2001

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

Jurisdiction Report 58

Mecklenburg County
Town of Boydton
Town of Chase City
Town of Clarksville
Town of LaCrosse
Town of South Hill

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.

				N	/lecklen	iburg Maii	ntenance	Area							
Route	Length	AADT	QA	4Tire	Bus	2 Ayle	Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Mecklenburg County								TITAL	211011		rioui				
	1.99	1100	F	83%	1%	3%	1%	12%	□ 0%	С	100	F	1100	F	2001
1	6.98	1800	F	83%	1%	58-71 3%	1%	12%	0%	F	160	F	1800	F	2001
1	3.43	8200	F	92% To:	0% US 5	US 58 Big 3% 8 Near SW0	1%	3% II	0%	F	730	F	8500	F	2001
1 780	0.17	110	R	From:		US 5	8		_		NA		NA		1993
1 Danville St	0.16	5100	N	92% To:	0%	US 58 BUS 3% SCL Sout	1%	3%	0%	N	520	N	5300	N	2001
Town of South Hill															
1 Danville St	1.89	5100	F	92%	0%	SCL Sout	h Hill 1%	3%	□ 0%	С	520	F	5300	F	2001
1 Danville St	0.28	6900	F	From: 92%	0%	Locust 3%	1%	3%	0%	F	680	F	7200	F	2001
1 Danville St	0.09	8200	F	92%	0%	Plank	1%	3%	0%	F	780	F	8600	F	2001
1 Danville St	0.23	9500	F	92% To:	0%	Goodes Fer 3% Mecklenbu	1%	3%	 	F	920	F	9900	F	2001
1 Mecklenburg Ave	0.16	7700	F	94%	0%	Danvill 2%	1%	3%	0%	F	710	F	8000	F	2001
1 Mecklenburg Ave	0.08	7500	F	From: 94%	US 5	8 BUS; SR 4 2%	47 Atlantic 1 1%	3%	0%	F	750	F	7800	F	2001
1 Mecklenburg Ave	0.58	8700	F	From: 94%	0%	Windso 2%	r St 1%	3%	0%	F	850	F	9000	F	2001
1 Mecklenburg Ave	2.26	5900	F	From: 94%	0%	E Ferre	1%	3%	0%	С	610	F	6100	F	2001
Mecklenburg County									1						
1	3.54	1700	F	94% To:	0%	NCL Sour	1%	3%	0%	F	150	F	1700	F	2001
4)	4.53	500	F	From: 87%	No 0%	orth Carolina 2%	State Line 1%	9%	0%	F	46	F	500	F	2001
4)	1.46	870	F	From: 87%		End Of John End of John 2%			0%	С	100	F	870	F	2001
4	4.50	880	F	From: 87%	0%	8-707 Castl 2%	1%	9%	0%	F	100	F	880	F	2001
<u></u>	4.76	2800	F	From: 87%	No 1%	US 58 Corth Carolina		10%		С	260	F	2800	F	2001
(15) (15)	0.59	6400	F	From: 87%		722 South of 2%			∃————————————————————————————————————	F	670	, F	6400	, F	2001
Town of Clarksville		•	-	To:		SCL Clarl			1						
15)	0.73	6400	N	From: 87%	1%	SCL Clark	rsville 1%	10%	0%	N	670	N	6400	N	2001
15	0.88	7600	F	From: 92%	1%	S US:	1%	4%	0%	С	830	F	7600	F	2001
-						NCL Clar	ksville								

				IV.	leckier	iburg Mair									
Route	Length	AADT	QA	4Tire	Bus	2Axle	Trι 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Mecklenburg County				From:		NCL Class			1						
15	0.84	7600	N	92%	1%	NCL Clark	1%	4%	0%	N	830	N	7600	N	2001
15)	1.60	6100	F	From: 87%	0%	3% S 58 East of	Clarksville 1%	8%	0%	F	610	F	6100	F	2001
<u> </u>				To: From:	SF	R 49 Near Do	ortch Store		_						
15	6.83	1600	F	87% To:	0%	3% Charlotte Cou	1%	8%	0%	С	170	F	1600	F	2001
Town of South Hill						Jimilotte Co.	anty Ellie								
W Atlantic Street	0.63	7000	F	92%	0%	Mecklenbu 2%	rg Ave 1%	4%	0%	F	640	F	7000	F	2001
W Atlantic Street	0.23	5900	F	From: 92%	0%	Thomas 2%	s St 1%	4%	0%	С	520	F	6000	F	2001
47 W Atlantic Street	0.39	6300	F	From: 92%	0%	Opie I 2%	1%	4%	0%	F	600	F	6300	F	2001
<u> </u>				To:		WCL Sou	th Hill								
Mecklenburg County				From:		WCL Sou									
47)	7.70	3300	F	84%	0%	5%	1%	10%	0%	F	280	F	3300	F	2001
47	5.28	3000	F	From: 84%	0%	58-664 Petty 5%	s Corner 1%	10%	0%	F	290	F	3000	F	2001
47)	1.46	2900	F	From: 84%	0%	58-66 5%	1%	10%	0%	С	240	F	2800	F	2001
<u>(47)</u>	5.20	4000	N	To: From: 88%	1%	58-60 3 %	1%	7%	0%	N	370	N	4000	N	2001
Form of Chase City				10.		ECL Chas	e City								
Town of Chase City				From:		ECL Chas			J						
E Second Street	0.48	4000	F	88%	1%	3%	1%	7%	0%	С	370	F	4000	F	2001
47 E Second Street	0.21	7100	F	From: 88%	1%	Drew 3%	1%	7%	0%	F	720	F	7100	F	2001
				To: From:		186-5 Ma			1						
47 49 N Main Street	0.24	7300	F	93%	1%	3%	0%	3%	0%	F	660	F	7300	F	2001
N Main Street	1.02	6200		From:	10/	E FIFTH		10/		C	600	F	6300	F	2001
47 49 N Main Street	1.02	6300	F	92% To:	1% SF	2% R 49, WCL (1% Chase City	4%	0%	С	600	Г	6300	Г	2001
Mecklenburg County															
(47)	5.54	1800	F	82%	1%	49, WCL (4%	1%	12%	0%	F	160	F	1800	F	2001
				To:		Charlotte Cou									
49	8.64	1300	F	91% To:	1%	Halifax Cou 3% S 58 West C	0%	5%	0% □	С	120	F	1300	F	2001
(49) (58)	1.75	12000	F	From: 82%		5 58 East of 2%		14%	1%	F	1000	F	12000	F	2001
				To:		WCL Clar	ksville								
Town of Clarksville				From:		WCL Clar	ksville								
49 (58)	0.97	9600	F	82%	1%	2%	1%	14%	1%	F	820	F	9500	F	2001
(49) (15)	0.88	7600	F	From: 92%	1%	3%	1%	4%	0%	С	830	F	7600	F	2001
~ ~				To:		CL Clark	sville								
Mecklenburg County				From:		CL Clark	sville								
49 (15)	0.84	7600	N	92% To:	1% US 58	3% EAST OF C	1% LARKSVI	4% LLE	0%	N	830	N	7600	N	2001

				N	Mecklen	ıburg Mair	ntenance	Area							
Route	Length	AADT	QA	4Tire	Bus	2Avlo	Trı 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Mecklenburg County									211all		rioui				
	1.60	6100	F	From: 87%	US 58	EAST OF C 3%	LARKSVI 1%	LLE 8%	0%	F	610	F	6100	F	2001
49 [15]	1.00	6100	Г	0170					U%	Г	010	Г	6100	Г	2001
40	2.06	2600	F	93%	1%	NEAR DOE	0%	3%	0%	F	260	F	2600	F	2001
49)	2.00	2000	•	To:	170				¬		200	•	2000	·	2001
10	5.90	2400	F	From: 93%	1%	58-60 3 %	0%	3%	0%	F	240	F	2300	F	2001
49)	0.00		•	To:	. , ,	58-69			¬	•		•		•	
(49)	3.92	2200	F	From: 93%	1%	3%	0%	3%	0%	F	200	F	2200	F	2001
49)			-	To:		WCL Chas									
Town of Chase City															
NA Occasión de Otrocat	0.00		_	From:	40/	WCL Chas		00/		0	400	_	0000	_	0004
(49) W Second Street	0.23	2000	F	93%	1%	3%	0%	3%	0%	С	190	F	2000	F	2001
W Coopered Chroset	0.50	2222		From:	40/	SR 92		20/			500		0000		2004
(49) W Second Street	0.56	6000	F	93%	1%	3%	0%	3%	0%	С	580	F	6000	F	2001
	0.40			From:	40/	Endly		00/			000		0500		0004
(49) E Second St	0.19	6500	F	93% To:	1%	3% N Mair	0%	3%	0 %	F	600	F	6500	F	2001
				From:		E Secon									
(49) N Main Street	0.24	7300	F	93%	1%	3%	0%	3%	0%	F	660	F	7300	F	2001
				To: From:		E Fifth	St]						
(49) N Main Street	1.02	6300	F	92%	1%	2%	1%	4%	0%	С	600	F	6300	F	2001
$\overline{}$				To:		SR 4	7								
Mecklenburg County				From:		CD 4	7								
49)	3.95	1200	F	89%	0%	SR 4'	1%	6%	0%	F	100	F	1200	F	2001
49)	0.00	.200	•	То:		unenburg Co		0,70	٦		100	•	1200		2001
				From:		Halifax Cou									
(58)	2.96	5000	F	82%	1%	2%	1%	14%	1%	F	400	F	4900	F	2001
<u> </u>				To: From:		58-73	5		7						
58	2.99	5800	F	82%	1%	2%	1%	14%	1%	F	460	F	5700	F	2001
\smile				To: From:	SR	49 West of	Clarksville	;							
58	1.75	12000	F	82%	1%	2%	1%	14%	1%	F	1000	F	12000	F	2001
\hookrightarrow				To:		WCL Clar	ksville								
Town of Clarksville				From:		war at	1 '11								
(50)	0.97	9600	F	82%	1%	WCL Clar	ksville 1%	14%	1%	F	820	F	9500	F	2001
[58]	0.01	0000	•	T				1170	¬	•	020	•	0000		2001
(F) (F)	0.88	7600	F	From: 92%	1%	W US 15 &	2 SR 49 1%	4%	0%	С	830	F	7600	F	2001
[58] [15]	0.00	7000	•	To:	1 /0	CL Clark		770	7 ~~	Ü	000	•	7000	•	2001
Mecklenburg County				•					•						
~~ ~~				From:		CL Clark									
(58) (15)	0.84	7600	N	92%	1%	3%	1%	4%	0%	N	830	N	7600	N	2001
~ ~ ~				To: From:		E US 15 &]						
(58)	8.28	3900	В	83%	1%	2%	2%	12%	0%	Α	420	В	3900	В	2001
~				To:		WCL Bo	ydton								
Town of Bovdton				From:		WCL Bo	vdton								
(58)	0.60	3900	N	83%	1%	2%	2%	12%	0%	N	420	N	3900	N	2001
				To:		NCL Boy									- 1
Mecklenburg County															
	0.00	0000		From:	407	NCL Boy		400/	00/		400	.,	2000		0001
(58)	0.20	3900	N	83%	1%	2%	2%	12%	0%	N	420	N	3900	N	2001
	2.2.1			From:	467	SR 92		4001			470		F000		
58	0.91	5000	F	83%	1%	2%	2%	12%	¬ 0%	F	470	F	5000	F	2001
				To:		SR 38	36		1						

				N	/lecklen	burg Main	itenance	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
Mecklenburg County						ZAXIE	3+Axle	TTTall	2Trail		Hour				
~~~				From:		SR 38									
[58]	4.88	5600	F	83%	1%	2%	2%	12%	0%	F	560	F	5600	F	2001
~~				To: From:		SR 4									
(58)	4.23	5000	F	83%	1%	2%	2%	12%	0%	F	420	F	5000	F	2001
~ ~				To: From:		US 1 Big	Fork		]						
(58) (1)	3.43	8200	F	92%	0%	3%	1%	3%	0%	F	730	F	8500	F	2001
<del></del>				To: From:	US 1	Near SWCI	L South Hil	ll							
(58) US 58 Bypass	2.59	11000	F	79%	1%	2%	1%	16%	0%	F	920	F	11000	F	2001
<u> </u>				To:	SC	L South Hill	Near I-85								
Fown of South Hill				From:											
58 US 58 Bypass	0.69	11000	N	79%	1%	L South Hill 2%	Near I-85 1%	16%	<b>_</b> 0%	N	920	N	11000	N	2001
US 58 Bypass	0.03	11000	IN	1970				10 /0	- 0 /0 -	IN	320	IN	11000	14	2001
C Atlantia Ctrast	0.00	40000		From:		Bus US 58 N		400/	00/		4500		10000		2004
E Atlantic Street	0.29	19000	F	79% To:	1%	2% L South Hill	1%	16%	0%	F	1500	F	19000	F	2001
					EC	L SOUTH HILL	110a1 1-03								
Mecklenburg County				From:	EC	L South Hill	Near I-85		1						
(58)	1.27	14000	F	79%	1%	2%	1%	16%	1%	F	1100	F	13000	F	2001
				To:		WCL LaC	rosse								
Town of LaCrosse															
~~~				From:		WCL LaC			J						
[58]	0.52	14000	N	79% To:	1%	2%	1%	16%	1%	N	1100	N	13000	N	2001
~				10.		ECL LaCr	osse								
Mecklenburg County				From:		ECL LaCr	-onno								
(50)	0.61	14000	N	79%	1%	2%	1%	16%	1%	N	1100	N	13000	N	2001
[58]				To:					٦					• •	
(58)	1.98	11000	F	From: 79%	1%	58-644 2 %	1%	16%	1%	F	790	F	11000	F	2001
(58)	1.00	11000	•	To:	170	WCL Bro		1070	╗ '″	•	700	•	11000		2001
Town of Brodnax															
TOWN OF Brounax				From:		WCL Bro	dnax		_						
58	0.46	11000	N	79%	1%	2%	1%	16%	1%	Ν	790	Ν	11000	Ν	2001
<u> </u>				To:	Br	unswick Co	unty Line								
Town of Boydton															
Bus	0.40	4000	_	From:		5 58 West of		10/		_	160	_	1600	_	2001
58	0.48	1600	F	96%	1%	2%	0%	1%	0%	F	160	F	1600	F	2001
Bus				From:		SR 92	!		_						
(58)	0.55	1200	F	96%	1%	2%	0%	1%	0%	С	140	F	1200	F	2001
<u> </u>				To:		NCL Boy	dton								
Mecklenburg County															
Bus	0.05	4000		From:	40/	NCL Boy		40/		N.I	110	N.	1000	N.I	2004
(58)	0.05	1200	N	96% To:	1%	2% S 58 East of	0%	1%	0%	N	140	N	1200	N	2001
C .				From:	0				1						
Bus (58) 1 Danville St	0.16	5100	N	92%	0%	US 1 No 3%	1%	3%	- 0%	N	520	N	5300	N	2001
58 1 Danville St	0.10	0100		To:	0 70	SCL South		070	7		020	.,	0000	.,	2001
Town of South Hill				l											
Bus				From:		SCL South	n Hill								
58 1 Danville St	1.89	5100	F	92%	0%	3%	1%	3%	0%	С	520	F	5300	F	2001
\bigcirc				To: From:		Locust	St		—						
Bus 58 1 Danville St	0.28	6900	F	92%	0%	3%	1%	3%	0%	F	680	F	7200	F	2001
[58] [1] Danville St	0.20	0900	г	9Z /0	U /0			J /0	J /0	ı	000	1,	1200	ı	2001
Bus				To: From:		Plank R	Rd								
58 1 Danville St	0.09	8200	F	92%	0%	3%	1%	3%	0%	F	780	F	8600	F	2001
\sim				To:		Goodes Ferr	y Blvd								

					N	/lecklen	iburg Mair	ntenance	Area							
Route		Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	Design	OK	AAWDT	OW	Year
		_5119111		~^		240	2Axle	3+Axle	1Trail	2Trail	40	Hour	٠, ١		~	
<u>Town of South Hill</u> Bus					From:		Goodes Fer	ry Blvd								
58 1 Danvil	le St	0.23	9500	F	92%	0%	3%	1%	3%	0%	F	920	F	9900	F	2001
\bigcirc					To: From:		Mecklenbu Danville	_		}						
Bus 58 1 Meckle	enburg A	0.16	7700	F	94%	0%	2%	1%	3%		F	710	F	8000	F	2001
	g				To:		S 1; SR 47 A								·	
Bus		0.40	40000		From:	00/	US 1; SI		00/]		000		40000		0004
58 Atlantic St		0.48	13000	N	94%	0%	2%	1%	2%	0%	N	990	N	13000	N	2001
Bus					From:		Windso	r St								-
58 Atlantic St		0.66	13000	F	94%	0%	2%	1%	2%	0%	С	990	F	13000	F	2001
<u> </u>					To:		US 5	8								
Mecklenburg Coun	ıtv				From:	NI-	ath Caralina	Ct-t- I :								
North 85		4.23	11000	Α	72%	1%	orth Carolina 2%	1%	23%	2%	С	1600	Α	10000	Α	2001
65)	Combine	ed Traffic:	23000	A	73%	1%	2%	1%	23%	1%	C	3200	Α	20000	Α	2001
					To:		58-90					-				-
North	_	0.44	44000	_	From:	10/			220/		_	700	_	10000	_	2004
85	Combine	8.14 ed Traffic:	11000 20000	F F	72% 73%	1% 1%	2% 2%	1% 1%	23% 23%	2% 1%	F F	760 1300	F F	10000 18000	F F	2001 2001
	Combine	d Hallic.	20000	Г	7 3 70 To:	1 70	SCL Sout		2370	7 170	г	1300	г	10000	Г	2001
Town of South Hill	l															
North					From:		SCL Sout]						
85		0.25	11000	F	72%	1%	2%	1%	23%	2%	F	760	F	10000	F	2001
	Combine	ed Traffic:	20000	F	73%	1%	2%	1%	23%	1%	F	1300	F	18000	F	2001
North					From:		US 5	8]						
85)		2.53	9600	G	72%	1%	2%	1%	23%	2%	F	510	G	8600	G	2001
	Combine	ed Traffic:	19000	G	73%	1%	2%	1%	23%	1%	F	1100	G	16000	G	2001
					To: From:		US 1	ı								
North 85		0.53	6900	F	72%	1%	2%	1%	23%	 2%	F	500	F	6100	F	2001
05)	Combine	ed Traffic:		F	73%	1%	2%	1%	22%	1%	F	1200	F	15000	F	2001
					To:	- 70	NCL Sout			٠						
Aecklenburg Coun	ıtv															
North		0.04			From:	40/	NCL Sout		200/			500		0400		0004
85	O a ma la ima	3.84	6900	F	72%	1%	2%	1%	23%	2%	F	500	F	6100	F	2001
	Combine	ed Traffic:	17000	F	73% To:	1%	2% runswick Co	1%	22%	1 %	F	1200	F	15000	F	2001
South					From:		orth Carolina			\pm						
South 85		4.59	11000	Α	73%	1%	2%	1%	22%	 1%	Α	1600	Α	10000	Α	2001
	Combine	ed Traffic:		A	73%	1%	2%	1%	23%	1%	С	3200	Α	20000	Α	2001
					To:		58-90			٦						
South		7.78	9000	F	73%	1%	2%	1%	22%	- 1%	F	580	F	7900	F	2001
85	Combine	d Traffic:		F	73% 73%	1%	2% 2%	1%	23%	1%	F	1300	F	18000	F	2001
	Combine	,	2000	•	To:	1 /0	SCL Sout		20 /0	٦ ' ″	•	1000	'	10000	'	2001
Fown of South Hill					-					-						
South					From:		SCL Sout									
85		0.40	9000	F	73%	1%	2%	1%	22%	1%	F	580	F	7900	F	2001
~	Combine	ed Traffic:	20000	F	73%	1%	2%	1%	23%	1%	F	1300	F	18000	F	2001
South					From:		US 5	8								
85)		2.72	9000	F	73%	1%	2%	1%	22%	1%	F	600	F	7900	F	2001
	Combine	ed Traffic:	19000	G	73%	1%	2%	1%	23%	1%	F	1100	G	16000	G	2001
					To: From:		US 1									
				_	73%	1%	2%	1%	22%	1%	F	680	F	8700	F	2001
		በ ኃር				1.70				1.70		UOU	г	07100		∠UU I
South 85	Combine	0.29 ed Traffic:	10000 17000	F F	73%	1%	2%	1%	22%	1%	F	1200	F	15000	F	2001

					IV	ieckien	burg Mair	Tru				Design				
Route	Ler	ngth	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Hour	QK	AAWDT	QW	Year
Mecklenburg Cou	ntv				From:		NCL C	1. 11:11		1						
South 85	3.	.74	10000	F	73%	1%	NCL Sout	1%	22%	」 1%	F	680	F	8700	F	2001
(65)	Combined Tr		17000	F	73%	1%	2%	1%	22%	1%	F	1200	F	15000	F	2001
					To:		runswick Co	unty Line								
Town of Boydton					From:		110 50 1	D		1						
92)	0.	.32	1200	F	97%	0%	US 58 I 1%	0%	1%	0%	С	120	F	1200	F	2001
<u> </u>					To:		NCL Boy	dton								
Mecklenburg Cou	ntv				From:		NGL B	1.								
92)	9.	.25	1200	N	97%	0%	NCL Boy 1%	otton 0%	1%	」 ○%	N	120	N	1200	N	2001
92)					To:		SCL Chas		.,,	<u> </u>						
Town of Chase Ci	tv				From:											
92 S Main Stre	eet 0.	.44	3200	F	93%	1%	SCL Chas 2%	e City 1%	3%	」 ○%	С	370	F	3200	F	2001
92) 3 Main 343			0200	•	To	170	"B" S		070	٠٠٠٠	Ŭ	0.0	•	0200		2001
92) S Main Stre	eet 0.	.23	3500	F	93%	1%	2%	1%	3%	0%	F	390	F	3500	F	2001
					To: From:		Sycamor	e St		 						
92 N Main Stre	eet 0.	.21	4700	F	93%	1%	2%	1%	3%	0%	F	450	F	4700	F	2001
					To: From:		E Secon									
92) (49) E Sed	cond St 0.	.19	6500	F	93%	1%	3%	0%	3%	0%	F	600	F	6500	F	2001
					To:		ENDLY	ST		1—						
92) (49) W Se	econd Stre 0.	.56	6000	F	93%	1%	3%	0%	3%	0%	С	580	F	6000	F	2001
					To: From:		N SR									
92	0.	.22	3600	F	91% To:	0%	3% WCL Chas	1%	4%	0%	С	350	F	3600	F	2001
Mecklenburg Cou	ntv						WCL Clias	se City								
					From:		WCL Chas			J						
92	3.	.42	3600	N	91%	0%	3%	1%	4%	0%	N	350	N	3600	N	2001
	0	.21	3600	N	From: 91%	0%	58-609; 58 3%	8-684 1%	4%	0%	N	350	N	3600	N	2001
92	0.	.21	3600	IN	9170	0 70			4 /0	7	IN	330	IN	3000	IN	2001
92)	1	.52	3600	N	From: 91%	0%	58-60 3%	<u>0</u> 1%	4%	0%	N	350	N	3600	N	2001
92					To:		harlotte Co		.,,]						
Town of South Hil	11									_						
(100)	0	.38	3100	F	From: 89%	1%	US 1 2%	1%	7%	」 ○%	F	300	F	3100	F	2001
138	0.	.00	3100	•	To:	1 /0	NCL Sout		7 70	7	•	300	•	3100		2001
Mecklenburg Cou	ntv									_						
	2	.89	2600	F	From: 89%	1%	NCL Sout 2%	h Hill 1%	7%	□ 0%	С	230	F	2600	F	2001
138	۷.	.09	2600	г	To:		unenburg Co		1 /0	7	C	230	·	2000	'	2001
					From:		Charlotte Co									
600	0.	.84	90	R	•					_		NA		NA		08/14/200
_					To: From:		SR 92 W	EST]						
600	0.	.91	70	R								NA		NA		08/14/200
_					To: From:		SR 92 N	ИID]						
600	0.	.17	220	R						_		NA		NA		08/14/200
	2	.54	320	R	From:		58-60	9	-			NA		NA		1998
600	۷.	.54	330	ĸ	Tax		an co	+ G.T.		_		INA		INA		1990
					From:		SR 92 E.	AST				NA		NA		1998
600	n	.72	330	R												
600	0.	.72	330	R	To:		WCI Ch-	a City		¬		INA		147.		
600		.72	330	R F	From: 96%	2%	WCL Chas	se City	0%	J	С	30	F	300	F	2001

Route	Length	AADT	QA	4Tire	Bus	2Axle		ıck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Mecklenburg County				From:		58-671 SOU	JTH		1						
600	3.65	60	R								NA		NA		08/06/200
	0.70			To: From:		58-680]						00/00/000
600	0.78	90	R	To:		SR 47			7		NA		NA		08/06/200
				From:	П	Ialifax Count	ty I ino								
601)	0.80	80	R		1	iamax coun	ly Line		_		NA		NA		10/29/200
601)	1.76	160	R	From:		58-789					NA		NA		1998
001)				To:		58-732									
				From:		Ialifax Count									
602	0.90	300	F	93%	2%	2%	1%	2%	0%	F	40	F	300	F	2001
	0.00			From:	00/	58-789		00/					070		0004
602	2.00	270	F	94%	2%	2%	0%	2%	0%	С	30	F	270	F	2001
	0.66	60	R	From:		58-735					NA		NA		10/24/200
602	0.00	00	K	To:		Dead En	d		7		INA		INA		10/24/200
				From:	Cl	narlotte Cour									
603)	0.30	60	R								NA		NA		1998
				To: From:		58-607			1—						
603)	2.00	100	R	110111.							NA		NA		08/14/200
				To:		SR 47									
\bigcirc	4.00		_	From:	Nor	th Carolina S	State Line								00/04/00
604)	1.00	46	R						_		NA		NA		09/24/20
	4.00	45		From:		58-738]		NIA		NIA		00/04/00/
604)	1.60	45	R						_		NA		NA		09/24/200
	1.90	00	R	From:		SR 49					NA		NA		1998
604)	1.90	90	ĸ	_					_		INA		INA		1990
	0.70	70	R	From:		58-737					NA		NA		09/24/200
604)	0.70	70	K	To:	Н	Ialifax Count	tv Line		7		INA		INA		09/24/200
				From:		58-609									
605)	0.90	70	R						_		NA		NA		08/14/200
<u> </u>				To: From:		58-695			1						
605)	0.20	70	R								NA		NA		1998
				To:	Cł	narlotte Cour	nty Line								
	4.00	222	_	From:	Nor	th Carolina S	State Line				NIA		NIA		4000
606)	1.20	220	R	To:		SR 49			7		NA		NA		1998
				From:	Cl	narlotte Cour									
607)	0.70	100	R	<u> </u>	CI	iariotte Cour	ity Line		_		NA		NA		1998
001)				To:		58-603]						
				From:		Dead En	ıd								
608)	0.80	60	R								NA		NA		08/14/200
				To: From:		US 58]						
608	2.10	80	R	To:		50.660			7		NA		NA		1998
				From:		58-660			1						
600	2.32	370	F	91%	2%	SR 49 5%	0%	2%	_ 0%	F	40	F	370	F	2001
609			_ •	To					~~~ ~_						
600	1.68	310	F	91%	2%	58-763 SOI	0%	2%	0%	F	30	F	310	F	2001
609				To:				_/3	¬						
609	2.20	190	F	91%	2%	58-640 NO	1%	2%	0%	F	30	F	190	F	2001
003)			•	To:		58-610 NO		_,,	7	-		-		•	

Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle	ıck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Mecklenburg County								HHAII	ZIIdii		Houi				
609	2.30	280	F	91%	2%	58-610 NC 5%	0%	1%	┙ ○%	F	40	F	280	F	2001
609	1.70	500	F	91%	2%	58-69: 5%	0%	1%	0%	С	80	F	500	F	2001
609	0.80	750	F	91%	2%	58-68′ 5%	0%	1%	0%	F	80	F	750	F	2001
609	1.90	320	R	From:	C	SR 92; 58 Charlotte Cou			_ 		NA		NA		08/14/200
610	1.00	290	R	From:		Charlotte Cou	nty Line] 7		NA		NA		1998
610	1.90	140	R	From:		58-609 NC	RTH] ¬		NA		NA		1998
<u>(611)</u>	1.50	310	R	From:		58-620					NA		NA		1998
				To:		runswick Co									•
612)	1.32	560	R	From:		runswick Co			_		NA		NA		1998
612)	0.05	560	R	From:		1.32 MI NW 58-903					NA		NA		1998
(613)	0.35	20	R	From:		SR 49)		<u>; </u>		NA		NA		09/24/200
				To: From:		Dead E									
614)	0.80	80	R	To:		58-903			_ 		NA		NA		07/10/2001
615)	1.82	270	R	From:		58-70	7		J		NA		NA		10/15/2001
<u>(615)</u>	1.62	180	R	From:		58-678	3] 		NA		NA		10/15/2001
615)	2.93	130	F	From: 81%	3%	SR 4 6%	1%	9%	0%	F	10	F	130	F	2001
615)	3.46	190	F	From: 81%	3%	58-669 6%	1%	9%	0%	С	20	F	190	F	2001
615)	1.60	600	F	From: 82%	3%	US 1 6% 58-903	1%	9%	0%	F	60	F	590	F	2001
616)	0.25	120	R	From:		SR 4			<u> </u>		NA		NA		1998
616)	2.10	260	R	From:		58-71			_ -		NA		NA		1998
6 17)	0.90	150	R	From:		Dead E					NA		NA		07/10/2001
617)	2.30	730	R	To: From:		58-903 58-613			_ 		NA		NA		1998
				From:		58-903			_						<u> </u>
618)	1.37	130	F	96%	1%	1% 58-619	1%	1%	0%	F	20	F	130	F	2001
618)	1.64	250	F	96% To:	1%	2% 58-61	0%	1%	0% 	F	30	F	250	F	2001

				N	/lecklen	burg Mair									
Route	Length	AADT	QA	4Tire	Bus		Tru		OT~=:I	QC	Design	QK	AAWDT	QW	Year
Mecklenburg County						∠AXIE	3+Axle	ııralı	2Trail		Hour				
	0.00	700	_	From:	40/	58-61		40/		_	00	_	700		2004
618)	2.63	700	F	96%	1%	2%	1%	1%	0%	F	80	F	700	F	2001
618)	2.34	970	F	96%	1%	58-769 2%	1%	1%	0%	F	100	F	970	F	2001
				To: From:		58-624 SO	UTH		_						
(618)	0.58	3100	F	96%	1%	2%	1%	1%	0%	С	300	F	3100	F	2001
				To:		SCL La C	rosse								
Town of LaCrosse				From:		SCL La C	rosse								
618	0.23	3300	F	96%	1%	2%	1%	1%	0%	F	330	F	3300	F	2001
	0.17	4000		From:	40/	58-150		40/			400		4000		2004
618)	0.17	4600	F	96%	1%	2%	1%	1%	0%	F	480	F	4600	F	2001
618)	0.35	1600	F	From: 96%	1%	58-62 2 %	1 1%	1%	0%	F	160	F	1600	F	2001
(010)			•	To:	. , ,	WCL La C		. , ,		•		•		•	
Mecklenburg County				T											
(619)	0.84	1600	F	96%	1%	WCL LaC 2%	rosse 1%	1%	 0%	F	150	F	1600	F	2001
618)	0.04	1000	'	To:	170	US 58		1 70			100		1000		2001
				From:		58-751; 58	8-903								
619	1.22	650	F	94%	0%	3%	0%	2%	0%	С	60	F	650	F	2001
				To: From:		58-618 W	EST]						0=//0/000
619	0.48	320	R						_		NA		NA		07/10/2001
	0.14	360	R	From:		58-84	7				NA		NA		07/10/2001
619	0.14	300	IX.	To:		50.70	0				IVA		IVA		07/10/200
619	2.46	290	R	From:		58-78	8				NA		NA		07/10/2001
9.9				To:		58-62	0								
				From:		58-62	6								
620	0.10	330	R								NA		NA		07/10/200
	4.00	190	R	From:		58-61	9				NA		NA		07/23/200
620	4.00	190	ĸ	Tax		50.64			_		INA		INA		011231200
(620)	2.68	260	R	From:		58-64	7				NA		NA		07/23/200
020				To:		58-62	4								
Town of LaCrosse															
621	0.34	3400	F	96%	0%	58-613 1%	8 1%	1%	0%	F	340	F	3400	F	2001
(621)			-	To:		US 58			¬						
(621)	0.18	1300	F	97%	0%	1%	1%	1%	0%	F	130	F	1300	F	2001
				To:		NCL LaC	rosse								
Mecklenburg County				From:		NGL L C									
621)	3.03	730	F	97%	0%	NCL LaC	1%	2%	0%	F	80	F	720	F	2001
<u>(621)</u>				To:		58-77									
621	1.80	270	F	96%	0%	1%	1%	1%	0%	С	30	F	270	F	2001
				To: From:		US 1 WI									
(621)	1.79	150	R			US 1 EA	101		_		NA		NA		10/17/2001
				To:	Lı	unenburg Co	unty Line								
				From:		58-66	0								
622	1.60	170	R								NA		NA		08/06/2001
	0.00			From:		58-67	0]—		NIA		NIA		00/00/000
622	2.60	60	R	To:		SR 47; 58	3-662		1		NA		NA		08/06/2001
						DIX 71, 30	. 502								

				N	Mecklen	burg Mai	ntenance	Area							
Route	Length	AADT	QA	4Tire	Bus		Trι			QC	Design	OK	AAWDT	ΟW	Year
	Longin	AADI	Q,A	41110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QIV	AAWDI	QVV	i Cai
Mecklenburg County				From:		58-62	21		1						
623)	0.31	170	R			50 02					NA		NA		1998
				To:		0.31 ME :	58-621								
623	2.68	180	R	From:					_		NA		NA		10/17/200
				To:	B	runswick Co	ounty Line								
				From:	В	runswick Co	ounty Line								
624	1.05	1500	R								NA		NA		07/10/200
				To: From:		58-626 S									
624	2.71	1100	F	97%	0%	1%	1%	1%	0%	С	120	F	1100	F	2001
_				From:		58-618 S	OUTH]						
624)	0.71	1100	R	To:		001.1.6			_		NA		NA		07/19/200
				10.		SCL LaC	rosse								
Town of LaCrosse				From:		SCL LaC	rosse		1						
(624)	0.14	1100	R			SCE Luc	31035 C		_		NA		NA		07/19/200
				To		58-618 N	ORTH		¬						
(624)	0.22	160	R	From:		20 010 11	<u> </u>				NA		NA		07/19/200
				To:		58-15	03								
Mecklenburg County															
	4.00	200	_	From:	В	runswick Co	ounty Line				NIA		NIA		4000
625	1.20	200	R						_		NA		NA		1998
\bigcirc	4.00			To: From:		58-61	11				NIA		NIA.		4000
625	4.29	200	R	To:		58-62	24		7		NA		NA		1998
				From:					+						
(626)	3.00	960	F	96%	0%	58-90 3 %	0%	1%	0%	F	100	F	960	F	2001
626	0.00	000	•	To:				170	7	·	100	•	000	·	2001
626	4.04	1100	F	From: 96%	0%	58-61 3 %	0%	1%	0%	F	100	F	1100	F	2001
626	7.07	1100	•	To:	0 70	58-624 S0		1 /0	٦	•	100	•	1100	•	2001
\bigcirc				From:		58-624 N	ORTH								
626	2.40	720	F	96% To:	0%	3%	0%	1%	0%	С	70	F	720	F	2001
				From:		US 5									
(627)	1.64	250	R	From:		58-61	18		_		NA		NA		07/23/200
627)	1.04	230	IX.	To:		58-62	20		7		INA		14/3		01123/200
				From:		58-61									
(628)	0.20	200	R			200.			_		NA		NA		1998
				To		58-62	29		¬						
628	1.50	70	R	From:		20 02					NA		NA		1998
				To:		58-63	30								
				From:		58-63	30								
629	1.00	160	R								NA		NA		07/23/2001
				To: From:		58-75	52		_						
629	1.10	100	R	_					_		NA		NA		07/23/2001
				To:		58-62									
	2.30	E00	R	From:		US	1				NA		NΙΛ		11/01/2004
630	∠.30	590	ĸ	_					_		NA		NA		11/01/2001
<u></u>	4.60	110	R	From:		58-80)9		_		NA		NA		07/23/2001
630	4.00	110	ĸ	To:		93-63	31		7		INA		INA		0112312001
				From:		58-63									
630	3.50	560	R						_		NA		NA		11/19/2001
				To:		58-61	18		<u> </u>						
				From:		58-63	30								4600
631)	1.90	250	R	To:		50.6	4.1		_		NA		NA		1998
						58-64	+1								

Route	Length	AADT	QA	4Tire	Rue	Tru 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Mecklenburg County				From:	58-6-	41		1						
631)	1.26	310	R		30-0	1 1		_		NA		NA		1998
	0.55			To: From:	58-9	03]——		NIA		NIA		07/00/000
631)	0.55	30	R	To:	Dead 1	End		7		NA		NA		07/23/200
				From:	Dead 1			Ī						
632)	0.70	120	R	<u> </u>	Dead	Bild		_		NA		NA		08/14/200
				To: From:	58-682 S									
622)	1.10	250	R	Piolii.	58-682 N	ORTH		_		NA		NA		1998
632	1.10	200	•••	To:	Lunenburg C	ounty Line		7				101		1000
				From:	Dead 1	End								
633	1.50	190	R							NA		NA		08/14/200
				To: From:	SR 4	! 7		}—						
633	3.20	120	R							NA		NA		1998
				From:	58-6	81		}—						
633	0.60	50	R	To:		4 T:		7		NA		NA		1998
				From:	Lunenburg C			1						
634)	1.30	310	R	Piolii.	SR 4	-7		_		NA		NA		08/06/200
034)		0.0	•••	To:	50.7	15								00/00/200
634)	1.70	140	R	From:	58-74	+5				NA		NA		08/06/200
004)	-	_		To:	58-69	Q1								
634)	0.49	160	R	From:	36-0	31		_		NA		NA		08/06/200
				To	Lunenburg C	ounty Line								
				From:	SR 4	! 7								
635)	1.65	320	R							NA		NA		07/30/200
				From:	58-6	59]						
635)	0.97	160	R							NA		NA		07/30/200
	0.40			To: From:	58-70	54]						07/00/000
635)	0.10	360	R	To:	Lunenburg C	ounty Lina		7		NA		NA		07/30/200
				From:	58-6:			<u> </u>						
636)	2.02	360	R	<u> </u>	38-0.)4				NA		NA		07/16/200
				To:	Lunenburg C	ounty Line								
				From:	NWCL SOU									
(637)	1.65	910	F	90%	0% 5%	2%	2%	0%	С	90	F	910	F	2001
				To: From:	58-8	12]						
637)	0.72	560	R							NA		NA		1993
				From:	58-6	53								0=1101000
637)	1.18	420	R	To:	Lunenburg C	ounty Lina		7		NA		NA		07/16/200
				From:	Dead 1			1						
638	0.66	20	R	<u> </u>	Dead	Enq		_		NA		NA		10/17/200
000				To:	US 1 W			1						
	0.90	650	R	From:	US 1 E	AST				NA		NA		1998
638)	0.90	650	ĸ	-				-		NA		INA		1996
620	0.90	320	R	From:	58-62	21		_		NA		NA		1998
638)	0.80	320	ĸ	To:	58-639 V	WEST		7		INA		INA		1990
$\widehat{}$				From:	58-639 1			<u> </u>						
638)	0.40	20	R	To		Г. І		7		NA		NA		10/17/200
				To:	Dead 1			 						
(20)	1.90	100	R	From:	58-62	21		_		NA		NA		10/17/200
639	1.50	100	N	To:	58-638 V	WEST		7		14/7		INA		10/11/200
					20-020	. 2.01								

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Mecklenburg County				_				TITAII	ZIIdli		i ioui				
(639)	1.20	300	R	From:		58-638 W	/EST				NA		NA		10/17/2001
039				To:	Bru	nswick Co	ounty Line								
				From:	Ch	arlotte Cou	unty Line								
640	0.70	120	R								NA		NA		08/14/200
				To: From:		58-699 W	/EST								
640	2.40	110	R								NA		NA		08/14/2001
				To: From:		58-609 SC 58-609 NC	OUTH ORTH								
(640)	2.00	280	R								NA		NA		08/14/200
				To: From:		58-69	16		—						
(640)	1.40	250	R	rioiii.							NA		NA		08/14/200
				To:		SR 49	9								
\bigcirc	4 = 0		_	From:		58-63	1								
641)	1.70	210	R	To:		58-90	12				NA		NA		11/01/200
				From:											
642	2.83	830	R	rioii.		58-90	13		_		NA		NA		11/01/200
642				To:		58-61	8								
				From:		58-64	-2								
643)	1.07	250	R								NA		NA		11/01/200
				To: From:			HILL GAP								
643)	1.20	1000	R		ECL SOC	In nill	; GapTern	illius			NA		NA		11/19/200
043)			•••	To:		Dead E	End								
				From:		US 5	8								
(644)	0.15	40	R								NA		NA		1998
				To: From:		0.15 ME U	US 58		<u> </u>						
644)	1.25	47	R						_		NA		NA		07/10/200
				To:		Dead E	End								
	4.04	0.40	_	From:		58-66	3				NIA		NIA		10/17/200
645)	1.91	340	R	To:		58-66	i.4		_		NA		NA		10/17/200
				From:		Dead E									
646)	0.05	10	R			Dead L	and .				NA		NA		07/23/200
0.0				To:		58-61	8								
				From:		58-62	.0								
(647)	1.80	150	R	_							NA		NA		07/10/200
				To:		58-62									
	0.64	120	R	From:		Dead E	End				NA		NA		1998
648)	0.04	120	K	To:		58-67	7				INA		INA		1990
				From:		US 1									
649)	2.00	580	R			00.	·				NA		NA		1998
				To:		2.00 MN	US 1								
649	0.90	120	R	From:							NA		NA		10/17/200
				To: From:		58-84	4		—						
649	0.10	180	R	. TOHI.					<u> </u>		NA		NA		10/17/2001
				To:		SR 13	38		1						
\bigcirc				From:		58-65	1								
(650)	0.20	160	R								NA		NA		10/17/200
				To: From:		US 1]						
650	1.54	1100	R	To:		50.00	12		_		NA		NA		11/01/200
-						58-90	ני								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Mecklenburg County				From:	58-664	I						
(651)	3.12	790	R		30-004	_		NA		NA		10/17/200
				To:	WCL SOUTH HILL							
\bigcirc	2.70	420		From:	Dead End			NIA		NIA		10/17/200
652	2.79	130	R	To:	SR 47 EAST	1		NA		NA		10/17/200
\bigcirc				From:	SR 47 WEST							
652	2.00	480	R	To:	Dead End	_		NA		NA		07/16/200
				From:	Dead End							
653)	1.00	90	R	<u> </u>	Dead End	_		NA		NA		07/16/200
				To:	58-637							
\bigcirc				From:	SR 47							
654	1.00	560	R			_		NA		NA		07/16/200
	0.50	222		From:	58-636			NΙΔ		NIA		07/16/200
654)	0.50	220	R	_		_		NA		NA		07/16/200
	1.59	150	R	From:	58-868			NA		NA		07/16/200
654)	1.00	100	1	To:	Dead End			IVA		IVA		077107200
				From:	58-664							
655)	1.20	460	R					NA		NA		07/16/200
				To: From:	58-656							
655	0.65	350	R					NA		NA		07/16/200
				To: From:	58-854							
655	1.45	430	R			_		NA		NA		07/16/200
	0.70	000		To: From:	58-657			NΙΔ		NIA		07/16/200
655	0.79	880	R	To:	SR 47 EAST	_		NA		NA		07/16/200
				From:	SR 47 WEST							
655	3.30	100	R	To:	58-764	_		NA		NA		07/30/200
				From:	Dead End	1						
656	0.70	20	R		Dead End	_		NA		NA		07/16/200
				To:	58-655							
\bigcirc				From:	58-664							
657	3.30	240	R	To:	58-655	_		NA		NA		07/16/200
				From:	58-670	1						
658)	1.85	60	R	<u> </u>	J0-U/U	_		NA		NA		08/06/200
				To	58-830	—						
658)	0.85	90	R	From:		_		NA		NA		08/06/200
				To: From:	SR 47 WEST							
658)	0.45	50	R		SR 47 EAST			NA		NA		07/30/200
(000)				To: From:	58-834							
658)	1.55	60	R	From:	50 05 1	_		NA		NA		07/30/200
				To:	58-660							
\bigcirc	0.00	400	_	From:	58-635			NIA		N I A		4000
659	0.90	120	R	To:	58-764	1		NA		NA		1998
				From:	SR 92							
(660)	3.10	290	F	93%	2% 2% 0% 2%	0%	С	40	F	290	F	2001
				To:	58-677 NORTH	7						
660	1.50	290	F	93%	2% 2% 0% 2%	0%	F	30	F	290	F	2001
				To:	58-671 SOUTH							

				N	Meckler	nburg Mair	ntenance	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	OK	AAWDT	ΟW	Year
	Longui	AADI	٩A	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	ωiv	70.0001	₩V	i cai
Mecklenburg County				From:		58-671 SC	OUTH								
660	3.71	390	F	94%	2%	2%	0%	2%	0%	F	45	F	380	F	2001
				To: From:		SR 47 W	EST		—						
660	1.70	260	R								NA		NA		1993
				From:		58-66	1]						
660	4.60	120	R						_		NA		NA		07/30/2001
	4.00	440		To: From:		58-76	0				NIA		NIA		07/20/2004
660	1.20	140	R	_					_		NA		NA		07/30/2001
(60)	0.10	180	R	From:		58-65	8				NA		NA		07/30/2001
660	0.10	100	• • • • • • • • • • • • • • • • • • • •	To:		SR 47 E.	AST								0170072001
				From:		58-66									
(661)	2.30	80	R						_		NA		NA		07/30/2001
				To:		58-66			_						
(662)	2.26	220	R	From:		SR 47 W	EST				NA		NA		08/06/2001
662	2.20	220	11	To:		50.74	5				14/1		107.		00/00/2001
662	0.30	90	R	From:		58-74	3				NA		NA		08/06/2001
002				To		58-66	1		¬						
662	5.40	70	R	From:		20 00	*				NA		NA		07/30/2001
				To:		SR 47 E.	AST								
\bigcirc	0.00	450		From:		US 1									1000
663	0.80	150	R						_		NA		NA		1998
	2.40	170	R	From:		58-70	9				NA		NA		1998
663	2.40	170	K	To		110.5	0		_		INA		INA		1990
(663)	0.70	70	R	From:		US 5	8				NA		NA		10/17/2001
663				To:		58-67	3								
663)	3.29	330	F	From: 85%	3%	3%	8%	1%	0%	С	45	F	330	F	2001
				To:		58-66	4								
\bigcirc				From:		US 1			J						
664	3.06	590	F	86%	1%	4%	9%	2%	0%	С	60	F	590	F	2001
	1.07	E20		From:	10/	58-66		20/	00/		90		E20		2001
(664)	1.97	530	F	85%	1%	4%	9%	2%	0%	F	80	F	530	F	2001
664	2.81	300	F	From: 85%	0%	58-65 4%	5 9%	1%	0%	F	30	F	300	F	2001
(664)	2.01	300	•	To:	0 70	SR 4'		170		•	00	•	000	•	2001
				From:		58-66	4								
665	1.10	30	R						_		NA		NA		07/16/2001
				To:		Dead E									
600	0.10	60	R	From:		58-66	8				NA		NA		1998
666	0.10	00	1	To:		0.10.001.6	0.00		_		IVA		IVA		1000
(666)	2.60	50	R	From:		0.10 MN 5	800-8				NA		NA		07/16/2001
				To: From:		58-66	7		٦						
(666)	0.05	100	R	From:		36-00			_		NA		NA		1998
				To:		58-66	4		1						
\bigcirc				From:		58-66	9								0=110:::
667	1.00	40	R	To:		58-66	6		_		NA		NA		07/16/2001
				From:		58-66			+						
668)	1.60	90	R			36-00	,		_		NA		NA		07/16/2001
				To:		58-66	6								

Route	Length	AADT	QA	4Tire	Bus		Trι 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Mecklenburg County				From:		58-66			1						
(668)	1.40	140	R	<u> </u>		38-00	0		_		NA		NA		1998
				To:		58-66									
600	2.50	380	F	89%	2%	58-61: 3 %	5 5%	2%	」 ○%	F	40	F	380	F	2001
669	2.00	300	'	To	270	US 58		270	٦	•	40		000		2001
669	0.42	550	F	From: 89%	2%	3%	4%	2%	0%	С	50	F	550	F	2001
				To: From:		58-67]						
669	1.69	320	F	89%	2%	3%	4%	2%	0%	F	30	F	320	F	2001
	1.35	200		From:	2%	58-67- 3 %	4 4%	2%	0%	F	40	F	200	F	2001
669	1.33	380	F	89%	2%			2%	U% -	Г	40	Г	380	Г	2001
669	2.55	140	F	From: 89%	2%	58-67 3 %	4%	1%	0%	F	20	F	140	F	2001
003			-	To		58-67									
(669)	1.72	310	F	From: 89%	2%	3%	5%	2%	0%	F	40	F	310	F	2001
				To:		58-66									
(7 0)	1.70	30	R	From:		58-62	2				NA		NA		08/06/200
670	1.70			To:		58-65	0				1471		14/ (00/00/200
670	1.90	50	R	From:		36-03	0				NA		NA		08/06/200
				To: From:		58-67:	5		T						
(670)	0.50	260	R						_		NA		NA		1998
				To:		58-669									
(671)	2.20	630	R	From:		SR 47	/				NA		NA		1998
071)				To:		58-600 NC									
(671)	0.36	350	R	From:		08-600 NC	ORTH				NA		NA		1998
671)	0.00		.``	To:		58-600 SO	штн		1						1000
671)	0.76	80	R	From:		20 000 50	.0111				NA		NA		1998
				To: From:		58-67	9								
671)	0.97	120	R								NA		NA		1998
	2.00	400		From:		0.97 MS 5	8-679				NIA		NIA		00/00/200
671)	3.00	100	R	To:		58-660 NC	ORTH				NA		NA		08/06/200
\bigcirc	0.00	4.40	_	From:	40/	58-660 SO	UTH	00/	00/	0	00	_	440		0004
671)	3.99	140	F	93% To:	1%	4% 58-675 NO	0% ORTH	2%	0% T	С	20	F	140	F	2001
\bigcirc			_	From:	101	58-675 SO	UTH	201		_		_	400	_	2224
671)	1.37	190	F	93% To:	1%	3% 58-66	1%	2%	0%	F	20	F	190	F	2001
				From:		58-67									
672)	2.85	60	R						_		NA		NA		07/16/200
				To: From:		58-669 NO 58-669 SO									
672	2.60	70	R	<u> </u>		30-007 50	70111				NA		NA		07/16/2001
				To:		58-66	3		<u> </u>						
<u></u>	0.20	400	F	From: 87%	2%	58-669 3 %	9 6%	2%	0%	С	50	F	400	F	2001
673	0.20	400		To:	Z /0	58-66		Z /0		_			-	_ '	2001
				From:		US 58; S									
674)	1.50	340	F	93%	2%	3%	0%	3%	0%	С	40	F	340	F	2001
				To: From:		58-66									
675)	1.10	190	R			US 58	5		_		NA		NA		1998
				To:		58-67	7		7						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle	.k 1Trail 2	Trail	QC	Design Hour	QK AAW	OT Q	N Y	'ear
Mecklenburg County				From:	58-677								
(675)	0.18	190	R						NA	NA		1	998
				To: From:	0.18 MS 58-677 0.18 MS 58-777								
675)	2.52	90	R		0.10 1115 30 777				NA	NA		1	998
				To: From:	58-678								
675)	0.35	260	R						NA	NA		1	998
	0.15	340	R	From:	58-671 SOUTH				NA	NA		1	998
675	0.15	340	ĸ	To:	50 (51 NODEN				INA	INA		'	990
675)	2.30	250	R	From:	58-671 NORTH				NA	NA		1	998
				To:	58-670								
\bigcirc	0.40		_	From:	Dead End				NIA	NIA.		07/4	0/0004
676	0.40	20	R	_					NA	NA		07/1	6/2001
676	0.50	20	R	From:	58-674				NA	NA		07/1	6/2001
676	0.00			To:	Dead End							0.7.	
				From:	US 58								
677	0.07	360	R						NA	NA		1	998
	0.20	200	R	From:	58-848				NIA	NIA		10/0	0/2001
677)	0.39	280	ĸ	To:	50 500				NA	NA		10/0	9/2001
677)	0.81	310	R	From:	58-703				NA	NA		1	998
011)				To:	58-762								
677)	1.00	340	R	From:	30 102				NA	NA		1	998
				To: From:	58-841 NORTH								
677	0.70	350	R						NA	NA		1	998
	2.00			To: From:	58-688	-			NIA	NIA		40/0	0/2004
677	3.90	70	R						NA	NA		10/0	9/2001
677)	0.60	230	R	From:	58-691				NA	NA		1	998
011)				To:	SR 92 SOUTH								
(677)	3.40	130	R	From:	SR 92 NORTH				NA	NA		10/0	9/2001
677)	0.10	100		To:	58-660 SOUTH							10,0	0,2001
	3.00	100	R	From:	58-660 NORTH				NA	NA		1	998
677)	3.00	100	K	To:	58-675				INA	INA		·	
				From:	SR 4								
678)	2.50	140	R	т	40 4 0 4 7 4 9 m				NA	NA		10/1	5/2001
				To: From:	58-707 EAST 58-707 WEST								
678	1.61	220	R			_			NA	NA		10/1	5/2001
				To: From:	58-615								
678	3.80	150	R						NA	NA		10/1	5/2001
670	0.90	830	R	From:	US 58				NA	NA		10/1	5/2001
678)	0.00			To:	58-672								
(678)	2.20	310	R	From:	30 - 0/2				NA	NA		10/1	5/2001
				To:	58-675								
670	0.02	420	P	From:	SR 92				NA	NA		1	998
679	0.02	130	R	To	0.003.01.00.00				INA	INA		1	J30
(679)	2.90	120	R	From:	0.02 MN SR 92				NA	NA		1	998
		-		To:	58-671								

				N	viecklen	burg Mai	ntenance				Dool				
Route	Length	AADT	QA	4Tire	Bus	2Avla	Trι 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Mecklenburg County								ıııalı	£11all		i ioui				
	1.60	80	R	From:		58-67	71				NA		NA		1998
(680)	1.00			To:		1.60 ME :	58-671		¬		14/1		101		1000
(680)	1.30	90	R	From:		1.00 ME	30 071		_		NA		NA		08/06/200
				To:		58-60	00								
(694)	1.80	100	R	From:		58-63	33				NA		NA		08/06/200
(681)	1.00	100		To:		58-63	34				IVA		14/-3		00/00/200
_				From:		SR 4	9								
682	1.00	480	R								NA		NA		1998
	4.04			From:		58-68	33]						4000
682	1.24	390	R						_		NA		NA		1998
	0.06	290	R	From:		58-632 S	OUTH				NA		NA		1998
682	0.00	290	K	т		#0 (AA) Y	OD		_		INA		INA		1990
682)	3.30	60	R	From:		58-632 N	ORTH				NA		NA		08/14/200
002	0.00		• • • • • • • • • • • • • • • • • • • •	To:		58-84	10								
682	0.17	130	R	From:		30-0-	+0				NA		NA		1998
				To:		SR 4	7								
\bigcirc				From:	C	harlotte Co	unty Line								
683	3.19	210	R	To:		SR 47 W	ECT		_		NA		NA		08/14/200
				From:		SR 47 E									
683	1.50	270	R								NA		NA		08/14/200
				To: From:		58-79	90]						
683	1.20	100	R	To:		50.66	22		_		NA		NA		08/14/200
				From:		58-68									
684)	3.80	600	R			SR 92; 5	8-609		_		NA		NA		08/14/200
004)				To:		SR 4	17								
				From:		Dead I	End								
685	0.61	80	R	To:		CD 4	10		_		NA		NA		08/06/200
				From:		SR 4									
(686)	2.90	100	R			68-68	88		_		NA		NA		08/06/200
000				To:		SR 9)2								
$\widehat{}$				From:		58-69	96								
(687)	1.99	100	R	To:		50.77	20		_		NA		NA		08/14/200
T. 45 1:				10.		58-60)9								
Town of Boydton				From:		US 58 I	BUS								
(688)	0.15	1000	F	92%	3%	2%	0%	3%	0%	F	100	F	1000	F	2001
				To:		WCL BOY	ZDTON								
Mecklenburg County				From:		WCL BOY	DTON								
688	2.74	590	F	92%	3%	2%	0%	3%	0%	F	80	F	590	F	2001
				To: From:		58-79	98]						
688	3.00	800	F	92%	3%	2%	0%	3%	0%	F	120	F	800	F	2001
				From:	221	58-689 S		221] <u> </u>						
688	0.97	1200	F	92%	3%	2%	0%	3%	0%	F	250	F	1200	F	2001
	4.00	040		From:	20/	58-69		20/			100		040		2004
688	1.28	810	F	92%	3%	2%	0%	3%	0%	F	120	F	810	F	2001
600	0.76	740	F	From: 92%	3%	58-69 2%	95 0%	3%	0%	F	100	F	740	F	2001
688	0.70	. 40	•	To:	370	58-69		0 /0	٦ ۗ ٦	•	.50	•	, 40	•	2001

Route	Length	AADT	QA	4Tire	Bus		Trι 3+Axle	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Mecklenburg County				From:		58-69									
688	0.78	740	F	92%	3%	2%	0%	3%	0%	F	100	F	740	F	2001
688	1.25	1100	F	92%	3%	58-689 NO 2%	0%	3%	0%	F	120	F	1100	F	2001
	2.02	1200	F	From: 92%	3%	58-68 2%	6 0%	3%	0%	С	140	F	1200	F	2001
688	2.02	1200	•	To:	070	SR 92		070			140		1200	'	2001
				From:		58-70									
689	0.35	890	F	88%	6%	2%	0%	4%	0%	С	170	F	880	F	2001
689	2.30	140	R	From:		58-688 SC	OUTH				NA		NA		1998
689	0.32	250	R	From:		58-69	0]		NA		NA		1998
000)				To:		58-877 SC	штн		—						
689	1.05	470	R	From:					<u>-</u>		NA		NA		1998
				From:		58-688 NO									
690	0.70	50	R	rioin.		Dead E	nd				NA		NA		10/09/20
	0.50	60		From:		58-68	9				NΙΛ		NΙΔ		10/09/20
690	0.50	60	R	To:		Dead E	nd		1		NA		NA		10/09/20
				From:		58-68	8								
391	2.80	220	R	To:		59 (7	7		7		NA		NA		10/09/20
				From:		58-67									
692)	0.80	90	R	rioin.		Dead E	nd				NA		NA		10/04/20
002				To:		US 58	3								
				From:		58-70	3								
693)	1.90	170	R						_		NA		NA		1998
	0.70	40		From:		US 58	3				NIA		NIA		40/04/00
693	0.70	40	R	To:		58-84	Ŷ.		1		NA		NA		10/04/20
				From:		Dead E			l						
694)	0.65	20	R			Deua E	na -				NA		NA		10/09/20
				To:		58-68	8								
$\overline{}$				From:		58-68	8								1000
695)	2.50	310	R						_		NA		NA		1998
605)	2.70	300	R	From:		SR 49)				NA		NA		1998
695)	2.70			To:		58-60	0				14/ (10.0		1000
695)	2.40	130	R	From:		38-00	7				NA		NA		08/14/20
				To:		58-60	5								
				From:		58-64	0								
696)	1.50	160	R						_		NA		NA		1998
	1.20	70	R	From:		58-69	5				NA		NΙΔ		00/14/20
696)	1.20	70	ĸ	Tay		5 0.55	7		- 1		INA		NA		08/14/20
696	0.90	110	R	From:		58-68	/				NA		NA		1998
				To:		SR 49)				· ··· •		· ·· ·		
696)	2.70	320	R	From:		5K 49	,				NA		NA		1998
				To:		58-68	8								
				From:		Dead E	nd								
697)	0.89	160	R	To:		0.00155	IE !		_		NA		NA		11/19/20
				To:		0.89 ME De	ad End								

					Mecklenb			uck			Design				
Route	Length	AADT	QA	4Tire	Bus			1Trail		QC	Hour	QK	AAWDT	QW	Year
Mecklenburg County															
607	0.11	160	R	From:	0.	89 ME D	ead End				NA		NA		11/19/200
(697)	0.11	100		To:		SR 49 SC	OUTH		7		INA		11/3		11/13/200
\bigcirc				From:		SR 49 NO									
697	3.10	330	R	To:		50.00	20		_		NA		NA		1998
				From:		58-68			1						
600	2.20	260	R	riom.		58-60)9		_		NA		NA		11/19/200
698)				To:		SR 49 SC	OUTH								
	0.00		_	From:		SR 49 NO	ORTH				NIA		NIA		44/40/000
698)	3.20	760	R	To:		58-70)1		7		NA		NA		11/19/200
				From:		Dead I			1						
600	1.00	90	R			Dead I	EHQ		_		NA		NA		08/08/200
699				To		US 1	5								
699	1.60	60	R	From:		051	3				NA		NA		1998
099				To:		58-640 E	EAST								
	0.00	400		From:		58-640 V	VEST				NIA		NIA		4000
699	2.30	120	R	To:		58-61	10				NA		NA		1998
				From:		US 15 W									
(700)	0.47	40	R			US 13 W	ESI		_		NA		NA		1998
700	-			To		US 15 E	ACT								
700	0.25	40	R	From:		US 13 E	A31				NA		NA		08/08/200
(100)				To:		Dead I	End								
				From:		SR 49 SC	OUTH								
701)	0.46	70	R	·							NA		NA		10/09/2001
				To: From:		SR 49 NO	ORTH								
701)	4.18	840	F	91%	3%	2%	1%	3%	0%	С	140	F	840	F	2001
				To: From:		58-68	39								
701)	0.34	180	R						_		NA		NA		10/09/200
				To:		58-68									
\bigcirc	2.42	400	ъ.	From:		US 5	8				NA		NA		10/09/200
702	2.43	180	R	To:		58-70)1		7		INA		INA		10/09/200
				From:		Dead I									
(703)	0.80	100	R	<u> </u>		Dead I	JIIQ .		_		NA		NA		10/04/200
				To		58-82	28								
703)	2.78	240	R	From:		23-02			_		NA		NA		10/04/200
				To:		US 58 E									
700	0.50	380	R	From:		US 58 W	/EST		_		NA		NA		10/09/2001
703)	0.50	300	Λ.	To:		58-67	77		1		INA		INA		101031200
				From:		Dead I									
704)	0.60	60	R			Dead	Jild		_		NA		NA		10/04/2001
				To		58-70)5								
704)	1.40	120	R	From:		23 /0					NA		NA		10/04/2001
\bigcup				To		58-70)7								
				From:		Dead I	∃nd								
705	1.90	40	R								NA		NA		10/04/2001
				To: From:		58-82	23]—						
705	2.00	260	R								NA		NA		1998
				To: From:		58-70)4								
(705)	0.40	530	R				- /		_		NA		NA		1998
				To:		58-75	06								

				<u> </u>	Mecklen	burg Mair					Doo!				
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Mecklenburg County				From:		SR 49									
(706)	0.25	10	R			5K 4;	,		_		NA		NA		10/24/2001
				To:		Dead E									
707)	1.00	280	F	94%	2%	SR 4 1%	0%	2%	0%	F	30	F	280	F	2001
				To: From:		58-678 E	AST								
707	2.22	200	F	95%	2%	1%	0%	2%	0%	F	20	F	200	F	2001
	2.10	270	F	From: 94%	2%	58-82 1%	4 0%	2%	0%	F	20	F	270	F	2001
707)			•	To: From:		58-61			¬—	•		•			
(707)	3.00	660	F	94%	2%	2%	0%	2%	0%	F	70	F	660	F	2001
				To:		SCL BOYI	DTON								
Town of Boydton				From:		SCL BOYI	DTON								
(707)	0.31	1100	F	94%	2%	2%	0%	2%	0%	С	100	F	1100	F	2001
(707)	0.13	1300	F	From: 94%	2%	58-120 2%	0%	2%	0%	F	110	F	1300	F	2001
(101)	0.10	1000	•	To:		US 58 BUS		270	<u> </u>		110		1000	'	2001
Mecklenburg County				From:		GD. 4									
(708)	1.60	120	R	110111		SR 4	•				NA		NA		1998
				To:		58-66	9]						
700	1.80	90	R	From:		58-61	5				NA		NA		10/17/2001
709	1.00	90	K	To		58-66	3				INA		INA		10/1//2001
				From:		SR 4									
710	3.90	170	R	To:		58-711 W	/FST		7		NA		NA		1998
\bigcirc			_	From:		58-711 E									0=1101000
710	1.00	100	R	To:		58-71	2		1		NA		NA		07/10/2001
				From:		58-712; 58									
711)	0.80	290	R								NA		NA		1998
	0.60	200		From:		58-61	6				NIA		NIA		1000
711)	0.60	300	R	To:		50.710 N	TECT		_		NA		NA		1998
(711)	0.20	300	R	From:		58-710 W	E51				NA		NA		1998
				To: From:		58-710 E	AST]						
(711)	1.60	300	R						_		NA		NA		1998
714	2.80	120	R	From:		US 1					NA		NA		07/10/2001
<u>/ 11)</u>	2.00	120		To:		Dead E	nd		1		1471		101		0171072001
				From:		SR 4									
(712)	0.20	370	R						_		NA		NA		10/15/2001
(712)	3.90	190	F	From: 94%	2%	58-71 1%		2%	0%	С	20	F	190	F	2001
711) 711) 712) 712) 712) 713)			-	To	= , •	US 1			¬		_ - *	-		-	
(712)	3.36	210	F	94%	1%	1%	1%	2%	0%	F	20	F	210	F	2001
				To: From:	No	rth Carolina									
(713)	2.70	180	R	1 (OIII.		58-711; 58	8-712				NA		NA		07/10/2001
	-			To:		US 1]						
	2 : 2		_	From:		rth Carolina		00/			22	_	222	-	000:
714)	0.40	200	F	93% To:	2%	4% 58-71	2	2%	0%	С	20	F	200	F	2001
						36-/1	4								

Route	Length	AADT	QA	4Tire	Bus	burg Maini	Tru			QC	Design	Uĸ	AAWDT	O\\\/	Year
	Length	AADI	QA	41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	AAWDI	QVV	real
Mecklenburg County				From:		SR 4									
(715)	0.33	140	F	94%	0%	4%	1%	1%	0%	С	20	F	140	F	2001
				To:		58-712									
716	1.65	70	R	From:	Nor	th Carolina S	State Line		_		NA		NA		10/15/200
716)	1.00	70	11	To:		Dead En	ıd		1		14/1		14/ (10/10/200
				From:	Nor	th Carolina S	State Line								
717	0.80	200	F	92%	1%	5%	0%	1%	0%	С	30	F	200	F	2001
				To:		58-826									
	0.70	140	R	From:	Nor	th Carolina S	State Line				NA		NA		10/15/200
718)	0.70	140	IX.	To:		58-826			7		IVA		IVA		10/13/200
				From:	Nor	th Carolina S									
719	1.43	540	F	85%	1%	3%	1%	10%	0%	С	60	F	540	F	2001
				To:		58-825									
\bigcirc	0.00		_	From:		58-785									00/4/4/000
720	0.20	580	R	To:		SR 49			7		NA		NA		08/14/200
				From:		Dead En									
721)	0.80	70	R			Dead En	ıu		_		NA		NA		09/24/200
				To		US 15									
721)	0.70	280	R	From:		0010					NA		NA		1998
				To:		58-822									
\bigcirc				From:		58-601									
722	1.65	130	R	To:		US 58 WE	ст		_		NA		NA		10/29/200
				From:		US 58 EA									
722	1.00	200	R								NA		NA		10/29/200
				To: From:		58-869									
722	0.53	140	R								NA		NA		10/29/200
				To: From:		58-731]						
722	2.08	140	R						_		NA		NA		10/29/200
	1.79	250	R	From:		58-767					NA		NA		10/20/200
722	1.79	250	ĸ	_					_		NA		INA		10/29/200
(200)	1.40	250	R	From:	Dea	ad End; Gap	Terminus				NA		NA		10/24/200
(722)	1.40	200	• • • • • • • • • • • • • • • • • • • •	To:		50 530 XX	nom.		_		14/1		147 (10/24/200
(722)	0.03	660	R	From:		58-730 WI	281				NA		NA		10/24/200
(122)				To:		58-730 EA	ST								
(722) (722)	1.25	450	R	From:		50-150 EA	1				NA		NA		10/24/200
				To		58-779			1						
722	0.55	940	R	From:							NA		NA		10/24/200
				To: From:		US 58 WE									
722)	1.63	2400	F	92%	1%	US 58 EA 3%	3%	2%	0%	F	230	F	2400	F	2001
(122)				To:		WCL Clark									
Town of Clarksville															
<u></u>	0.13	2400	N	92%	1%	WCL Clarks	sville 3%	2%	」 0%	N	230	N	2400	N	2001
722	0.13	2400	N	9270 To:	1 /0	ECL Clarks		Z /0	7 0 /0	IN	230	IN	2400	11	200 I
Mecklenburg County									•						
				From:		ECL Clarks		.	J						
(722)	0.07	2400	N	92% To:	1%	3%	3%	2%	0% 	N	230	N	2400	N	2001
				From:		US 15 NOI US 15 SOU			1						
722	0.83	4100	F	92%	1%	2%	3%	2%	0%	С	540	F	4100	F	2001
				To:		58-821 SOU	JTH								

							ntenance Tru				Design				
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Hour	QK	AAWDT	QW	Year
Mecklenburg County				From:		58-821 SC	OUTH								
722)	0.16	1300	R								NA		NA		10/29/2001
	0.40	400		To: From:		58-11	35]		NIA		NIA.		40/00/000
722	0.10	460	R	т					_		NA		NA		10/29/2001
722	0.14	390	R	From:		58-11	36				NA		NA		10/29/200
(122)				To: From:		58-11	37		—						
722	0.40	310	R						_ _		NA		NA		10/29/200
				To: From:	No	Dead I			1						
723)	0.60	410	R	<u>I</u>	NO	iui Caioilla	State Line		_		NA		NA		09/24/200
				To: From:		58-72	2.5								
723	1.50	450	F	94%	2%	3%	0%	1%	0%	F	40	F	450	F	2001
	2.20	0.40		From:	20/	58-72		40/					040		2004
723	3.30	640	F	94%	2%	3%	0%	1%	0% ¬	С	60	F	640	F	2001
(723)	0.22	590	F	From: 94%	2%	58-72 3 %	0%	1%	0%	F	60	F	590	F	2001
(120)				To:		SCL Clarl									
Town of Clarksville				From:		CCI ClI	:11-								
(723)	0.53	660	F	94%	2%	SCL Clarl	0%	1%	0%	F	60	F	660	F	2001
				To:		US 1	5								
Mecklenburg County				From:		58-72	13								
(724)	1.80	70	R			30-72	.5		_		NA		NA		09/24/200
				To:		Dead I									
725	0.90	170	R	From:		58-81	4				NA		NA		09/24/200
725	0.00	170		To:		58-72	23				1471		10.0		00/2-1/200
				From:		58-73	17								
726	0.50	40	R	To:		Dead I	End		7		NA		NA		09/24/2001
				From:	No	rth Carolina			1						
(727)	0.69	50	R								NA		NA		10/22/2001
				To: From:		0.69 MN	OF SL								
727)	1.81	230	R	To:		58-728 E	AST		7		NA		NA		10/22/2001
\bigcirc				From:		58-728 V									
727)	2.35	330	R	To:		58-87	'1		7		NA		NA		1998
				From:		SR 4									
728	0.01	250	R								NA		NA		1993
				To: From:		58-86	57								
728)	1.90	170	R						_		NA		NA		10/22/2001
729	0.30	310	R	From:		58-727 V	VEST				NA		NA		10/22/2001
728			- •	To		58-727 E	EAST								
728)	0.47	340	R	From:		20 /2/ L			_		NA		NA		10/22/2001
				To: From:		58-81	1]——						
728)	0.63	180	R	To:		£0.70	12		_		NA		NA		09/24/2001
				From:	NΙ~	58-72			+						
729	1.40	40	R		110	iui Caiviilla	July Line		_		NA		NA		09/24/2001
\bigcup				To:		58-73	15								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3				QC	Design Hour	QK	AAWDT	QW	Year
Mecklenburg County				From:	Dead End									
730	0.70	90	R		Dona Dia			<u>-1</u>		NA		NA		10/24/200
				To: From:	US 58]——						
(730)	1.22	360	R					=		NA		NA		10/24/2001
(720)	1.10	400	R	From:	58-722					NA		NA		10/24/200
730	1.10			To:	Dead End			1						10/2 1/200
\bigcirc				From:	58-722									
731)	1.40	210	R	To:	58-732			7		NA		NA		10/29/200
				From:	US 58 WES	T								
732	0.40	120	R							NA		NA		10/29/200
				To: From:	58-601			}						
732	0.90	280	R					=		NA		NA		10/29/2001
	0.60	540	R	From:	US 58 EAS	T				NA		NA		10/29/200
732	0.00	<u> </u>	- 1\	To:	58-731			1		1471		14/1		10/20/200
(732)	0.03	470	R	From:	36-/31					NA		NA		10/29/2001
				To: From:	58-767			<u> </u>						
732	1.27	230	R	To:				7		NA		NA		10/29/2001
				From:	Dead End 58-735									
733	0.01	70	R	<u></u>	36-733					NA		NA		1998
				To: From:	0.01 ME 58-7	735								
733	1.81	70	R					_		NA		NA		1998
				To: From:	58-734									
734)	0.10	440	R		SR 49			_		NA		NA		10/24/200
				To: From:	58-733			 						
734)	1.20	330	R					_		NA		NA		10/24/2001
	0.70			To: From:	58-800			}		NIA.		NIA		40/04/0004
734)	0.70	330	R					7		NA		NA		10/24/2001
(734)	0.35	770	R	From:	58-730					NA		NA		10/24/2001
(0)				To:	US 58			1						
\bigcirc	4.00		_	From:	North Carolina Sta	ate Line				NIA		NIA		00/04/0004
(735)	1.20	80	R					7		NA		NA		09/24/2001
(735)	1.50	200	R	From:	58-729					NA		NA		1998
(735)				To:	58-867 Gap Ter]						
735)	0.75	200	R	From:	SR 49 Gap Teri	ninus				NA		NA		1998
(733)				To	58-736			1						
735)	3.16	80	R	From:	20 730			4		NA		NA		1998
				To: From:	58-602]						
(735)	1.70	460	F	93% To:	2% 2% US 58	0%	3%	0% 7	F	60	F	460	F	2001
				From:	58-735			<u> </u>						
736	2.90	80	R					-		NA		NA		10/22/200
				To:	58-602									
727	1.20	140	R	From:	North Carolina Sta	ate Line				NA		NA	_	09/24/200
737)	1.20	170	1	То:	58-738			1		11/7		IN/A		JUIZ71200

					Mecklenburg M									
Route	Length	AADT	QA	4Tire	Bus	Tr			QC	Design	QK	AAWDT	QW	Year
	_55			3	2Axl	e 3+Axle	1Trail	2Trail		Hour	٠		٠.,	
Mecklenburg County				From:	58-	738								
737	0.50	240	R					_		NA		NA		09/24/2001
				To:	SF	. 49								
737)	0.60	310	R							NA		NA		09/24/2001
				To: From:	58-	829								
737	3.00	150	R					_		NA		NA		09/24/2001
				To:	58-	602								
	2.00	440	_	From:	58-	737				NIA		NIA		00/04/000
738)	2.00	140	R							NA		NA		09/24/2001
	0.00	0.40		From:	NC State Line	Gap Termin	ius			NIA		NIA		00/04/0004
738)	0.80	240	R							NA		NA		09/24/2001
	4.00			From:	58-	604								00/04/000
738	1.80	360	R	To:	gr	10		_		NA		NA		09/24/2001
						. 49								
500	0.20	40	R	From:	58-	637				NA		NA		1998
739	0.20	40	ĸ					_		INA		INA		1990
	0.70			From:	58-	879				NIA		NIA		07/40/0004
739	0.70	20	R	To:	D	1 F J				NA		NA		07/16/2001
				From:		d End								
\bigcirc	1.00	160	R	From:	58-	723				NA		NA		09/24/2001
740	1.00	100	K	To:	Dea	d End				INA		INA		03/24/200
				From:		d End								
(741)	0.90	30	R	<u> </u>	Dea	I EIIG		_		NA		NA		08/14/2001
(41)			••	To:	SF	47								
				From:	WCL Chase	City; SR 49								
742	0.18	370	R							NA		NA		08/06/2001
				To:	WCL Chase	City; SR 92								
_				From:	58-	660								
743)	0.70	60	R					_		NA		NA		07/30/2001
				To:		d End								
				From:	Charlotte (County Line								
(744)	1.20	110	R	To:	Q.F.	. 45		_		NA		NA		08/14/2001
						47								
	2.30	90	В	From:	58-	634				NA		NA		08/06/2001
745)	2.30	80	R	To:	58	662		_		INA		INA		06/00/200
				From:	North Carol									
746	1.00	160	R		North Carol	na State Line	2			NA		NA		10/15/2001
746	1.00	100	1	To:	Dea	d End				1471		1471		10/10/2001
				From:		723								
747)	0.47	80	R	<u> </u>	30.	123				NA		NA		09/24/2001
(14)				To:	Dea	d End								
				From:	Dea	d End								
748)	0.15	9	R							NA		NA		10/24/2001
				To	0.15 MN	Dead End								
748	0.15	40	R	From:						NA		NA		10/24/2001
				To:	58-	871								
				From:	Dea	d End								
749	0.30	10	R					_		NA		NA		10/29/2001
				To:	58-	722								
				From:		WEST								
750	0.32	530	F	96%	0% 2%		1%	0%	F	60	F	530	F	2001
				To:	WCL C	larksville								

				N	vieckier	nburg Mai									
Route	Length	AADT	QA	4Tire	Bus	2Avlc	TrıTrı 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Town of Clarksville								TITAII	ZIIali		Houi				
_	0.76	780	F	96%	1%	WCL Clar	ksville 0%	1%	0%	F	80	F	780	F	2001
750	0.70	700	•	30 /0	1 70	58-11		1 70		'	00		700	'	2001
750	0.64	1000	F	96%	0%	2%	0%	1%	0%	С	110	F	1000	F	2001
				To: From:		US 58 E	AST]——						
750	0.09	310	R								NA		NA		11/05/2001
	0.09	80	R	From:		58-11	03		_		NA		NA		11/05/200
750	0.09	80	N.	To:		CAROLI	NE ST				INA		INA		11/03/200
Mecklenburg County															
751	0.90	940	R	From:		Dead l	End				NA		NA		07/10/200
(751)	0.00	040		To:		58-619; 5	8-903]						017 107200
				From:		Dead l	End								
(752)	0.45	30	R	To:		58-62	10		_		NA		NA		07/23/200
				From:		Dead l			1						
(753)	0.70	120	R			Dead	3na		_		NA		NA		11/01/200
(100)				To:		58-64	12								
				From:		Dead l	End								
754)	1.11	190	R	To:		TIC			_		NA		NA		1998
				From:		US			<u> </u>						
(755)	0.07	1200	R	rioin.		SR 4	./				NA		NA		10/17/200
(100)				To		58-80)6								
755)	0.83	410	R	From:		30-00	,		_		NA		NA		10/17/200
				To:		58-63	52								
\bigcirc				From:		US 5]						
756	0.59	770	F	96% To:	1%	2% SCL BOY	0%	1%	→ 0%	F	80	F	770	F	2001
T						SCL BOT	DION								
Town of Boydton				From:		SCL BOY	DTON								
(756)	0.37	800	F	96%	1%	2%	0%	1%	0%	С	80	F	800	F	2001
				From:		58-12				_		_			
756	0.29	570	F	96%	1%	2%	0%	1%	0%	F	50	F	570	F	2001
	0.40		_	From:		58-70)7		_		NIA		NIA		00/40/000
(756)	0.12	200	R	To:		58-12	13		7		NA		NA		08/16/200
Mecklenburg County						36-12	13								
C COUNTY				From:		58-60	50								
(757)	1.00	120	R						_		NA		NA		08/06/200
				To: From:		Dead l									
750	1.00	90	R	Piolii.		SR 4	37		_		NA		NA		07/30/200
(758)				To:		Dead l	End		<u> </u>						017007200
				From:		US 5	8								
759	1.50	310	R						_		NA		NA		1993
				To:		Dead l			1						
760	1.30	50	R	From:		58-60	50				NA		NA		07/30/200
760	1.00	50	IX.	To:	L	unenburg C	ounty Line		7		14/1		100		017007200
				From:		US									
(761)	0.53	220	R								NA		NA		07/30/200
_				To: From:		58-8	73]——						
761)	0.97	200	R						_		NA		NA		07/30/200
				To:		Dead l	∃nd								

				l	Mecklen	burg Mai	intenance								
Route	Length	AADT	QA	4Tire	Bus	2Avlo	3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Mecklenburg County								TITALI	ZIIali		rioui				
762)	0.37	220	R	From:		58-7	02				NA		NA		08/08/2001
				To: From:		58-8	56]						
762	1.97	110	R						_		NA		NA		08/08/2001
	0.93	140	R	From:		1.97 ME	58-856		_		NA		NA		08/08/2001
(762)	0.93	140	K	To:		58-6	77		ī		INA		INA		00/00/200
				From:		58-609 S									
763)	0.60	90	R								NA		NA		08/08/200
	0.70	400		From:		58-8	75		_		NIA		NIA		00/00/2004
763	0.79	160	R	To:		58-609 N	ORTH		7		NA		NA		08/08/200
				From:		SR 4									
764)	1.20	350	R			- GIC	.,				NA		NA		07/30/200
				To: From:		58-6	55		7—						
764)	1.43	200	R	rioiii.							NA		NA		07/30/2001
				To:		58-6	35								
	0.00	220		From:		Dead	End				NIA		NIA		07/20/2004
765	0.60	230	R	To:		58-6	24		1		NA		NA		07/30/2001
				From:		US :									
766	0.20	40	R			05.	50				NA		NA		1998
				To:		Dead	End								
				From:		58-7	32								
767)	1.40	340	R	To:		50.7	22				NA		NA		10/29/2001
				From:		58-7									
768)	0.73	90	R			58-6	26				NA		NA		07/10/2001
(100)				To:		Dead	End								
				From:		Dead	End								
(769)	0.60	260	R						_		NA		NA		07/23/2001
				To:		58-6									
(770)	0.30	60	R	From:		Dead	End				NA		NA		10/17/200
770	0.00	00		To:		SR 1	38				1471		14/1		10/11/200
				From:		58-7	12								
(771)	0.70	140	R								NA		NA		07/10/2001
				To: From:		ad End; Ga US 1 Gap 7	p Terminus								
771)	0.60	130	R		,	os i Gap .	Cillinus				NA		NA		07/10/2001
				To:		Dead	End								
				From:		Dead	End								
772	1.00	60	R	To:		50.5	0.2				NA		NA		08/08/2001
				From:		58-7									
773	0.60	50	R	rioin.		58-9	03				NA		NA		07/23/2001
773				To		Dead	End								
				From:		58-6	26								
(774)	0.80	9	R						_		NA		NA		07/10/2001
				To:		Dead									
	0.09	90	D	From:		US :	58		_		NA		NA		1998
775)	0.09	80	R	т.		0.65	****		_		INA		INA		1990
(775)	0.92	80	R	From:		0.09 MN	US 58				NA		NA		10/17/2001
(775)	0.32	00	IX.	To:		58-6	45		7		13/-1		IN/A		10/11/2001
				-	_		_								

Route	Length	AADT	QA	4Tire	BusTruck		QC	Design	QK AAWDT	QW Year
	Longui	ועה	~ ^	71116	2Axle 3+Axle 1Trail	2Trail	Qυ	Hour	WIT HANDI	STT I COI
Mecklenburg County				From:	Dead End					
(776)	0.80	70	R	т	50.645	_		NA	NA	07/10/2001
				To: From:	58-647	1				
(777)	0.08	290	R		Dead End			NA	NA	1993
				To:	US 58					
			_	From:	58-621					
778	0.33	210	R			_		NA	NA	1998
	0.36	210	R	From:	0.33 MN 58-621			NA	NA	1998
(778) (778)	0.00	210	11	To:	0 (0 MNI 50 (21			14/ (10.0	1000
(778)	0.56	210	R	From:	0.69 MN 58-621			NA	NA	1998
				To:	US 1					
				From:	58-722					
779	1.70	240	R	To:	D1 F1	7		NA	NA	10/24/2001
				From:	Dead End Dead End					
780	0.53	110	N	110111	Dead End			NA	NA	1993
				To	US 1; US 58	—				
(780)	0.17	110	R	From:	051, 0550			NA	NA	1993
				To:	US 1					
\bigcirc	4.00		-	From:	58-728			NIA	NIA	40/22/2004
(781)	1.00	90	R	To:	SR 49	7		NA	NA	10/22/2001
				From:	58-660					
782	0.70	50	R			_		NA	NA	07/30/2001
				To:	Dead End					
	4.00	40		From:	Dead End			NIA	NIA	00/00/0004
783	1.00	40	R	_		_		NA	NA	08/08/2001
700	0.65	60	R	From:	US 58 WEST			NA	NA	08/08/2001
783	0.00	00	11	To:	US 58 EAST	7		14/ (10.0	00/00/2001
				From:	58-722					
(784)	1.10	390	R	_		_		NA	NA	10/29/2001
				To:	Dead End					
785	0.21	540	R	From:	SR 49			NA	NA	08/14/2001
(765)	0.21	040		To	58-720					00/11/2001
(785)	0.29	250	R	From:	36-720			NA	NA	08/14/2001
				To:	Dead End					
				From:	Dead End					
786	0.50	80	R	To:	110.50	7		NA	NA	10/04/2001
				From:	US 58 58-634	1				
(787)	0.35	10	R		30-034			NA	NA	08/06/2001
				To:	Dead End					
			_	From:	Dead End					
788)	0.90	150	R	To:	58-619	7		NA	NA	07/10/2001
				From:	58-619					
789	1.40	90	R	<u> </u>	30-002			NA	NA	1998
				To:	58-601					
$\overline{}$				From:	58-683					
790	0.30	30	R	To:	Dood End	7		NA	NA	08/14/2001
					Dead End					

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Mecklenburg County				From:	58-640					
(791)	0.60	120	R		38-040	_		NA	NA	08/14/200
(191)				To:	Dead End					
				From:	Dead End					
792)	0.60	20	R			_		NA	NA	08/06/200
				To:	58-695					
	0.00		_	From:	58-697					00/00/00
793)	0.60	70	R	To:	Dead End	7		NA	NA	08/06/200
				From:		+				
794)	0.70	48	R		Dead End	_		NA	NA	07/16/20
794)				To:	SR 47	1				
				From:	US 58; 58-675 HAYES MILL RD					
795)	1.26	160	R			_		NA	NA	10/09/20
				To:	Dead End					
				From:	58-821					
796)	0.30	340	R			_		NA	NA	10/29/20
				To:	Dead End					
	0.00		_	From:	SR 92	_		N.1.A	N10	00/00/00
797)	0.80	90	R	To:	Dood End	7		NA	NA	08/06/200
				From:	Dead End	1				
700	0.50	70	R	rioni.	58-688			NA	NA	10/15/20
798)	0.50	70	IX.	To:	Dead End	7		INA	IN/S	10/13/20
				From:	58-664	<u> </u>				
799	0.10	40	R		30-004	_		NA	NA	10/17/20
.00				To:	Dead End					
				From:	Dead End					
800	0.70	47	R					NA	NA	10/24/200
				To:	58-734					
				From:	58-698					
801)	0.25	7	R	_		_		NA	NA	08/08/200
				To:	Dead End					
	0.40	440	_	From:	58-684			NIA	NIA	00/44/00/
802	0.43	140	R	To:	Dead End	7		NA	NA	08/14/200
				From:						
900	0.80	120	R	riom.	58-722	_		NA	NA	10/29/200
803	0.00	120	11	To:	Dead End	7		1471	1473	10/20/200
				From:	US 15 SOUTH	i				
804)	0.60	90	R		CS 12 500 111	_		NA	NA	09/24/200
<u> </u>				To: From:	58-846					
804)	0.40	470	R	From:	30-040	_		NA	NA	09/24/200
804)				To:	US 15 NORTH					
				From:	SR 49					
805)	2.05	270	R					NA	NA	08/14/200
				To	58-600					
\sim				From:	Dead End					
806)	0.39	360	R					NA	NA	10/17/200
				To: From:	58-876]				
806)	0.17	390	R			-		NA	NA	10/17/200
				To:	58-755					
\bigcirc	0.50		_	From:	58-664					07// 0/07
807	0.50	30	R	To:	D 15.1	-		NA	NA	07/16/200
					Dead End					

Route	Length	AADT	QA	4Tire	Bus 2Axle	Truck 3+Axle 1Tr	ail 2Trail	QC	Design Hour	QK AA	WDT	QW	Year
Mecklenburg County				From:	Dead E	End							
808)	0.24	30	R		Dead I	ing			NA		NA		07/10/2001
				To:	58-62	26							
\bigcirc	0.40		_	From:	58-63	60							07/00/0004
809	0.40	40	R	To:	Dead F	and and			NA		NA		07/23/2001
				From:	58-62								
(810)	0.52	30	R		38-02	•1			NA		NA		07/23/2001
				To:	Dead E	End							
\bigcirc				From:	58-72	28							
811)	1.32	210	R	To:	58-72	12			NA		NA		10/22/2001
				From:	Dead F								
812	0.50	50	R		Dead E	end			NA		NA		07/16/2001
012				To:	58-63	57							
				From:	Dead F	End							
813	0.50	80	R	. —					NA		NA		09/24/2001
				To:	58-72								
	0.60	40	R	From:	58-72	25			NA		NA		09/24/2001
814)	0.00	40	IX.	To:	Dead E	End			IVA	'	11/1		03/24/2001
				From:	Dead E								
815)	0.65	230	R						NA		NA		11/01/2001
				To:	US 5	8							
	0.60	40	_	From:	Dead E	End			NIA		N 1 A		00/00/0004
816	0.60	40	R	To:	58-68	18			NA		NA		08/06/2001
				From:	Dead F								
(817)	0.26	150	R		Deua	JIG.			NA		NA		1998
				To:	58-60	00							
				From:	58-71	0							
818	0.75	60	R	To:	D 11	7 1			NA		NA		10/15/2001
				From:	Dead E								
(819)	1.60	170	R	rioni.	1.20 MW 5	58-820			NA		NA		10/15/2001
(619)				To:	0.40 ME 5	58-820							
				From:	North Carolina	State Line							
(820)	0.88	210	R						NA		NA		10/15/2001
				To:	58-81								
	1.30	790	R	From:	Dead F	End			NA		NA		10/29/2001
821)	1.50	730	IX.						INA	'	INA		10/23/2001
624	0.90	1400	R	From:	58-79	96			NA		NA		10/29/2001
821)	0.00	1400		To:	50.70	12			14/ ('	1471		10/20/2001
821)	0.52	760	R	From:	58-72	.4			NA		NA		10/29/2001
821)				To:	Dead E	End							
_	<u> </u>			From:	North Carolina	State Line							
822	0.80	270	R						NA	ı	NA		09/24/2001
				To: From:	58-72	<u>!</u> 1							
822	1.00	70	R	To:		2 1			NA		NA		09/24/2001
				From:	Dead F								
823)	2.15	70	R	1 tont.	Dead E	end			NA		NA		10/04/2001
023)				To:	58-70)5							. 5. 5 1, 200 1
										_			

Route	Length	AADT	QA	4Tire	Rue	Tru 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year	
Mecklenburg County				From:	Dead	End		_							
824)	0.70	49	R					_		NA		NA		10/15/200	
				To:	58-7										
825)	2.07	450	F	85%	North Carolin 1% 2%	2%	10%	0%	С	40	F	450	F	2001	
825)	1.06	170	R	From:	58-7 Dead			_ 		NA		NA		10/15/200	
				From:				1							
826	2.70	60	R		Dead					NA		NA		10/15/20	
826)	1.30	150	R	From:	58-7					NA		NA		10/15/200	
				From:	Dead			1							
827)	1.00	170	R	Tioni.	Dead	End				NA		NA		10/15/20	
021)		•		To:	SR	4									
				From:	58-7	703									
828	0.30	180	R					_		NA		NA		10/04/20	
				To:	Dead										
829	0.95	90	R	From:	Dead	End				NA		NA		09/24/20	
29) 0.8	0.93	90	K	To:	58-7	737		1		INA		INA		09/24/20	
				From:	Dead										
830	0.58	20	R		Doug					NA		NA		08/06/20	
				To	58-6	558									
\sim				From:	Dead	End									
831)	1.50	30	R	To:	50.	-00		_		NA		NA		08/06/20	
				_	58-6										
999	0.50	60	R	From:	US	58			L NA		NΔ		08/08/20		
832	0.50	00	IX	To:	Dead	End		٦	NA		NA		08/08/2		
				From:	58-0	551									
833	0.75	70	R					_		NA		NA		10/17/20	
				To:	Dead	End									
\bigcirc				From:	58-0	558								0=100100	
834)	0.50	60	R	To:	Dead	End		7		NA		NA		07/30/20	
				From:	Dead			1							
835)	1.50	120	R	<u> </u>	Dead	EIIQ				NA		NA		10/15/20	
000				To:	58-6	578									
				From:	Dead	End									
836	0.20	8	R	_				_		NA		NA		10/15/20	
				To:	58-8										
	0.40	60	R	From:	Dead	End				NA		NA		07/23/20	
837)	0.40	60	K	To:	58-9	903		1		INA		INA		01123120	
				From:	58-7										
838	0.35	60	R		30			_		NA		NA		10/15/20	
				To:	Dead	End									
\bigcirc		_	_	From:	Dead	End									
839	0.70	40	R	To:	50			_		NA		NA		07/16/20	
				From:	58-6			1							
840	0.40	70	R		Dead	End		_		NA		NA		08/14/20	
0-0	0.10	. •	• •	To:	SR	47		7							

						Maintenanc				Do-!			
Route	Length	AADT	QA	4Tire	Duc	Tr Axle 3+Axle		 2Trail	QC	Design Hour	QK AAWDT	QW Y	ear
Mecklenburg County							illall	LIIAII		i ioui			
_	0.13	80	R	From:		SR 47				NA	NA	10	998
840)	0.13	80	K	To:		58-682		1		INA	IVA	1;	990
				From:	58-	677 NORTH		1					
841)	1.30	70	R					_		NA	NA	08/08	8/2001
				To:		677 SOUTH							
	0.25	20	В	From:		Dead End				NIA	NIA	07/4/	0/2004
842)	0.35	30	R	To:		58-713		┑		NA	NA	07/10	0/2001
				From:		Dead End							
843)	0.32	20	R					_		NA	NA	07/30	0/200
				To:		SR 47							
\bigcirc	0.20	40		From:		58-649				NIA	NIA	40/4	7/200
844	0.30	40	R	To:	•	Dead End		-		NA	NA	10/1	7/2001
				From:	-	58-864		1					
845)	0.69	60	R			20 001				NA	NA	08/08	8/2001
				To:		58-698							
\bigcirc				From:		58-804							
846	0.50	100	R	To:		Dead End		_		NA	NA	09/24	4/2001
				From:		58-619							
(847)	0.55	80	R			38-019				NA	NA	07/10	0/2001
				To:		Dead End							
				From:		58-677							
848	1.00	90	R							NA	NA	10/04	4/2001
				To: From:		58-693						1010	
848)	0.15	90	R	To:		Dead End		-		NA	NA	10/04	4/2001
				From:		58-712							
849	0.25	20	R			36-712				NA	NA	07/10	0/2001
				To:		Dead End							
				From:	SWCI	SOUTH HILL							
850	0.28	30	R	To:		2 15 1		_		NA	NA	10/1	7/2001
				From:		Dead End							
851)	0.60	60	R	rioiii.		SR 49				NA	NA	09/24	4/2001
(651)	0.00			To:		Dead End							00
				From:	SR	49 SOUTH							
852	0.30	40	R					_		NA	NA	08/0	6/2001
				To:	SR	49 NORTH							
(SEO)	0.70	60	R	From:		58-616				NA	NA	10/1	5/2001
853)	0.70	00	K	To:		Dead End		-		INA	IVA	10/1	31200
				From:		Dead End							
854)	0.40	80	R					_		NA	NA	07/10	6/2001
				To-		58-655							
<u></u>	1 00	<u> </u>	В	From:		58-621				NIA.	NIA	10/4	7/2004
855)	1.02	50	R	To:		Dead End		7		NA	NA	10/1	7/2001
				From:		58-762							
856	0.40	40	R					_		NA	NA	10/09	9/2001
				To:		Dead End							
\bigcirc				From:	U	S 15 EAST							
857	1.09	210	R	To:	T T:	15 WEST		_		NA	NA	10/09	9/2001
				10.	U	S 15 WEST							

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Mecklenburg County				From:	US 15 EAST	1				
(858)	1.10	60	R	<u> </u>	OU 10 EARD1	_		NA	NA	08/08/200
				To:	US 15 WEST					
	0.00	40	В	From:	US 15 EAST			NΙΔ	NΛ	08/08/200
859	0.89	49	R	To:	US 15 WEST	7		NA	NA	08/08/200
				From:	58-903	i				
860	0.50	20	R					NA	NA	07/23/200
				То:	Dead End					
\bigcirc	0.40			From:	58-652			NIA	NIA	07/40/00
861)	0.40	70	R	To:	Dead End	7		NA	NA	07/16/200
				From:	US 15					
862	0.30	260	R		35.15			NA	NA	10/09/200
				To:	Dead End					
\bigcirc				From:	58-701 WEST					40/00/00
863	0.45	40	R	To:	58-701 EAST	7		NA	NA	10/09/200
				From:	Dead End	1				
864)	0.25	20	R	<u> </u>	Dead End	_		NA	NA	08/08/200
				To:	58-845					
\bigcirc				From:	Dead End					
865	0.65	110	R	To:	58-650	7		NA	NA	07/23/200
				From:	SR 49 WEST					
866)	0.24	130	R		SR 49 WES1	_1		NA	NA	10/22/200
866				To:	SR 49 EAST					
				From:	SR 49					
(867)	0.23	110	R					NA	NA	10/22/200
				From:	58-735 Gap Terminus]——				
867	0.14	150	R	To:	58-728	7		NA	NA	10/22/200
				From:	58-654	1				
868	0.60	20	R		30-034	_		NA	NA	07/16/200
				To:	Dead End					
$\overline{}$				From:	58-722					
869	0.70	90	R	To:	Dead End	7		NA	NA	10/29/200
				From:		1				
870	0.25	60	R	<u> </u>	58-859	_		NA	NA	08/08/200
				To:	Dead End					
\bigcirc				From:	SR 49				_	
871)	0.80	230	R			_		NA	NA	10/24/200
	0.00	500		From:	58-727			NIA	NIA	40/04/000
871)	0.66	590	R	To:	US 58	7		NA	NA	10/24/200
				From:	Dead End	<u> </u>				
872)	0.30	30	R		_ vuu			NA	NA	07/16/200
				To:	58-669					
\bigcirc	4.00		_	From:	SR 138			.		
873	1.33	120	R	To:	58-761	7		NA	NA	1998
				From:	Dead End	<u> </u>				
874)	0.32	140	R	<u> </u>	Dead Elid	_		NA	NA	08/14/200
		-		To:	SR 47	1				

Route	Length	AADT	QA	4Tire	BUS	Trı 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Mecklenburg County				From:	Dead	End								
875)	0.25	50	R	<u> </u>	Duu					NA		NA		08/08/2001
	0.05	50	R	To: From:	0.25 MS E	Dead End]——		NA		NA		08/08/2001
875	0.03	50	ĸ	To:	58-7	63				INA		INA		00/00/2001
				From:	58-8	06								
876)	0.05	30	R	To:	Dead	End				NA		NA		10/17/2001
				From:	58-689 S									
877)	0.27	40	R	To:	58-689 N	ODTU		_		NA		NA		08/06/2001
				From:	Dead									
878)	0.55	80	R					<u>-</u>		NA		NA		10/24/2001
				To: From:	US 58; 5									
879	0.41	30	R	rioni.	58-7	39				NA		NA		07/16/2001
				To:	58-6	37								
600	0.20	70	R	From:	58-6	60				NA		NA		08/06/2001
880	0.20			To:	Dead	End								00/00/2001
\bigcirc			_	From:	Dead	End								4000
881)	0.55	46	R	To:	58-6	60		7		NA		NA		1998
_				From:	US									
884	0.63	NA		To:	50 (£1		_		NA		NA		
				From:	58-6 Dead									
890	0.25	310	R					_		NA		NA		11/01/2001
				To:	58-6									
899	0.08	NA		From:	Dead	End				NA		NA		
				To:	SR 47 BERNISE R	ODGERS R	ROAD							
<u></u>	0.95	1500	F	From: 88%	Brunswick C	ounty Line 3%	5%	0%	С	120	F	1500	F	2001
903	0.00	1300		To:	58-6		370	7		120	'	1300	'	2001
903)	3.53	2300	F	From: 88%	0% 4%	3%	5%	0%	F	200	F	2300	F	2001
				To: From:	58-6]						
903	0.76	2500	F	88%	0% 4%	3%	5%	0%	F	210	F	2500	F	2001
903)	1.46	2700	F	From: 88%	58-6 0% 4%	3%	5%	0%	F	230	F	2700	F	2001
				To: From:	58-619;									
903)	0.93	2500	F	92%	1% 2%	2%	3%	0%	С	210	F	2500	F	2001
	2.04	000		From:	I-85 R.		20/		F	00		020		2001
(903)	2.94	920	F	92%	1% 2%	2%	3%	0% ¬	Г	90	F	920	F	2001
(903)	4.10	510	F	From: 92%	58-6 1% 2%	2%	3%	0%	F	50	F	510	F	2001
				To: From:	58-6									
903 903 903	3.25	1300	F	92% To:	1% 2% SCL SOUT	2%	3%	0%	F	120	F	1300	F	2001
				From:	NCL SOU									
1000	0.34	NA						-		NA		NA		
				To: From:	Dead									
1010	0.52	NA		. TOIL	US 58; 5	8-644		_		NA		NA		
				To:	Cul-de	-Sac								

Route	Length	AADT	QA	4Tire	Bus	2Axle		uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Mecklenburg County				From:		SR 49	1								
1029	0.29	420	R						<u>-</u> -		NA		NA		08/06/200
				To:	V	VCL CHASI	E CITY								
Cown of Clarksville				From:		US 58									
(1101)	0.23	280	F	99% To:	0%	1% 58-750	0%	0%	0%	С	30	F	280	F	2001
				From:		58-110									
(1102)	0.35	160	R								NA		NA		11/05/200
	0.17	400	R	From:		US 58					NA		NA		11/05/200
1102	0.17	180	ĸ	To:		58-110	8				INA		INA		11/05/200
\sim				From:		58-112	4								
1103	0.20	150	R	To:		58-110	7		1		NA		NA		11/05/200
				From:		58-110									
1104	0.10	470	R								NA		NA		11/05/200
	0.26	180	F	From: 97%	1%	58-110 1%	5 0%	2%	0%	С	20	F	180	F	2001
1104	0.20	100	Г	To:	1 /0	US 58; 2N		2 /0			20		100	ı	2001
$\overline{}$				From:		Dead E	nd								
1105	0.19	120	R						_		NA		NA		11/05/200
1105	0.28	360	F	From: 94%	1%	58-110 3%	9 1%	2%	0%	F	40	F	360	F	2001
				To: From:		58-110									
1105	0.08	620	F	94%	1%	3%	1%	2%	0%	С	60	F	620	F	2001
_	0.25	1700	R	To: From:		US 58	1				NA		NA		11/05/200
(1105)	0.23	1700	K	To:		58-110	Q				INA		INA		11/03/200
1105	0.09	130	R	From:					_ <u> </u>		NA		NA		11/05/200
				To: From:		58-111			1						
1106)	0.09	30	R	From:		58-110	9				NA		NA		11/05/200
				To: From:		merce St; Ga		ıs							
1106)	0.18	200	R		0	S 58; Gap T	cillillus				NA		NA		11/05/200
				To:		58-110									
1107	0.09	170	R	From:		58-112	3				NA		NA		11/05/200
				To: From:		58-111	7		—						
(1107)	0.18	300	F	96%	0%	3%	0%	0%	0%	С	30	F	300	F	2001
				To: From:		US 58									
(1108)	0.19	710	F	95%	1%	3%	0%	1%	0%	С	80	F	710	F	2001
$\overline{}$				To: From:		58-112	2								
1108	0.12	610	R						_		NA		NA		11/05/200
1108)	0.32	60	R	From:		58-1105 SC	DUTH				NA		NA		11/05/200
				To:		58-1105 NO	ORTH		1						
	0.47	400	В	From:		58-110	2				NA		NIA		11/05/202
(1109)	0.17	180	R	To:		58-110	6		1_		NA		NA		11/05/200
				From:		58-110									
1110	0.19	30	R	To:		50 110	0		7		NA		NA		11/05/200
				1		58-110	o								

Route	Length	AADT	QA	4Tire	Rue	Tru			QC	Design	QK	AAWDT	QW	Year
Town of Clarksville					ZAXI	e 3+Axle	Tirali	21raii		Hour				
	0.00	400		From:	58	-750				NIA		NIA		44/05/000
(1111)	0.82	180	R	To:	58-	1146		7		NA		NA		11/05/200
				From:		S 15								
(1112)	0.08	80	R			<u>, 10</u>				NA		NA		10/04/200
				To:	58-	1113								
	0.00		_	From:	58-	1115				NIA		NIA		40/04/000
(1113)	0.08	60	R	To:	58-1116 G	ap Terminus				NA		NA		10/04/200
				From:		ap Terminus								
(1113)	0.13	60	R	To:	50	1112		7		NA		NA		10/04/200
				From:		1112								
1114	0.08	150	R	110.11.	U	S 15		_		NA		NA		10/04/200
(1114)				To:	58-	1113								
				From:	U	S 15								
1115	0.09	160	R					_		NA		NA		10/04/200
				To:		1113								
	0.00	470	ь	From:	U	S 15				NIA		NIA		10/04/200
1116	0.09	170	R	To:	58-	1113				NA		NA		10/04/200
				From:		1107		1						
(1117)	0.14	210	R		30	1107		 !		NA		NA		11/05/200
				To:	58-	1102								
				From:	58-	1111								
1118	0.18	50	R	To:	50	1110		7		NA		NA		11/05/200
				From:		1119								
(1119)	0.12	170	R	r toin.	58	-750				NA		NA		11/05/200
(1119)	···-	•		To	50	1118								00. 200
(1119)	0.23	100	R	From:	36-	1110				NA		NA		11/05/200
				To:	58-	1111								
				From:	68	-750								
1120	0.04	230	R					_		NA		NA		11/01/200
				To:	WCLC	larksville								
Mecklenburg County				From:	WCLC	larksville								
(1120)	0.75	230	R	-				_		NA		NA		11/01/200
				To:	Dea	d End								
Town of Clarksville				From:	D.	15.1		ī						
(1121)	0.04	60	R		Dea	d End		_		NA		NA		11/05/200
(1121)				To:	58-	1105		1						
				From:	U	S 58								
1122	0.17	260	F	94%	0% 4%		1%	0%	С	40	F	260	F	2001
				To:		1108								
	0.10	100	R	From:	58-	1107				NA		NA		11/05/200
(1123)	0.10	100	ĸ	To:	Dea	d End				INA		INA		11/03/200
				From:		1103		1						
(1124)	0.09	400	R		36-			_		NA		NA		11/05/200
\bigcup				To:	US 58;	9TH ST								
				From:		S 58								
(1125)	0.31	780	F	96%	0% 2%		1%	0%	С	120	F	770	F	2001
				To:	58	-750								

					Mecklenburg Maintenance					
Route	Length	AADT	QA	4Tire	Rue	ruck e 1Trail 2Trail	- QC	Design Hour	QK AAWDT	QW Year
Town of Clarksville				From:		1				
(1126)	0.04	47	R	Piolii.	58-750			NA	NA	11/05/2001
(1120)				To:	58-1141					
				From:	58-1128					
(1127)	0.08	130	R	To:	110.50			NA	NA	10/04/2001
				From:	US 58					
(1120)	0.03	20	R	Piolii.	Dead End			NA	NA	10/04/2001
1128	0.00	20		To	50 1120 WEST			14/1	14/	10/04/2001
(1128)	0.20	40	R	From:	58-1130 WEST			NA	NA	10/04/2001
1128				To:	58-1130 EAST					
				From:	Dead End					
1129	0.07	90	R					NA	NA	11/01/2001
				To:	US 58					
	0.40			From:	58-1128 EAST			NIA	NIA	40/04/0004
(1130)	0.10	70	R	To:	58-1128 WEST			NA	NA	10/04/2001
				From:	58-1142					
(1131)	0.34	360	R		30-11-42			NA	NA	11/01/2001
				To:	US 58					
	0.00	400	_	From:	58-58			NIA	NIA	44/04/2004
(1131)	0.20	190	R	To:	58-750			NA	NA	11/01/2001
				From:	US 58					
(1132)	0.17	60	R	<u> </u>	03 38			NA	NA	11/01/2001
				To:	58-750					
Mecklenburg County										
	0.15	50	R	From:	Dead End			NΙΔ	NA	11/01/2001
(1133)	0.15	50	ĸ	To:	58-750			NA	NA	11/01/2001
				From:	58-722					
(1135)	0.11	30	R		30 722			NA	NA	10/29/2001
				To:	Dead End					
				From:	58-722					
(1136)	0.17	80	R	_				NA	NA	10/29/2001
				To:	58-1137					
	0.00	60	_	From:	58-722			NIA	NIA	10/20/2001
(1137)	0.08	60	R	To:	58-1136			NA	NA	10/29/2001
Town of Clarkaville				•	30 1130	I				
Town of Clarksville				From:	58-1108					
(1140)	0.09	120	R					NA	NA	11/05/2001
				To:	58-1141	<u> </u>				
	0.15	450	В	From:	58-1126			NΙΔ	NIA	11/05/2001
(1141)	0.15	150	R	To:	58-1140			NA	NA	11/05/2001
				From:	58-1131					
(1142)	0.22	100	R	<u> </u>	30-1131			NA	NA	11/01/2001
				To:	Dead End					
				From:	58-1142					
(1143)	0.30	170	R					NA	NA	11/01/2001
				To:	US 58					
	0.17	46	_	From:	58-1142			N 10		44/04/0001
1144	0.17	40	R	To:	58-1145	 1		NA	NA	11/01/2001
					38-1143					

					Mecklenb	urg Mair	ntenance	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	Oĸ	AAWDT	OW	Year
	Lengui	ו עאא	ΨM	71116	מטם	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QΙ	AANVUI	۷۷پی	i cai
Town of Clarksville				From:		58-113	31		1						
1145	0.05	140	R			20 112					NA		NA		11/01/2001
\bigcup				To:		58-114	48		7						
(1145)	0.12	60	R								NA		NA		11/01/2001
				To:		58-114	43								
	0.00	00	_	From:		58-111	11				NIA		NIA		44/04/0004
(1146)	0.09	90	R						_		NA		NA		11/01/2001
(1146)	0.10	70	R	From:		58-114	4'/				NA		NA		11/01/2001
(1140)				To:		Cul-de-S	Sac								
				From:		Cul-de-S	Sac								
(1147)	0.05	10	R	. —					_		NA		NA		11/01/2001
				To:		58-114									
	0.17	70	R	From:		58-114	42				NA		NA		11/01/2001
(1148)	0.17	70	K	To:		58-114	45		1		INA		INA		11/01/2001
				From:	7	WCL Clarl									
(1149)	0.10	20	R								NA		NA		11/01/2001
				To:		58-113	31								
Town of Boydton				From:		58-75	6								
(1201)	0.06	400	F	98%	0%	1%	0%	0%	0%	С	40	F	400	F	2001
				To:		US 58 B	BUS								
				From:		58-120	05								
(1202)	0.13	840	R	To:		LIC 50 D	NIC.		_		NA		NA		08/16/2001
				From:		US 58 B									
(1203)	0.29	60	R	<u></u>		58-68			_		NA		NA		1998
1233				To:	N	NCL BOY	DTON								
Mecklenburg County															
	0.11	60	R	From:	N	NCL BOY	DTON				NA		NA		1998
(1203)	0.11	00	IX	To:		Dead E	End				INA		INA		1990
Town of Boydton															
	0.11			From:		58-120	05								4000
(1204)	0.11	200	R						_		NA		NA		1998
	0.06	100	R	From:		SR 92	2				NA		NA		1998
(1204)	0.00	100	ĸ	. —					_		INA		INA		1990
(1204)	0.10	60	R	From:		58-120	06				NA		NA		1998
1204	0.10		•••	To		58-121	17		_						1000
(1204)	0.10	60	R	From:		36-121	1 /				NA		NA		08/16/2001
				To:		US 58 B	RUS								
(1204)	0.12	46	R	From:		00 30 1	, , , , , , , , , , , , , , , , , , , 		_		NA		NA		08/16/2001
				To:	F	ECL BOYI	DTON								
Mecklenburg County				From:		ar por	DECL		ī						
(1204)	0.06	10	R	110111	Г	ECL BOYI	DION				NA		NA		08/16/2001
1204)				To:		Dead E	End								
Town of Boydton															
	0.07	90	P	From:	· 	58-120	06				NA		NA		08/16/2001
(1205)	0.07	80	R						_		INA		INA		00/10/2001
(1205)	0.24	150	R	From:		58-70	7/				NA		NA		1993
(1205)	U.ZT			To:		US 58 B	BUS		1				1 1/3		
	-					•								_	

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	 2Trail	QC	Design Hour	QK AAWDT	QW Year
Town of Boydton				From:	US 58 BUS	1				
(1205)	0.08	550	R		03 30 B03	_		NA	NA	08/16/200
				To: From:	58-1204					
(1205)	0.03	20	R	To:	Dead End	7		NA	NA	08/16/200
				From:		1				
(1206)	0.13	250	R		58-1205	┙		NA	NA	08/16/200
1200				To:	US 58 BUS	1				
1206)	0.08	80	R	From:	05 30 B05	_		NA	NA	08/16/200
\bigcup				To:	58-1204					
\bigcirc		_		From:	SR 92					
(1207)	0.06	70	R	To:	58-1206	7		NA	NA	08/16/200
				From:		1				
1208	0.06	70	R		58-756			NA	NA	08/16/200
1200				To:	US 58 BUS					
_				From:	US 58 BUS					
(1209)	0.19	120	R			_		NA	NA	08/16/200
				To:	ECL BOYDTON					
Mecklenburg County				From:	ECL BOYDTON	1				
(1209)	0.03	100	R		Let bo I b I o iv	_		NA	NA	08/16/200
				To:	Dead End					
Town of Boydton				. [1				
	0.31	30	R	From:	58-756 EAST			NA	NA	1998
(1210)	0.51	30	1	То:	58-756 WEST	7		11/7	14/4	1330
				From:	58-707					
1211)	0.10	70	R			_		NA	NA	08/16/200
$\overline{}$				To:	Dead End					
Mecklenburg County				From:	58-707	1				
(1212)	0.82	46	R		36-707	_1		NA	NA	08/16/200
				To:	Dead End					
Town of Boydton						_				
	0.03	90	R	From:	58-1214			NA	NA	08/16/200
(1213)	0.03	90	ĸ	To:	58-756	1		INA	NA.	00/10/200
_				From:	Dead End	ì				
1214	0.10	60	R	<u> </u>				NA	NA	08/16/200
				To:	58-1213					
\bigcirc			_	From:	US 58 BUS					22/12/22
1215	0.07	20	R	To:	Dead End	7		NA	NA	08/16/200
				From:	58-1209	1				
1216	0.06	70	R		36-1209			NA	NA	08/16/200
1210				To:	US 58 BUS					
				From:	US 58 BUS					
1217	0.13	20	R	_		_		NA	NA	08/16/200
				To:	58-1204	1				
	0.09	40	R	From:	58-1220 WEST			NA	NΙΛ	08/16/200
(1218)	0.09	40	ĸ	т	* 0 * = :	7		INA	NA	00/10/200
(440)	0.08	140	R	From:	58-1220 EAST			NA	NA	08/16/200
(1218)	0.00	1-10	1	To:	50.1010	7		14/1	IVA	55/10/200
(1218)	0.06	210	R	From:	58-1219			NA	NA	08/16/200

				N	Mecklen	burg Mai	ntenance	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
	_551		٠.٠٠	•		2Axle	3+Axle	1Trail	2Trail		Hour	٠		٠.,	
Town of Boydton				From:		58-12	18								
(1219)	0.09	48	R						_		NA		NA		08/16/2001
				To:		Dead I	End								
\bigcirc	2.12		_	From:		58-1218	EAST								0011010001
(1220)	0.16	60	R	To:		50 1210 3	VECT		_		NA		NA		08/16/2001
						58-1218 V	WESI								
Mecklenburg County				From:		US 58 I	BUS								
(1221)	0.11	270	R								NA		NA		08/16/2001
				To:		Dead I	End								
				From:		SR 4	7								
1230	0.22	70	R	To:					_		NA		NA		07/16/2001
						Dead I									
\bigcirc	0.56	50	R	From:		58-90)3				NA		NA		09/10/2001
(1401)	0.50	50	K	To:		58-61	9				INA		INA		09/10/2001
Town of Brodnax						200.	~								
10WII OI BIOGIIAX				From:		Dead I	End								
(1501)	0.06	220	R						_		NA		NA		07/23/2001
				To:	Br	unswick Co	ounty Line								
Town of LaCrosse				From:		0.00 MT C	50 1520		1						
(1502)	0.14	80	R			0.08 MI S :	58-1520		_		NA		NA		07/19/2001
1302	-			To:	Day	nd Ends Cos	n Tamainua								
(1502)	0.10	30	R	From:	Dea	ad End; Ga	o Terminus				NA		NA		07/19/2001
1502	00			To:	(0.06 MI N :	58-1503								0171072001
				From:		58-15									
(1503)	0.02	130	R								NA		NA		07/19/2001
				To: From:		58-62	24								
1503	0.13	140	R	110111.					<u> </u>		NA		NA		07/19/2001
				To: From:		58-15	05		—						
1503	0.26	690	F	96%	1%	2%	0%	1%	0%	С	60	F	690	F	2001
				To: From:		58-15	20								
(1503)	0.03	1200	F	96%	1%	2%	0%	1%	0%	F	130	F	1200	F	2001
				To: From:		US 5	8								
(1503)	0.16	60	R	110111.							NA		NA		07/19/2001
				To: From:		58-15	18								
(1503)	0.07	50	R								NA		NA		07/19/2001
				To:		58-15	02								
Town of Brodnax				From:											
4504	0.22	120	R	Piolii.		58-15	24				NA		NA		07/23/2001
(1504)	0.22	120	1	To:	Br	unswick Co	ounty Line				1471		1471		0112012001
Town of LaCrosse				•			*		•						
O				From:		58-61									
(1505)	0.22	340	F	97%	0%	2%	0%	1%	0%	С	40	F	340	F	2001
				To:		58-15									
	0.14	50	R	From:		58-62	24		_		NA		NA		07/19/2001
(1506)	0.14	อบ	ĸ	_					_		NA		INA		01/19/2001
	0.05	400	R	From:		58-15	05		_		NA		NA		07/19/2001
(1506)	0.05	190	ĸ						_		INA		INA		0111912001
	0.07	20		From:		58-15	12		_		NΙΛ		NIA		07/10/2004
(1506)	0.07	30	R	To:		Dead I	End		7		NA		NA		07/19/2001
						Deau I	-11G								

Davita	1	AADT	<u> </u>		Mecklenburg Maintenance Area		- 00	Design	OK ANAIDT	OW
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Hour	QK AAWDT	QW Year
Town of LaCrosse				From:	Dead End					
(1507)	0.26	480	R					NA	NA	07/19/200
				To:	58-618					
	0.12	250	ь	From:	58-1503			NA	NA	07/10/200
(1508)	0.12	250	R					INA	INA	07/19/200
(F)	0.03	100	R	From:	58-1529			NA	NA	07/19/200
(1508)	0.00	100		To:	ECL LaCrosse			14/ (10.0	077107200
Mecklenburg County										
	0.06	00	_	From:	ECL LaCrosse			NΙΔ	NIA	07/10/200
(1508)	0.06	80	R	To:	Dead End			NA	NA	07/19/200
Town of LaCrosse					Dead Liid	I.				
O TOWN OF LACTOSSE				From:	Dead End					
(1509)	0.10	40	R	To:	50.1522.G. W			NA	NA	07/19/200
				From:	58-1523 Gap Terminus Dead End; GapTerminus					
(1509)	0.08	60	R					NA	NA	07/19/200
				To:	58-1507					
	0.04	00		From:	SCL LaCrosse			NIA	NIA	07/40/200
1510	0.31	90	R	To:	58-1507			NA	NA	07/19/200
				From:	58-1503					
(1511)	0.11	130	R		30 1303			NA	NA	07/19/200
				To:	58-1529					
\bigcirc				From:	58-1506					0=/10/000
1512	0.15	90	R	To:	58-1503			NA	NA	07/19/200
				From:		1				
(1513)	0.21	130	R	<u></u>	Dead End			NA	NA	07/19/200
(1010)				To:	58-1503					
				From:	58-1520					
(1514)	0.05	30	R	To:				NA	NA	07/19/200
				10.	Dead End					
Town of Brodnax				From:	Dead End					
(1515)	0.43	NA						NA	NA	
				To:	Brunswick County Line; 12-1510					
	0.24	70	_	From:	58-1524			NA	NA	07/23/200
(1516)	0.24	70	R	To:	Brunswick County Line			INA	INA	077237200
Town of LaCrosse										
				From:	58-1520					
(1517)	0.08	110	R	To:	NCL LaCrosse			NA	NA	07/19/200
M 11 1 C 1				<u> </u>	NCL Laciosse	L				
Mecklenburg County				From:	NCL LaCrosse					
(1517)	0.02	110	R					NA	NA	07/19/200
				To	US 58					
Town of LaCrosse				From:	58-1503					
(1518)	0.07	10	R		20.200			NA	NA	07/19/200
				To:	Dead End					
	^		_	From:	Dead End				* * *	^- //
1519	0.05	10	R	To:	59 1502			NA	NA	07/19/200
					58-1503					

Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	ΩK	AAWDT	OW	Year
	Longin	AADI	Q,A	71110	Duo	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QIV	70000	QII	rear
Town of LaCrosse				From:		WCL LaC	Crosse								
(1520)	0.04	60	R	_					_		NA		NA		07/19/200
(1520)	0.06	70	R	From:		58-152	28				NA		NA		1998
(1520)				To: From:		58-15	17		—						
1520	0.22	180	R	rioiii.							NA		NA		1998
(1520)	0.29	730	F	From: 96%	1%	58-62 2%	0%	1%	0%	С	90	F	730	F	2001
$\overline{}$	0.10	260	R	From:		58-150	03				NA		NA		1998
(1520)	0.10	200		To:		ECL LaC	rosse		1		IVA		IVA		1000
Mecklenburg County				From:											
(1520)	0.10	260	N	rion.		ECL LaC	rosse		_		NA		NA		1998
				To:		US 5	8								
Town of LaCrosse				From:		58-150	03								
(1521)	0.11	260	R			30 13	00		-		NA		NA		07/19/2001
				To:		ECL LaC									
(1523)	0.08	70	R	From:		58-150	09				NA		NA		07/19/2001
(1323)				To:		Dead F	End								
Town of Brodnax				From:		50 15	1.6		1						
(1524)	0.09	30	R	1011.		58-15	10				NA		NA		07/23/2001
				To:		58-150	04								
	0.09	30	R	From:		58-15	16				NA		NA		07/23/200
(1525)	0.09	30	ĸ	To:		58-150	04				INA		INA		077237200
Town of LaCrosse				From:		50.15	10		<u> </u>						
(1527)	0.04	10	R	1011.		58-15	12				NA		NA		07/19/2001
				To:		58-15	13								
\bigcirc	0.07	400	_	From:		58-152	20				NA		NA		07/19/2001
(1528)	0.07	100	R	To:		NCL LaC	rosse		1		INA		INA		07/19/200
				From:		58-15	11								
(1529)	0.08	40	R	To:		50.15	20		_		NA		NA		07/19/2001
Mecklenburg County				10.		58-150	08								
			_	From:		Dead I	End								
(1601)	0.56	220	R						_		NA		NA		10/09/2001
(1601)	1.11	660	R	From:		58-160	02				NA		NA		10/09/2001
(1601)				To:		US 1	5		1						10/00/200
\bigcirc				From:		58-160	01								10/06/22
(1602)	0.27	100	R	To:		Dead E	End		7		NA		NA		10/09/2001
				From:		58-160			1						
1603	0.21	60	R						_		NA		NA		10/09/2001
				To:		Dead F									
(1604)	0.51	120	R	From:		58-160	01		_		NA		NA		10/09/2001
1004				To:		Cul-de-	Sac								

				Ŋ	Mecklenb	urg Mai	ntenance	Area							
Route	Length	AADT	QA	4Tire	Bus	2Avlo	3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Town of Boydton								TITAL	ZIIali		Houi				
9253)	0.05	NA		From:		Cul-de-	-Sac				NA		NA		
9233)				To:		58-12	01		1						
Mecklenburg County				From:		58-62	20		1						
(9255)	0.06	70	R			36-02	20		_		NA		NA		1998
				To:		58-62	20								
	0.07	120	R	From:		58-64	45				NA		NA		1998
9437)	0.07	120	IX.	To:		58-64	45				INA		INA		1990
				From:		Cul-de-	-Sac								
9438	0.18	430	R	To:		SR 4	7		1		NA		NA		1998
				From:		US 5									
9468)	0.07	540	R	J		000			_		NA		NA		11/19/2001
_				To: From:		0.07 MN	US 58								
9468	0.25	340	R	To:		D11	C., d		_		NA		NA		1998
				From:		Dead I 58-72			1						
9469)	0.20	160	R			36-72	22				NA		NA		1998
				To:		58-72	22								
	0.40	320	R	From:		58-65	50				NA		NA		1998
9530	0.40	320	IX	To:		58-65	50				INA		INA		1990
				From:		Cul-de-	-Sac								
9534	0.32	360	R	To:		50.66	20		_		NA		NA		1998
				From:		58-69 US									
9580	0.12	250	R	<u> </u>		CD.	1				NA		NA		1998
				To: From:		0.12 MN	US 1]						
9580	0.32	340	R	To:		0.44.3.03	TIC 1		_		NA		NA		1998
				From:		0.44 MN 58-69			1						
(9581)	0.35	500	R			36-03	71				NA		NA		1998
				To:		58-68	38								
Town of Chase City				From:		E Secon	nd St								
N.Boyd St	0.23	1000	F	97%	0%	1%	0%	1%	0%	С	120	F	1000	F	2001
Tion				To:		E Fifth									
2 Endly St	0.13	1000	F	95%	0%	Sycamo 3%	re St 1%	1%	0%	С	100	F	1000	F	2001
2 Endly St	0.10		•	To:	070	W Secon	nd St	170	<u> </u>			•	1000		2001
2 Endly St	0.23	910	F	95%	0%	Second 3%	1 St 1%	1%	 0%	F	80	F	910	F	2001
2 Endly St	0.20	010		To:	070	5Th 5		170		•			010		2001
				From:		N Boyo									
3 Fourth St	0.06	320	F	97% To:	0%	2% 4Th St M	1%	1%	0%	F	40	F	330	F	2001
				From:		Main	St								
3 Fourth St	0.07	170	F	97% To:	0%	2%	1%	1%	0%	С	30	F	170	F	2001
				From:	,	Marsha WCL Cha			1						
4 W Fifth St	0.61	620	F	95%	0%	3%	1%	1%	0%	F	60	F	620	F	2001
186				To: From:			R.R. Track								
E Fifth St	0.19	2300	F	95%	0%	3%	R.R Track 1%	1%	0%	С	230	F	2300	F	2001
186				To:		N Maii	n St								

				I.	/lecklen	burg Mair	ntenance	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
	J					2Axle	3+Axle	1Trail	2Trail		Hour				
Town of Chase City				From:		N Main									
4 E Fifth St	0.07	970	F	95%	0%	3%	1%	1%	0%	F	110	F	960	F	2001
				To:		Marshal									
Marshall St	0.21	1800	F	96%	1%	Sycamor 2%	1%	1%	0%	С	210	F	1800	F	2001
Marshall St	0.21	1000	•	To	1 70			170	٦		2.0	•	1000	•	2001
Marshall St	0.23	1100	F	From: 96%	1%	Second 2%	1%	1%	0%	F	130	F	1100	F	2001
5 Marshall St				To:		5Th S									
				From:		Endly	St								
6 E.Third St	0.20	310	F	96%	0%	2%	2%	1%	0%	С	30	F	310	F	2001
				To:		N.Main									
(519) W Sycamore St	0.61	370	F	94%	0%	WCL Chas	se City 0%	1%	0%	С	40	F	370	F	2001
(519) W Sycamore St	0.01	370	Г	94 70	0 %			1 70	U% -	C	40	г	370	Г	2001
(519) Sycamore St	0.36	1900	F	From: 94%	0%	Madisor 5%	0%	1%	0%	F	220	F	1900	F	2001
519 Sycamore St	0.50	1900	-	34 /0	0 70			1 /0	7	'	220	'	1900	'	2001
(519) Sycamore St	0.08	1300	F	From: 94%	0%	Main 5	0%	1%	0%	F	160	F	1300	F	2001
519 Sycamore St	0.00	1300	•	J-70	0 70			1 /0	¬ ° ′′°	'	100	'	1300	'	2001
Sycamore St	0.44	520	F	From: 94%	0%	Marshal 5%	0%	1%	0%	F	60	F	520	F	2001
(5) 186 System of St	0.11	020	•	To:	070	ECL Chas		170	٦ <i>"</i> "	•	00	•	020	•	2001
Town of South Hill				•											
				From:		Danville				_					
Brunswick Ave	0.16	340	F	97%	0%	2%	1%	1%	0%	С	40	F	340	F	2001
				From:		Main									
2 Charles St	0.28	190	F	94%	1%	Field I	0%	1%	0%	С	20	F	190	F	2001
2 Charles St	0.20	100	•	To:	170	Raleigh		170	٦ <i>"</i> "	Ū	20	•	.00	•	2001
				From:		Mecklenbu	rg Ave								
3 Danville St	0.31	1500	F	96%	0%	3%	1%	1%	0%	F	180	F	1500	F	2001
3017				To:		Dortch	St								
O 5	2.12		_	From:	201	Danville		40/			4=0	_	4=00	_	2224
Dortch La	0.18	1500	F	98% To:	0%	1%	0%	1%	0%	С	170	F	1500	F	2001
				From:		Atlantic									
5 Field Dr	0.09	400	F	96%	0%	Charles 2%	0%	1%	0%	С	46	F	400	F	2001
5 Field Dr			•	To:		Pace I		.,,	<u> </u>			•		•	
				From:		South Hil	l Ave								
6 Goods Ferry Rd	0.59	1400	F	98%	0%	1%	0%	1%	0%	С	140	F	1400	F	2001
				To:		Danville	e St		<u></u>						
A	0.40	4000	_	From:	00/	Danville		201	00′		400	_	4000	_	0004
7 Lunenburg Ave	0.16	1300	F	95% To:	0%	3%	0%	2%	0%	С	130	F	1300	F	2001
				From:		Atlantic			1						
8 Main St	0.45	1300	F	96%	0%	3%	1%	1%	0%	С	130	F	1300	F	2001
(8 301) Main St				To:		Mecklenbu			¬						
8 Main St	0.69	2200	F	96%	0%	3%	1%	1%	0%	F	240	F	2200	F	2001
301				To:		Maple									
				From:		Mecklenbu									
10 Pace Dr	0.51	1100	F	96%	0%	2%	1%	1%	0%	С	100	F	1100	F	2001
				To:		Mecklenbu									
(11) Raleigh Ave	0.65	990	E	From:	00/	SR 47		10/	00/	E	100	_	900	_	2004
(11) Raleigh Ave	0.65	880	F	96% To:	0%	2% High Str	0% reet	1%	□ ^{0%}	F	100	F	880	F	2001
				From:		High S	St								
11 Raleigh Ave	0.86	640	F	97%	0%	3%	0%	1%	0%	С	70	F	640	F	2001
				To:		Charles	St								

Route	Length	AADT	QA	4Tire	Bus			ıck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Town of South Hill				From:		Charles		- "	<u> </u>						
11	0.04	NA				Charles	υι		_		NA		NA		
301				To:		FOREST I	ANE								
				From:		Plank F	Rd								
12 Thomas St	0.15	1900	F	96%	1%	2%	1%	1%	0%	С	190	F	1900	F	2001
3017				To:		Atlantic	St								
_				From:		Mecklenbu	g Ave								
(13) Windsor St	0.49	2500	F	98%	0%	1%	0%	1%	0%	С	230	F	2500	F	200
0017				To:		Atlantic	St								
\sim				From:		SCL South									
523 Goodes Ferry Blvd	0.42	1400	F	95%	0%	1%	0%	3%	0%	С	120	F	1400	F	2001
				To: From:		South Hill Goodes Fer									
523) South Hill Ave	0.31	1200	F	95%	0%	1%	0%	3%	- 0%	F	120	F	1200	F	200
523 South Hill Ave	0.0.	.200	•	- T	0,0				¬ ~~	•	0	•	00	•	
South Hill Avo	0.22	1000	_	From: 95%	0%	First S 1%	0%	3%	0%	F	170	F	1800	F	200
South Hill Ave	0.22	1800	F	95% To:	U%	Danville		3%	0%	г	170	Г	1000	۲	200
				From:					1						
(529) Chaptico Rd	0.46	2600	F	94%	0%	Mecklenbur 2%	2%	2%	」 ○%	F	230	F	2600	F	200
	0.40	2000	•	70 To:	0 70	Buena Vista		2 /0	7 0 70	'	250	'	2000	'	200
				From:		Buena Vista									
529 Chaptico Rd	0.59	1800	F	94%	0%	2%	2%	2%	0%	С	180	F	1800	F	200
301/				To:		NCL South	n Hill								
				From:		Danville	St								
2519 Plank Rd	0.38	2300	F	94%	0%	3%	1%	2%	0%	С	200	F	2300	F	200
(301)				To:		Opie S									
Onio Dd	0.00	0000	_	From:	00/	Plank F		20/	00/	_	250	_	2000	_	200
(2519) Opie Rd	0.26	2600	F	94% To:	0%	3%	1%	2%	0%	F	250	F	2600	F	200
						Atlantic									
(2520) McCraken St	0.16	2000	_	From:	00/	Atlantic		1%	00/	F	240	F	2600	F	200
	0.16	3600	F	98% To:	0%	1% Lombard	0%	1 70	0%	Г	340	Г	3600	Г	200
				From:		McCrake									
2520 Lombardy St	0.64	3300	F	98%	0%	1%	0%	1%	0%	F	350	F	3300	F	200
301				To:		Ferrell	St								
O			_	From:		Mecklenbur		10/				_		_	
E Ferrell St	0.32	3700	F	98%	0%	1%	0%	1%	0%	С	350	F	3700	F	200
				To:		Lombard	y St								
Town of Chase City				From:		M1- 1	I C+								
"A" St	4.49	160	F			Marshal	131				20	F	160	F	200
	7. 7 3	100	r	To:		Fairgroun	d Dr				20	'	100	'	200
				From:		Ogburn									
Roak St	4.49	240	F								70	F	250	F	200
				To:		Roberts		_							
/irainia Ava	4.40	400	_	From:		Sunset l	Ln				20	_	100	_	200
Virginia Ave	4.49	180	F	To:		Mason	St		_		20	F	190	F	200
				ı		iviaSUII	DI.								
Town of South Hill				From:		Green Hil	l Rd								
Forest Ln	6.97	630	F			CICCH IIII			_		70	F	640	F	200
		-	-	To:		Stockley	St				-				
				From:		Raleigh A									
High St	6.97	160	F						_		20	F	170	F	200
				To:		Baker									
Holmon Ct	6.07	400	_	From:		Lombard	y St				10	_	100	_	200
Holmes St	6.97	100	F	To:		D /	C4		_		10	F	100	F	200
				To:		Benton	St								