:	41-607					
	0.70	20	_	From:	Dead End			NIA	NIA	1000
817)	0.70	30	R	To:	41-658	7		NA	NA	1999
				From:	41-746	1				
919	0.50	48	R	<u> </u>	41-740	_		NA	NA	1999
818)	0.00	.0		To:	Dead End					
				From:	SR 40					
819	1.00	40	R			_		NA	NA	1999
				To:	Dead End					
<u> </u>				From:	Pittsylvania County Line					
820	2.60	60	R			_		NA	NA	1999
				To:	41-659					
$\bigcirc$	0.00	60	_	From:	Dead End			NIA	NIA	4000
321)	0.60	60	R	To:	US 360; 41-716	7		NA	NA	1986
				From:		+				
22)	0.38	60	R		SR 40	_		NA	NA	1995
322	0.00	-		To:	Dead End	7		1471	1 1/1	1000
				From:	SR 49 WEST	Ī				
824)	0.91	60	R	<u> </u>	17 11 MAG A	_		NA	NA	1986
				To:	SR 49 EAST					
				From:	Dead End					
825	0.70	50	R	_				NA	NA	1999
$\mathcal{O}$				To:	41-655	1				

					Halifax Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Ialifax County				From:	Dead End	1				
326)	0.80	50	R		Deut Ent	_		NA	NA	1986
				To:	41-643; 41-814					
				From:	SR 344					
327)	1.50	100	R	. —		_		NA	NA	1993
				To:	41-720					
	0.70	70	R	From:	Dead End			NA	NA	1999
328	0.70	70	K	To:	41-659	7		INA	INA	1998
				From:	Dead End					
329	0.30	40	R	<u> </u>	2 000 200			NA	NA	1999
				To	41-693					
329	0.71	220	R	From:	025			NA	NA	1999
<u> </u>				To:	SR 119					
				From:	Dead End					
330)	0.40	20	R	_		_		NA	NA	1999
				To:	US 501					
$\overline{}$	0.50	00	_	From:	41-615	_		NA	NA	1995
331)	0.50	90	R	To:	Dead End	1		INA	INA	1995
				From:	41-642					
333	0.38	60	R	<u> </u>	41-042			NA	NA	1986
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				To:	Dead End					
				From:	Dead End					
334)	0.63	60	R					NA	NA	1986
				To:	41-632					
$\widehat{}$				From:	41-753					
335	1.00	30	R	To:	D 15 1	<b>-</b> 1		NA	NA	1999
				From:	Dead End					
220	1.00	50	R	rioiii.	US 58			NA	NA	1986
336	1.00	30		To:	Dead End	1		14/3	IVA	1500
				From:	41-681					
337)	1.00	70	R	<u> </u>				NA	NA	1986
				To:	Dead End					
				From:	41-748					
338	0.75	60	R			_		NA	NA	1999
				To:	Dead End	1				
$\overline{}$	2.52	00	_	From:	41-645				NIA.	4005
339	0.50	90	R	To:	Dead End	_		NA	NA	1995
				From:						
240	0.70	70	R	. ront.	Dead End	_		NA	NA	1999
340	5.70	, ,	11	To:	41-791	1		14/1	11/1	1000
				From:	41-746	Ī				
341)	0.80	60	R	<u> </u>		_		NA	NA	1995
$\mathcal{I}$				To	Dead End					
				From:	Dead End					
342	0.25	60	R			_		NA	NA	1999
				To:	41-610	<u> </u>				
$\bigcirc$			_	From:	US 501					
343)	0.52	80	R	Te	P. 17.1	_		NA	NA	1999
				To:	Dead End					
	0.60	40	Б	From:	41-832	_		NA	NA	1999
344)	0.00	40	R	To:	Dead End	1		INA	INA	1998
					Dead Elid	1				

					Halifax	Mainter	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Rue				OT:	QC	Design	QK	AAWDT	QW	Year
Halifax County	-					2Axle	3+Axle	1Trail	21 rail		Hour				
				From:		Dead E	nd								
845)	0.30	70	R	To:		41-832	n		_		NA		NA		1999
				From:		Dead E			1						
846)	1.00	30	R			Deau E	IIQ				NA		NA		1999
				To:		41-62	1								
$\widehat{}$				From:		US 50	1								
847)	0.06	470	R	To:		41-131	2		<b>-</b>		NA		NA		1993
				From:		Dead E			<u> </u>						
848)	0.63	50	R			Deau E	IIQ .				NA		NA		1986
				To:		41-682	2								
				From:		Dead E	nd								
849	0.30	30	R	To:		41.66			_		NA		NA		1999
				From:		41-662									
850	0.62	40	R			Dead E	nd		_		NA		NA		1999
000				To:		41-71	1								
				From:		US 50	1								
851)	0.22	70	R	To:					_		NA		NA		1999
				From:		41-76			1						
852	0.82	70	R	rioni.		41-74	4				NA		NA		1986
632)	0.02	. •		To:		Dead E	nd								1000
				From:		US 58	3								
853)	0.50	80	R						_		NA		NA		1999
				To:		Dead E									
(S)	0.15	60	R	From:		Dead E	nd				NA		NA		1999
854)	0.13	00	K	т					_		INA		INA		1999
(OEA)	0.09	70	R	From:		41-141	0				NA		NA		1999
854)	0.00	. •	• • • • • • • • • • • • • • • • • • • •	To:	Dead	l End Gap	Terminus								1000
	1.20	000	_	From:	US 3	360; Gap '	Terminus				NA		NIA		1002
854)	1.20	660	R	To:		41-710	6		1		NA		NA		1993
				From:		41-600			1						
855)	0.28	60	R								NA		NA		1995
				To:		Dead E	nd								
	0.00		_	From:		41-62	4				NI C		A 1 A		4005
856	0.60	70	R	To:		Dead E	nd		1		NA		NA		1995
				From:	IIC	58 LOOP									
857	0.33	120	R	<u> </u>	0.5	JU LOUF	PLOIN		_		NA		NA		1993
				To:		LOOP E	ND								
$\bigcirc$			_	From:		Dead E	nd								,
858	0.45	40	R	To:		41-74:	5		1		NA		NA		1999
				From:		41-659			1						
859	0.60	250	R			41-03	,				NA		NA		1986
				To:		Dead E	nd								
				From:		Dead E	nd								
860	0.50	70	R	To:		44	0		_		NA		NA		1995
				To: From:		41-659									
861)	0.80	70	R	r rom.		Dead E	nd				NA		NA		1999
(001)				To:		41-610	6								
		_						_		_					_

					Halifax Maintenance Area			Design		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Hour	QK AAWDT QW	Year
Halifax County				From:	SR 96					
862	0.54	40	R			_		NA	NA	1993
				To:	41-740					
(000)	0.48	49	R	From:	Dead End			NA	NA	1999
863	0.40	43	K	To:	41-740	1		INA	INA	1999
				From:	41-603					
864	1.60	70	R					NA	NA	1986
				To:	Dead End					
	0.50		_	From:	US 501			NIA	NIA	4000
865	0.50	60	R	To:	US 501	7		NA	NA	1986
				From:	US 501					
866	0.40	50	R	<u> </u>	05 301			NA	NA	1986
<u> </u>				To:	US 501					
				From:	Dead End					
867	0.65	90	R			_		NA	NA	1999
				To:	41-610					
	0.50	400	B	From:	SR 360	_		NA	NA	1995
868	0.50	180	R	To:	Dead End	7		INA	INA	1995
				From:	Dead End					
869	0.15	60	R		Bedd End			NA	NA	1999
				To:	41-641					
				From:	Dead End					
870	0.35	60	R	To:	41.600	_		NA	NA	1999
				To: From:	41-628					
074	0.80	70	R	From:	Dead End			NA	NA	1999
871	0.00	70		To:	41-642			14/ (	147.	1000
				From:	41-656					
872	0.99	47	R					NA	NA	1999
				To:	Dead End					
$\bigcirc$				From:	Dead End					400=
873	0.32	70	R	To:	41-707	7		NA	NA	1995
				From:		1				
874	0.20	30	R		Dead End			NA	NA	1999
014)				To:	41-610					
				From:	41-621					
875	0.35	40	R			_		NA	NA	1999
				To:	Dead End					
<del></del>	0.65	60	B	From:	41-730	_		NA	NA	1999
876	0.05	90	R	To:	Dead End	7		INA	INA	1998
				From:	US 501	<del>i</del>				
877)	0.14	80	R		*****	_		NA	NA	1986
				To:	Dead End					
$\overline{}$				From:	41-724					
878)	0.65	140	R	To:	D. IF.	7		NA	NA	1999
				To:	Dead End	1				
879	0.75	860	R	From:	Dead End	_		NA	NA	1993
019)	0.13	300	11	To:	US 360	7		INA	ING	1000
				From:	41-653					
880	0.15	60	R			_		NA	NA	1999
				To:	Dead End					

					Trainax Maintenance 7 (rea				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail	(	QC Design Hour	OK AAWDT QW	Year
Halifax County									
991	0.10	130	R	From:	US 58	_	NA	NA	1986
881)	0.10	100	11	To:	41-703	7	IVA	IVA	1300
				From:	41-756	1			
882	0.90	46	R			_	NA	NA	1999
				To:	Dead End				
$\bigcirc$				From:	Dead End				4000
883	0.12	40	R	To:	41-651	7	NA	NA	1986
				From:		<u> </u>			
884	0.11	270	R		41-1314		NA	NA	1993
884				To	41 1215	¬			
991	0.23	840	R	From:	41-1315		NA	NA	1993
884)	5.25	0.0	•••	To:	41 1200	7			
884)	0.17	2200	R	From:	41-1309	_	NA	NA	1993
				To:	SR 129 US 501	<u></u>			
				From:	41-744				
885	0.50	50	R			_	NA	NA	1999
				To:	Dead End				
$\bigcirc$				From:	41-762				
886	0.25	60	R	To:	D 15 1	7	NA	NA	1999
				From:	Dead End				
007	0.30	46	R	FIOIII.	SR 96 E; 41-896	_	NA	NA	1986
887)	0.30	40	1	To:	SR 96 WEST	٦	TV/S	IVA	1300
				From:	41-642				
888	1.40	70	R			_	NA	NA	1993
				To:	Dead End				
				From:	41-602				
889	0.80	50	R	To:		_	NA	NA	1986
					Dead End				
200	1.25	60	R	From:	Dead End	_	NA	NA	1993
890	1.23	00	1	To:	41-601	٦	TV/S	IVA	1000
				From:	SR 360				
891)	0.20	310	R	-	510,500	-	NA	NA	1986
				To	41-1501	<b></b>			
891)	0.25	100	R	From:		_	NA	NA	1986
				To:	Dead End				
				From:	Dead End				
892	0.65	40	R	To	41 (0)	_	NA	NA	1999
				To:	41-626	<del></del>			
200	0.60	80	R	From:	41-613	_	NA	NA	1999
893)	0.00	00	ĸ	To:	Dead End	٦	INA	INA	1335
				From:	41-744	$\dot{\pm}$			
394)	0.40	50	R		14 / 11	_	NA	NA	1999
				To:	Dead End				
				From:	Dead End				
895)	0.45	60	R			_	NA	NA	1993
<u> </u>				To:	US 501	<u></u>			
<u> </u>	0.10	40	_	From:	SR 96 W; 41-887		<b></b>	bi A	4000
896	0.40	40	R	To:	SR 96 EAST	¬	NA	NA	1986
					5K 70 EAS I				

					Tallax Maintenance Area			D i		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Halifax County				From:						
897)	0.35	60	R	rioni.	Dead End			NA	NA	1999
091)				To:	41-658					
<u> </u>				From:	41-676					
898)	0.35	60	R	To:	D IF I	_		NA	NA	1995
				From:	Dead End	<u> </u>				
899	1.10	60	R	TOM.	41-753			NA	NA	1999
0009				To:	Dead End					
				From:	SR 360					
901)	0.80	50	R	To:	D1 F1	_		NA	NA	1999
				From:	Dead End					
902	0.70	60	R	10.11	Dead End	_		NA	NA	1999
302)				To:	41-739					
$\sim$				From:	Dead End					
903)	0.70	90	R	To:	OD 440 44 48	_		NA	NA	1986
				From:	SR 360; 41-653					
<u></u>	0.30	48	R	rioni.	US 501	_		NA	NA	1986
904)				To:	Dead End	1				
				From:	US 501					
905)	1.15	30	R			_		NA	NA	1999
				To:	Dead End					
006	0.30	40	R	From:	41-626			NA	NA	1999
906	0.00		• • • • • • • • • • • • • • • • • • • •	To:	Dead End			101	177	1000
				From:	US 501					
907	0.20	80	R			_		NA	NA	1999
				To:	Dead End					
908	0.30	10	R	From:	Dead End			NA	NA	1999
906)	0.00			To:	41-696			1471	10.1	1000
				From:	41-706					
909)	1.42	46	R			_		NA	NA	1999
				To:	Dead End					
	0.45	60	R	From:	Dead End			NA	NA	1999
910	0.43	00	K	To:	41-726	7		INA	INA	1999
				From:	41-711					
911)	0.20	50	R			_		NA	NA	1999
				To:	Dead End					
	0.60	30	R	From:	Dead End			NA	NA	1999
912	0.00	30	ĸ	To:	41-649	1		INA	IVA	1999
				From:	41-606					
913)	0.50	40	R	<u> </u>				NA	NA	1999
				To:	Dead End					
	4.05		_	From:	Dead End			NIA	NIA.	1000
914)	1.35	90	R	To:	41-613	7		NA	NA	1999
				From:	41-832					
915)	0.77	30	R		T1-UJ2			NA	NA	1999
				To:	Dead End					
$\overline{}$				From:	Pittsylvania County Line					
916	0.48	70	R	To:	P 1 P 1	_		NA	NA	1999
				10.	Dead End					

					Halliax Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	 2Trail	QC	Design Hour	QK AAWDT QW	Year
Halifax County										
	0.23	160	R	From:	US 501	_		NA	NA	1993
917)	0.23	160	ĸ	To:	SR 40	7		INA	INA	1993
				From:	Dead End	+				
918)	0.75	70	R		Dead End	_		NA	NA	1995
919		_		To:	41-681	<u> </u>				
				From:	ECL SOUTH BOSTON					
919	0.43	360	R			_		NA	NA	1993
				To:	41-879					
$\bigcirc$				From:	41-744					
920	0.45	60	R	т		_		NA	NA	1993
				To:	41-744	<del></del>				
	0.30	40	_	From:	41-647	_		NA	NIA	1000
921)	0.30	40	R	To:	Dead End	7		INA	NA	1999
				From:		$\pm$				
922	0.11	160	R		SR 360	_		NA	NA	1995
922			•••	To:	0.11 MN SR 360	7				
				From:	Dead End	Ī				
923	0.75	30	R					NA	NA	1999
				To:	41-693					
				From:	41-644					
924)	0.25	170	R			_		NA	NA	1999
$\overline{}$				To:	Dead End					
				From:	US 501					
925	0.23	60	R	т		_		NA	NA	1999
				To:	Dead End	<del></del>				
	0.60	40	ь	From:	SR 360	_		NA	NA	1999
926	0.60	40	R	To:	Dead End	7		INA	INA	1999
				From:	SR 344	$\pm$				
927)	0.80	70	R	<u> </u>	SR 344	_		NA	NA	1999
921)	0.00		•••	To:	Dead End	٦				.000
				From:	Dead End	T				
928	0.40	60	R			_		NA	NA	1999
				To:	41-658					
				From:	Dead End					
929	0.25	120	R			_		NA	NA	1999
				To:	US 58					
$\bigcirc$				From:	41-654 WEST					
930	0.41	NA		To:	41 (54 D.) (57	_		NA	NA	
					41-654 EAST	<del>_</del>				
931)	0.51	2000	R	From:	US 58	_		NA	NA	1993
(931)	0.51	2000	ĸ	To:	Dead End	٦		INA	IVA	1995
				From:	41-939					
931)	0.12	NA				_		NA	NA	
				To:	Dead End	<u> —</u>				
$\bigcirc$			_	From:	Dead End	」 ̄ ̄				1000
932	0.55	60	R	To:	41.707	_		NA	NA	1999
					41-626	$+\!-\!-$				
	1 10	00	Б	From:	41-606	_		NA	NIA	1005
933	1.10	80	R	To:	41-604	7		INA	NA	1995
				From:		<del></del>				
934)	0.17	40	R		41-832	_		NA	NA	1986
934)	0.17	70	11	To:	41-832	7		14/1	1 1/1	.555
					·- **-					-

					Halifax Maintenance Area			<u> </u>		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Halifax County				From:	Dead End					
935)	0.30	80	R		Dead End	_		NA	NA	1995
				To:	41-716					
$\bigcirc$	0.74			From:	Dead End					4000
936)	0.71	50	R	To:	41-673	_		NA	NA	1999
				From:	Dead End					
937	0.44	90	R		Dead End			NA	NA	1999
				To:	41-626	]				
$\bigcirc$				From:	41-654					
938)	0.13	130	R	To:	Dead End	_		NA	NA	1995
				From:	41-931					
939	0.93	NA			41-931			NA	NA	
333)				To:	US 58					
				From:	Dead End					
940	0.25	40	R	_		_		NA	NA	1993
				To:	41-654	<u> </u>				
	0.35	60	R	From:	Dead End			NA	NA	1999
941)	0.55	00	K	To:	41-808	1		INA	INA	1000
				From:	Dead End					
942	0.64	46	R			_		NA	NA	1993
				To:	41-716					
$\bigcirc$	0.00	40	_	From:	Pittsylvania County Line					4000
943)	80.0	49	R	To:	Dead End	1		NA	NA	1986
				From:	Cul-de-Sac					
944	0.25	70	R		Cui-uc-bac			NA	NA	1999
				To:	41-716					
				From:	41-659					
945)	0.32	60	R	To:	41 (50	_		NA	NA	1986
				From:	41-659					
948)	0.29	110	R	TOM.	41-610			NA	NA	1999
940				To:	41-609	1				
				From:	Dead End					
949)	0.20	60	R			_		NA	NA	1993
				To:	41-744					
	0.25	60	R	From:	US 58			NA	NA	1999
950	0.23	00		To:	Dead End	7		IVA	INA	1000
				From:	41-738					
953	0.50	NA				_		NA	NA	
				To:	Dead End					
	0.21	60		From:	Dead End			NIA	NIA	1000
955)	0.21	60	R	To:	US 58	7		NA	NA	1999
				From:	Dead End					
960	0.43	40	R		Doug Ling	_		NA	NA	1995
				To:	SR 344					
$\widehat{}$				From:	41-841					
965)	0.41	70	R	To:	D In I	_		NA	NA	1999
				From:	Dead End	<u> </u>				
90	0.04	NA			Dead End	_		NA	NA	
980				To:	41-626; 41-937	L				
<del></del>						_				

					Halifax Mainten	ance Area						
Route	Length	AADT	QA	4Tire	Bus	Truck 3+Axle 1Trail	 2Trail	QC	Design Hour	QK AAWD	ΓQW	Year
Halifax County				From:	41-706		1					
990)	0.13	70	R		41-700		_		NA	NA		1999
				To:	Dead En	ıd						
Fown of Clover				From:	SR 92; 41-	-746						
(1001)	0.08	160	R	To:	41 1000	2	_		NA	NA		1986
				From:	41-1003		+					
(1002)	0.09	620	G	90%	2% 2%	4% 1%	0%	С	NA	630	G	2001
<u> </u>				To:	SR 92							
1003)	0.15	70	R	From:	Dead En	ıd			NA	NA		1999
(1003)				To: From:	41-100	1	<b>—</b>					
1003)	0.10	60	R				<u>-</u>		NA	NA		1999
				To:	Dead En	ıd						
Halifax County				From:	Dead En	nd						
1004	0.30	70	R	To:	cor c		_		NA	NA		1999
F				10.	SCL Clov	/er						
Fown of Clover				From:	SCL Clov	ver						
(1004)	0.11	80	R	To:	SR 92; 41-	716	_		NA	NA		1999
				From:	SCL Clov							
(1005)	0.23	80	R				<b>-</b>		NA	NA		1999
				To: From:	41-1002							
(1006)	0.05	410	R	From:	Dead En	ıd	_		NA	NA		1999
				To:	41-746							
Halifax County				From:	41-783		1					
(1030)	0.51	280	R		41-763		_		NA	NA		1999
$\bigcup$				To:	Cul-de-S							
(1005)	0.52	NA		From:	41-01036(	B)/			NA	NA		
(1035)	0.02			To:	US-00501(B)/OCCONE	EECHEE TRAIL						
$\bigcirc$				From:	Cul-de-Sa	ac/						
(1036)	0.41	NA		To:	Cul-de-Sa	ac/	7		NA	NA		
Fown of Halifax							·					
	0.08	120	R	From:	41-1104	4			NA	NA		1999
(1101)	0.00	120	K	To	41 1102	2			INA	INA		1999
(1101)	0.15	250	R	From:	41-1103	<u> </u>			NA	NA		1999
				To:	SR 360							
(400)	0.06	30	R	From:	Dead En	ıd			NA	NA		1999
1102	0.00	30	IX.	To	41 110	<u> </u>			14/4	IVA		1000
1102	0.08	170	R	From:	41-1104	T			NA	NA		1999
				To: From:	41-1103	3	]					
1102	0.23	410	R	To:	GD 340		_		NA	NA		1999
				From:	SR 360 Dead En		1					
1103	0.06	40	R		Dead Ell	id	_		NA	NA		1999
				To: From:	41-110	1	]					
(1103)	0.10	140	R				_		NA	NA		1999
				To:	41-1102	2						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	()	C Design Hour	QK AAWDT QW	Year
Town of Halifax				From:		1			
(1103)	0.11	80	R	FIOIII.	41-1102		NA	NA	1999
				To:	41-1116				
				From:	Dead End				
1104	0.09	40	R				NA	NA	1999
$\overline{\bigcirc}$				From:	41-1117			N.A.	4000
(1104)	0.06	70	R			_	NA	NA	1999
	0.11	90	R	From:	41-1101		NA	NA	1999
(1104)	0.11	30	IX.	To:	41-1102	7	14/3	IVA	1000
				From:	SR 360				
(1105)	0.10	750	R				NA	NA	1999
				To: From:	41-1106	]			
(1105)	0.11	440	R	·		<del></del>	NA	NA	1999
				To: From:	41-1109				
1105	0.02	420	R				NA	NA	1999
				To: From:	41-1115 SOUTH				
1105	0.09	270	R			_	NA	NA	1999
_				To: From:	41-1113				
(1105)	0.02	20	R				NA	NA	1999
				To: From:	Dead End Gap Terminus				
1105	0.05	20	R	To:	41-1115 NORTH	7	NA	NA	1999
				From:	41-1115 NORTH	1			
(1106)	0.08	530	R		41-1103		NA	NA	1993
(1100)				To:	US 501				
				From:	Dead End				
(1107)	0.12	70	R				NA	NA	1999
<u> </u>				To: From:	41-1112	]			
(1107)	0.03	190	R	To:	****	_	NA	NA	1999
				From:	US 501				
(1108)	0.18	230	R	rion.	Dead End		NA	NA	1999
(1108)	00		.`	To:	US 501				
				From:	Dead End				
(1109)	0.06	50	R			_	NA	NA	1999
				To:	41-1105				
	0.40	700	_	From:	41-1111		NIA	NIA	4000
(1110)	0.16	730	R	To:	US 501	7	NA	NA	1993
				From:	US 501	<del> </del>			
(1111)	0.04	1200	R		05 501	_	NA	NA	1993
				To	41-1110	1			
(1111)	0.06	90	R	From:	· · · · · · · · · · · · · · · · · · ·	_	NA	NA	1999
				To:	Dead End				
$\bigcirc$	<b>^</b>		_	From:	NCL HALIFAX			***	
1112	0.22	90	R	To:	41-1107	7	NA	NA	1999
				From:	41-1107	1			
1113	0.03	180	R		41-1114	_	NA	NA	1999
				To:	41-1105				
				From:	41-1113				
1114	0.05	160	R			_	NA	NA	1999
				To:	41-1115				

					Halifax Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	$\cap$	Design Hour	QK AAWDT QW	Year
Town of Halifax				From:	41-1115	Ĭ			
(1114)	0.08	49	R		41-1113		NA	NA	1999
				To:	Cul-de-Sac				
$\widehat{}$				From:	41-1105 SOUTH				
1115)	0.51	90	R	To:			NA	NA	1999
				From:	41-1114				
	0.11	45	R	From:	Dead End		NA	NA	1999
1116)	0.11	40	1	To:	41-1103	1	INA	INA	1000
				From:	Dead End				
1117)	0.06	30	R				NA	NA	1999
				To:	41-1104				
$\widehat{}$	2.12			From:	Dead End				4000
1118	0.13	130	R	To:	110 501	_	NA	NA	1999
				From:	US 501				
1110	0.73	270	R	rioin.	SR 360		NA	NA	1999
1119	0.70	270		To:	Cul-de-Sac		101	177	1000
				From:	Dead End				
1120	0.08	180	R				NA	NA	1999
				To:	US 501				
Ialifax County						Ť			
	0.19	70	R	From:	41-651		NA	NA	1999
1121	0.19	70	K	To:	Dead End	7	INA	IVA	1999
Cours of Holifor					Doug End	I.			
Cown of Halifax				From:	US 501				
1122)	0.05	830	R			_	NA	NA	1999
				To:	Dead End				
Ialifax County				From:	Dead End				
1130)	0.17	48	R		Dead End		NA	NA	1999
1130)	_			To:	41-659				
Town of Virgilina									
_				From:	41-1205				
1201)	0.10	100	R				NA	NA	1999
$\overline{\bigcirc}$				From:	41-734				
1201	0.13	70	R	To:	D 15 1	_	NA	NA	1999
					Dead End				
1202	0.10	60	R	From:	41-1205		NA	NA	1999
1202	0.10	00	١,	To:	41.704	_	IVA	17/1	1000
1202	0.09	60	R	From:	41-734	_	NA	NA	1999
1202	0.00	-		To:	41 1000	_	14/1		.555
1202	0.01	50	R	From:	41-1209		NA	NA	1999
1202	0.01	50	11	To:	0.02 ME 41 1200	_	14/1		.555
1202	0.11	60	R	From:	0.02 ME 41-1209		NA	NA	1999
1202	0.11	00	١,	To	Dead End	7	INA	IVA	1000
				From:	41-1207				
1203	0.07	48	R		11 1207	_	NA	NA	1999
				To:	41-1205	<b></b>			
1203)	0.36	110	R	From:	41-1203		NA	NA	1999
				To:	41-1208	<u></u> _			
				From:	41-1205				
1204	0.09	90	R			<b>_</b>	NA	NA	1993
				To:	SR 49				

					Halifax Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT QW	Year
Town of Virgilina				From:	North Carolina State Line	1				
1205)	0.16	70	R	110	North Carolina State Line	_		NA	NA	1993
<u> </u>				To: From:	SR 96					
1205)	0.28	100	R	т		_		NA	NA	1993
				To:	41-1201					
	0.10	90	R	From:	SR 49			NA	NA	1999
1206	0.10	30	11	To:	41-1203	1		11/7	IVA	1000
				From:	SR 96					
1207	0.09	50	R					NA	NA	1999
				To:	41-1203					
$\bigcirc$			_	From:	41-1203					4000
1208	0.10	40	R	To:	SR 49	7		NA	NA	1999
				From:						
1200	0.09	60	R	rion.	SR 49			NA	NA	1999
1209	0.00		• • • • • • • • • • • • • • • • • • • •	To:	41 1202	7				
1200	0.10	40	R	From:	41-1203			NA	NA	1999
1209				To:	41-1202					
				From:	Dead End					
1210	0.09	60	R			_		NA	NA	1999
				To:	SR 96					
Halifax County				From:	41.724	1				
1220)	0.20	50	R		41-734			NA	NA	1999
1220)				To	Dead End					
				From:	41-729					
1301)	0.12	380	R	<u></u>		<u> </u>		NA	NA	1999
				To: From:	41-1302	]				
1301)	0.20	230	R					NA	NA	1999
				To:	41-802					
	0.42	400	_	From:	41-1301			NIA	NIA	4000
1302	0.13	100	R	To:	41-1303	1		NA	NA	1999
				From:	41-729					
1303)	0.12	220	R	<u></u>	41-729			NA	NA	1999
1000				To:	41-1302	1				
1303)	0.14	100	R	From:	41-1302			NA	NA	1999
				To:	Dead End					
				From:	41-614					
1304	0.09	NA				_		NA	NA	
				To:	41-1305					
	0.16	NA		From:	Dead End	_		NA	NA	
1305	0.10	NA		To:	41-1312	7		INA	INA	
				From:	US 501	i				
1306	0.04	370	R		35 301	_		NA	NA	1999
				To	41-1307 SOUTH	1				
1306	0.32	220	R	From:	11 1507 500 111	_		NA	NA	1999
				To:	41-1307 NORTH					
				From:	Dead End					
1307)	0.10	60	R					NA	NA	1999
<u> </u>				To: From:	41-1306 SOUTH	]				
1307	0.08	190	R			_		NA	NA	1999
				To:	41-1306 NORTH					

					Halifax Mainter	nance Area						
Route	Length	AADT	QA	4Tire	Rue	Truck		QC	Design	QK AAWDT	QW	Year
					2Axle	3+Axle 1Tra	il 2Trail		Hour			
Halifax County				From:	41-614 NO	RTH						
(1308)	1.03	200	R						NA	NA		1999
				To:	41-614 SO							
	0.08	46	_	From:	41-884	4			NA	NIA		1999
1309	0.06	46	R	To:	Dead E	nd	_		NA	NA		1999
				From:	41-130		<u> </u>					
(1312)	0.06	NA		<u> </u>	41-130	5			NA	NA		
				To:	Dead E	nd						
				From:	Dead E	nd						
1313	0.02	30	R						NA	NA		1999
				To: From:	41-847	7						
(1313)	0.13	110	R						NA	NA		1999
				To:	Dead E							
	0.44	00	_	From:	41-131	6			NIA	NIA		4000
1314)	0.11	90	R	To:	41-884	1			NA	NA		1999
				From:			1					
(1315)	0.16	140	R		Dead E	IIQ			NA	NA		1999
1315	3.10			To:	41 101					14/1		
(1215)	0.13	330	R	From:	41-131	6			NA	NA		1999
1315	51.15		••	To:	41-884	4						
				From:	41-131							
1316	0.07	70	R						NA	NA		1999
				To	41-131	5						
$\widehat{}$				From:	41-716	5						
1320	0.08	300	R						NA	NA		1999
				To: From:	41-132	1						
1320	0.07	60	R						NA	NA		1999
				To:	Cul-de-S							
	0.14	400	_	From:	41-132	0			NΙΔ	NIA		1000
(1321)	0.14	180	R						NA	NA		1999
$\bigcirc$	0.03	250	R	From:	41-132	2			NA	NA		1999
1321)	0.03	250	ĸ						INA	INA		1999
$\overline{}$	0.11	470	R	From:	41-132	4			NA	NA		1999
1321)	0.11	170	ĸ	To:	41-132	3	_		INA	INA		1999
				From:	41-710							
(1322)	0.07	340	R	<u> </u>	41-/10	3			NA	NA		1999
1022				To:	41-132	1						
				From:	41-716; 41	-729						
1323	0.09	190	R						NA	NA		1999
				To:	41-132	1						
$\bigcirc$				From:	41-132	1						1000
1324	0.37	150	R	To:	Cul-de-S	lac.			NA	NA		1999
				From:								
(1330)	0.08	360	R	<u> </u>	41-659	7			NA	NA		1999
(1330)	0.00			To:	41 1001 00	MITH	_		, .			
(1220)	0.29	130	R	From:	41-1331 SC	J∪IH			NA	NA		1999
1330	0.20	.50	11	To:	41-1331 NO	ORTH	$\overline{}$		14/5	14/-4		1000
				From:	Cul-de-S		1					
1331	0.05	10	R						NA	NA		1999
$\bigcirc$				To:	41-1330 NO	ORTH						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT QW	Year
Halifax County				From:	41-1330 NORTH					
1331)	0.30	60	R	<u> </u>				NA	NA	1999
				To: From:	41-1332					
1331	0.07	160	R					NA	NA	1999
				From:	41-1330 SOUTH	]—				
1331)	0.19	100	R	To:	41-682	_		NA	NA	1999
				From:	Cul-de-Sac					
1332	0.06	60	R	<u> </u>	Cui-ue-sac	_		NA	NA	1999
				To:	41-1331					
				From:	41-1338					
1336	0.13	220	R					NA	NA	1999
				From:	41-1337					
1336	0.21	500	R					NA	NA	1999
$\overline{}$	0.00	200		From:	41-1339			NIA	NIA	4000
1336	0.06	660	R	To:	41-654	ī		NA	NA	1999
				From:	Dead End	1				
1337)	0.06	50	R	<u> </u>	Dead End	_		NA	NA	1999
				To	41-1336	<b>—</b>				
1337	0.05	47	R	From:				NA	NA	1999
				To:	Dead End					
$\overline{}$				From:	Cul-de-Sac					
1338	0.33	260	R	To:	41 1227	_		NA	NA	1999
				From:	41-1336					
1339	0.13	70	R		Cul-de-Sac	_		NA	NA	1999
1339				To:	41-1336					
				From:	US 501					
1349)	0.27	300	R			_		NA	NA	1999
				To:	Cul-de-Sac					
	0.08	70	R	From:	Dead End	_		NA	NA	1999
1401)	0.00	70	K			_		INA	INA	1333
1401	0.08	130	R	From:	41-1404			NA	NA	1999
1401)	0.00	100		To:	41 1402	_		14/1	14/1	1000
1401	0.08	300	R	From:	41-1403			NA	NA	1999
1401)				To:	41-1402					
1401)	0.17	390	R	From:	41-1402			NA	NA	1999
				To:	US 58					
				From:	41-1401					
1402	0.05	20	R	Tai	0.1.1.0	_		NA	NA	1999
				To:	Cul-de-Sac					
1403	0.22	60	R	From:	Dead End	_		NA	NA	1999
1403	0.22		11	To	41 1407	_		IVA	1 1/7	1000
1403	0.07	190	R	From:	41-1406			NA	NA	1999
1403				To:	41 1401					
1403	0.04	50	R	From:	41-1401			NA	NA	1999
1700				To:	Dead End			<b>*</b>		
				From:	41-1401					
1404	0.05	40	R			_		NA	NA	1999
				To:	Dead End					

					Halifax Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	(	QC Design Hour	QK AAWDT QW	Year
Halifax County				From:	Dead End				
1405)	0.34	110	R	<u> </u>	Dead End		NA	NA	1999
				To:	41-744				
				From:	Dead End				
1406	0.08	70	R			_	NA	NA	1999
				To:	41-1403				
	0.20	40	R	From:	Dead End		NA	NA	1993
1407	0.20	40	IX.	To:	41-1406	7	INA	IVA	1990
				From:	41-854	i			
1410)	0.27	280	R			_	NA	NA	1999
				To:	US 360				
$\widehat{}$				From:	41-1502				
501)	0.14	130	R	To:	41.001	7	NA	NA	1999
				From:	41-891				
1503	0.06	40	R	rioni.	Cul-de-Sac		NA	NA	1999
1502	0.00	40	• • • • • • • • • • • • • • • • • • • •	To:	41 1501	_	101	10.	1000
1503	0.08	50	R	From:	41-1501		NA	NA	1999
1502	0.00	00	• • • • • • • • • • • • • • • • • • • •	To:	Dead End		101	10.1	1000
				From:	HALIFAX HIGH SCH				
9180	0.88	1800	R			_	NA	NA	1999
				To:	SR 129				
$\widehat{}$				From:	41-9182				
9181)	0.12	260	R	To:	41 (12	7	NA	NA	1999
					41-612				
own of Virgilina				From:	41-1220				
9182	0.09	150	R			_	NA	NA	1999
				To:	41-9181				
alifax County				From:	44.000	_			
	0.10	250	R	rioiii.	41-832		NA	NA	1999
9183)	0.10	200		To:	41-832		147.	100	1000
				From:	41-658				
9184)	80.0	120	R			_	NA	NA	1999
				To:	41-658				
$\overline{}$				From:	Dead End				
9185)	0.16	120	R	To:	41.650	_	NA	NA	1999
				From:	41-658				
	0.06	160	R	From:	US 501		NA	NA	1999
9187	0.00	100		To:	US 501	7	INA	14/1	1000
own of Halifax						-			
				From:	Dead End				
9188	0.05	160	R	т	GD Aco	_	NA	NA	1986
				To:	SR 360				
<b>Salifax County</b>				From:	Dead End	1			
9189)	0.11	210	R			_	NA	NA	1999
$\mathcal{L}$				To:	SR 344	]			
<u> </u>				From:	Dead End	J			
9509	0.43	1000	R				NA	NA	1999
_				To: From:	0.43 ME Dead End	]			
9509	0.16	1300	R	т		¬	NA	NA	1999
				To:	US 501				

					Halifa	ax Mainte	nance Ar	ea						
Route	Length	AADT	QA	4Tire	Bus	2010	Tru 3+Axle		2Trail	QC	Design Hour	QK AAWDT	QW	Year
Halifax County								ıııdlı	∠ I I dll		11001			
(9822)	0.06	150	R	From:		US 50	01				NA	NA		1999
9822)	0.00	100		To:		US 50	01				1471	10.0		1000
				From:		US 50	01							
9823)	0.09	770	R	· · · · · · · · · · · · · · · · · · ·					<u> </u>		NA	NA		1999
				To: From:		0.09 MN U	JS 501		]——					
9823)	0.17	620	R	To:		41.01	0.4		_		NA	NA		1999
				From:		41-91								
(9848)	0.08	460	R			41-07	7.8				NA	NA		1999
3040)				To:		41-67	78							
				From:		41-67	17							
9949	0.06	200	R						_		NA	NA		1999
				To:		41-67	77							
Town of South Boston				From:		Edmund	le St		I					
Railroad Ave	0.36	900	G	93%	0%	2%	3%	2%	0%	С	NA	940	G	2001
130				To		Summit	t Dr							
130	0.18	NA		From:		Darmin					NA	NA		
130)				To:		Seymou	r Dr							
O === .			_	From:		Seymou			J	_				
2 Riley Ave	0.16	1300	G	95% To:	0%	2%	1%	2%	0%	С	NA	1400	G	2001
				From:		Vaugha								
3 Seymour Dr	0.11	1700	G	95%	0%	Railroad 2%	1%	2%	0%	С	NA	1800	G	2001
3 Seymour Dr	-			To:		Thoma								
				From:		Riley A	Ave							
4 Vaughan St	0.35	1700	G	96%	0%	2%	0%	2%	0%	С	NA	1700	G	2001
				To:		Pine A								
( Wahatar St	0.61	060	_	From:	0%	Wilborn	Ave 0%	0%		0	NIA	1000	0	2001
(5) Webster St	0.61	960	G	98% To:	0%	1% North Ma		0%	□ 0%	С	NA	1000	G	2001
				From:		US 501; 31								
6	0.14	NA		<u> </u>		05 501, 5	KD 51				NA	NA		
130				To:		1US 50	1-P							
				From:		WCL South								
(4700) Berry Hill Rd	1.13	2600	G	97%	0%	2%	0%	1%	0%	С	NA	2700	G	2001
0				From:		Wilmoth								
4700 Berry Hill Rd	0.20	3700	G	97%	0%	2%	0%	1%	0%	F	NA	3900	G	2001
O = 1 = 0				From:	201	Summit		10/	<u> </u>					
(4700) Edmunds St	0.06	3800	G	97%	0%	2%	0%	1%	0%	F	NA	3900	G	2001
C Edmundo Ct	0.45	2400		From:	00/	Railroad		40/			NIA	2000		2004
4700 Edmunds St	0.45	2400	G	95%	0%	2%	1%	1%	0%	С	NA	2600	G	2001
(4700) Edmunds St	0.54	1600	G	From: 97%	10/	Wilborn		0%	0%	С	NA	1700	G	2001
(4700) Edmunds St	0.54	1600	G	91 70 To:	1%	2% North Ma	1% ain St	0 76	7 0%	C	INA	1700	G	2001
				From:		Seymou								
(4701) Marshall Ave	0.15	770	G	98%	0%	1%	0%	0%	0%	F	NA	800	G	2001
130/				To:		Fenton	St							
(4701) Marshall Ave	0.41	960	G	98%	0%	1%	0%	0%	0%	С	NA	1000	G	2001
130				To:		Hodges								
O				From:		SCL South								
4702 Hamilton Blvd	0.37	2700	G	97%	0%	2%	0%	0%	0%	С	NA	2800	G	2001
				To:		Wilborn	Ave							

			Dasima												
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Town of South Boston								TTTGII	ZITUII		rioui				
				From:		Wilborn	Ave								
(4702) Hamilton Blvd	0.70	6500	G	91%	1%	2%	0%	5%	0%	С	NA		6800	G	2001
(4702) Hamilton Blvd	1 26	6500	G	From:	0%	North Ma	ain St 1%	6%	0%	С	NA		6800	G	2001
(4702) Hamilton Blvd	1.26	6500	G	90% To:	0%	US 30		0%	7 0%	C	NA		0000	G	2001
				From:		North Ma									
College St	0.80	1200	G	98%	0%	2%	0%	0%	0%	С	NA		1300	G	2001
				To:		Cavalier	Blvd								
Jeffress St	0.20	840	G	From:	00/	North Ma		00/	□ 0%	0	NA	880	000	0	2001
				99% To:	0%	1% Fenton	0%	0%		С			880	G	
				From:		Jeffress									
(4710) Fenton St	0.19	690	G	99%	0%	0%	0%	0%	0%	С	NA		720	G	2001
				To:		Marshall									
(4713) Watkins Ave	0.61	3100	G	From: 96%	0%	Edmund 3%	ds St 0%	1%	<b>」</b> ○%	С	NA	3200	G	2001	
	0.01	3100	G	To:	0 70	Seymou		1 70	7 "	O	INA		3200	J	2001
				From:		Third	St								
Broad St Extention	0.00	4400	G						_		NA		4600	G	2001
				To: From:		Edmund	ls St								
Broad St Extension	0.00	4500	G								NA		4700	G	2001
	2.22	4=00		From:		Webste	er St								
Broad St Extention	0.00	4700	G	To:		Wilborn	Ava		$\neg$		NA		4900	G	2001
				From:		Llewellyn									
College Street	11.06	NA									NA		NA		
				To: From:	7	Washington									
Marshall Avenue	11.06	NA		110.111		Seymour	Drive				NA		NA		
				To:		Fenton S	Street								
Railroad Ave Extension	11.00			From:		Summit	t Dr						4000		0004
	11.06	1200	G	To:		Seymou	er Dr		_		NA		1200	G	2001
Ridge Street				From:		Spring A									
	11.06	NA			-				_		NA		NA		
				To:		Alderson A	Avenue								