2002

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

41

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

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management 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, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; 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; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, 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 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".

Also available are 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 reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

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 Mobility Management 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

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

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,

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 Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve 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.

						alifax Maintenanc									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of South Boston				_		ZAXIE STAXIE	TITALI	ZIIali		Houi		Factor			
	0.54	2200	-	From:	00/	North Main St	00/	00/		0.405	_	0.570	2200	_	2002
Hodges Street	0.54	2200	F	98% To-	0%	1% 0% US 360	0%	0%	С	0.105	F	0.572	2300	F	2002
Halifax County															
	4.40	4000	-	From:	20/	Pittsylvania County		00/		0.000	-	0.500	1000	_	2002
40	4.16	1000	F	84%	2%	3% 1%	10%	0%	F	0.089	F	0.562	1000	F	2002
40	5.96	1300	F	From: 90%	0%	41-638 3% 1%	6%	0%	С	0.087	F	0.695	1300	F	2002
40				To:		US 501 North of Ha	ifax			0.00.	•	0.000		•	
(50)	0.97	5700	F	90%	0%	US 501 NORTH HAL 2% 1%	IFAX 7%	0%	С	0.076	F	0.601	5700	F	2002
40 501	0.07	0700		To:	070	Campbell County L		070		0.070		0.001	0700		2002
Town of Virgilina															
40	0.13	2000	F	From: 86%	1%	North Carolina State 4% 0%	Line 9%	0%	F	0.082	F	0.643	2000	F	2002
49	0.13	2000	•	To:	1 /0		370	0 70	'	0.002	'	0.043	2000	'	2002
(49)	0.47	970	F	From: 86%	1%	SR 96 4% 0%	9%	0%	С	0.088	F	0.553	970	F	2002
45)				To:		ECL Virgilina									
Halifax County				From:											
(49)	2.05	970	N	86%	1%	ECL Virgilina 4% 0%	9%	0%	N	0.088	N	0.553	970	N	2002
49				To:	.,,	Mecklenburg County									
				From:		Pittsylvania County									
57	3.53	740	F	90%	0%	2% 1%	7%	0%	F	0.086	F	0.596	740	F	2002
	1.64	1000	F	From: 90%	0%	41-844 2% 1%	7%	0%	С	0.080	F	0.648	1100	F	2002
57)	1.04	1000	г	90 70	0%		1 70	076	C	0.000	Г	0.040	1100	Г	2002
57	3.62	1600	F	From: 90%	0%	41-845 2% 1%	7%	0%	F	0.089	F	0.508	1600	F	2002
31)				To:		41-676									
57	4.06	2000	F	90%	0%	2% 1%	7%	0%	F	0.084	F	0.552	2000	F	2002
				To:		SR 360									
(50)	3.48	8500	F	81%	1%	Pittsylvania County 3% 1%	Line 14%	1%	F	0.072	F	0.554	8300	F	2002
58	3.40	0300	•	To:	1 /0		14 /0	1 70	'	0.072	'	0.554	0300	·	2002
(58)	6.58	8700	F	From: 81%	1%	SR 119 Delila 3% 1%	14%	1%	F	0.076	F	0.561	8500	F	2002
<u> </u>				To:		41-658		-							
(58)	9.25	9300	В	84%	1%	3% 1%	11%	0%	В	0.133	Α	0.787	9200	В	2002
				To:		US 501 Riverdal	e								
Town of South Boston				From:		US 501 Riverdal	a.	1							
(58)	0.18	14000	F	84%	1%	3% 1%	11%	0%	F	0.072	F	0.549	14000	F	2002
<u> </u>				To:		ECL South Bosto	n								
Halifax County				From:		ECL South Bosto	n	1							
58	0.52	14000	N	84%	1%	3% 1%	11%	0%	Ν	0.072	Ν	0.549	14000	Ν	2002
				To: From:		US 360									
58	5.00	7300	F	84%	1%	3% 1%	11%	0%	F	0.077	F	0.570	7300	F	2002
				To: From:		41-601									
58	5.57	5800	F	84% To:	1%	3% 1% Mecklenburg County	11% Line	0%	F	0.075	F	0.540	5700	F	2002
				From:		Charlotte County L		<u>l</u>							
92)	4.19	1400	F	97%	0%	1% 1%	1%	0%	С	0.087	F	0.556	1400	F	2002
				To:	_	NCL Clover									
Town of Clover				From:		NCL Clover		ı							
92	0.47	1400	N	97%	0%	1% 1%	1%	0%	Ν	0.087	N	0.556	1400	N	2002
$\overline{}$				To:		41-746; 41-1001									

						amax mamichano									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Clover				From:		41-746; 41-1001		1							
92	0.33	1400	N	97%	0%	1% 1% SCL Clover	1%	0%	N	0.087	N	0.556	1400	N	2002
Halifax County				<u> </u>		BCL Clovel									
	0.80	1400	N	From: 97%	0%	SCL Clover	1%	0%	N	0.087	N	0.556	1400	N	2002
92	0.00	1400	IN	70:	0 76	US 360 South of Clo		0 /6	IN	0.007	IN	0.550	1400	IN	2002
				From:		US 501 S of Cluster Sp									
96)	7.11	1700	F	82% Tn-	1%	3% 1% WCL Virgilina	13%	0%	С	0.076	F	0.535	1700	F	2002
Town of Virgilina				From:		WOL Vincilia									
96	0.59	1700	N	82%	1%	WCL Virgilina 3% 1%	13%	0%	N	0.076	N	0.535	1700	N	2002
				To: From:		N SR 49									
(96) (49)	0.13	2000	F	86% To:	1%	4% 0%	9%	0%	F	0.082	F	0.643	2000	F	2002
Halifax County				10.		North Carolina State	Line								
			_	From:		North Carolina State			_						
119	3.08	740	F	81%	0%	4% 3% US 58	12%	0%	F	0.088	F	0.5	740	F	2002
Town of South Boston						0570									
	0.00	2500	_	From:	40/	Wilborn Ave Main		00/	_	0.004	_	0.750	2000	_	2002
129 North Main St	0.09	3500	F	97%	1%	2% 1%	0%	0%	F	0.094	F	0.752	3800	F	2002
129 North Main St	0.38	4700	F	97%	1%	Broad St 2% 1%	0%	0%	С	0.101	F	0.515	5000	F	2002
North Main St	0.16	6000	F	From: 97%	1%	Hodges St 2% 1%	0%	0%	F	0.098	F	0.520	6300	F	2002
129 North Main St	0.10	6000	Г	91 70	1 70		070	U%	Г	0.096	Г	0.320	0300	Г	2002
129 North Main St	0.19	5900	F	94%	0%	Edmunds St 2% 3%	1%	0%	F	0.098	F	0.511	6300	F	2002
				From:		College St									
129 North Main St	0.63	5700	F	94%	0%	2% 3%	1%	0%	F	0.103	F	0.501	6000	F	2002
129 North Main St	0.88	8100	F	From: 94%	0%	Cavalier Blvd 2% 3%	1%	0%	С	0.1	F	0.524	8600	F	2002
129)			-	To	0,0	NCL South Bosto					•	0.02		•	
Halifax County				From:		NOI C 4 D 4		-							
129)	0.85	14000	F	98%	0%	NCL South Bosto	0%	0%	С	0.087	F	0.515	14000	F	2002
123				To:		US 501 Centervill									
Town of South Boston				From:											
304 Seymour Dr	0.08	2900	F	98%	0%	Main St 1%	1%	0%	F	0.097	F	0.611	3100	F	2002
304) ,				To-		Broad St									
304 Seymour Dr	0.38	3700	F	98%	0%	1% 1%	1%	0%	С	0.093	F	0.533	3900	F	2002
	0.05	2000		From:	001	Marshall St	40/	001		0.000		0.50	0500		0000
304 Seymour Dr	0.25	3300	F	98% To:	0%	1% 1% US 360	1%	0%	F	0.093	F	0.56	3500	F	2002
Halifax County															
(344)	1.58	980	F	92%	2%	SR 360 2% 0%	3%	0%	F	0.1	F	0.54	980	F	2002
344)	1.00	300	•	70:	£/0	NCL Scottsburg	3 /0	370	<u>'</u>	0.1		5.54		•	_002
Town of Scottsburg				From:		NCL C1		Г							
344)	0.75	980	N	92%	2%	NCL Scottsburg	3%	0%	N	0.1	N	0.54	980	N	2002
	-	-		To:	-	41-720							-		-
344)	0.42	920	F	92%	2%	2% 0%	3%	0%	С	0.094	F	0.6	920	F	2002
				To:		ECL Scottsburg]							

						alifax Maintenance	Aica								
Route	Length	AADT	QA	4Tire	Bus	Truc		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Halifax County															
				From:	201	ECL Scottsburg	001								
344	7.35	920	N	92%	2%	2% 0%	3%	0%	N	0.094	N	0.6	920	N	2002
				To: From:		Staunton River State P									
344	2.18	120	F	92%	2%	2% 0%	3%	0%	F	0.116	F	0.692	120	F	2002
						End of Route									
Town of Halifax				From:		SR 360		1							
(349)	0.12	700	F			511300				0.131	F	0.636	700	F	2002
<u>010</u>				To:		US 501									
Halifax County															
~~~				From:		Pittsylvania County Li									
(360) (58)	3.48	8500	F	81%	1%	3% 1%	14%	1%	F	0.072	F	0.554	8300	F	2002
<del>~</del> ~				To: From:		SR 119 Delila									
(360) (58)	6.58	8700	F	81%	1%	3% 1%	14%	1%	F	0.076	F	0.561	8500	F	2002
<del></del>				To:		41-658		-							
(360) (58)	9.25	9300	В	84%	1%	3% 1%	11%	0%	В	0.133	Α	0.787	9200	В	2002
				To:		US 501 Riverdale									
Town of South Boston															
~~~			_	From:	407	US 501 Riverdale	1.10/		_		_			_	
[360] [58]	0.18	14000	F	84%	1%		11%	0%	F	0.072	F	0.549	14000	F	2002
						CL South Boston									
Halifax County				From:		CL South Boston		1							
(360) (58)	0.52	14000	N	84%	1%		11%	0%	N	0.072	Ν	0.549	14000	N	2002
(300) (30)				To:	.,.										
(200)	0.45	13000	F	From: 85%	1%	E US 58 2% 2%	9%	1%	F	0.077	F	0.509	12000	F	2002
[360]	0.40	15000	•	To:	1 /0	SCL South Boston	370	170	•	0.077	•	0.505	12000	'	2002
Town of Couth Doctor				L.											
Town of South Boston				From:		SCL South Boston									
(360)	0.16	12000	F	85%	1%	2% 2%	9%	1%	F	80.0	F	0.532	12000	F	2002
				To:		Seymour Dr									
(360)	0.52	12000	F	85%	1%	2% 2%	9%	1%	F	0.077	F	0.606	12000	F	2002
000				To:		Hodges St									
(360)	0.44	13000	F	85%	1%	2% 2%	9%	1%	F	0.078	F	0.512	13000	F	2002
(360)	• • • • • • • • • • • • • • • • • • • •		-	Tay	.,,				•	0.0.0	•	0.0.2		•	
(200)	0.09	12000	F	From: 85%	1%	Cavalier Blvd 2% 2%	9%	1%	F	0.071	F	0.594	11000	F	2002
360	0.03	12000	•	To:	1 /0	ECL South Boston	3 /0	1 /0	'	0.07 1	'	0.554	11000	'	2002
Halifax County				l.				l.							
Hamax County				From:		ECL South Boston									
(360)	1.43	8700	F	85%	1%		9%	1%	F	0.076	F	0.558	8500	F	2002
				To:		W 41-716									
(360)	5.28	8600	F	85%	1%		9%	1%	F	0.076	F	0.603	8400	F	2002
				To:		SR 360									
(260)	2.40	8800	F	From: 85%	1%		9%	1%	F	0.072	F	0.594	8600	F	2002
(360)	2.10		•	Ta.	. , ,		2,0	. / •	•	5.51	•	0.50 1	2300	•	
(000)	2.79	7500	F	85%	1%	41-607 2% 2%	9%	1%	F	0.067	F	0.559	7400	F	2002
360	2.19	1 300	Г		1 70			1 70	r	0.007	r	0.559	7400	I.	2002
	0.70	F400		From:	40/	SR 92 South of Clove		40/		0.077		0.557	F000		2022
360	2.73	5400	F	85%	1%		9%	1%	F	0.077	F	0.557	5300	F	2002
						Charlotte County Lin									
	E 44	1400	_	From:	Λ0/	Pittsylvania County Li		Ω0/	_	0.003	_	0 515	1100	_	2002
360	5.11	1100	F	94%	0%		2%	0%	С	0.093	F	0.515	1100	F	2002
				To: From:		41-683									
(360)	5.65	2000	F	94%	0%		2%	0%	F	0.081	F	0.583	2000	F	2002
				To-		41-681									

						H	alifax Maintenand	e Area								
Route	Leng	jth <i>i</i>	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Halifax County					From:		41 (01		ī							
360	2.5	7	5800	F	94%	0%	3% 0%	2%	0%	F	0.077	F	0.676	5800	F	2002
					To: From:		41-654									
360	0.30	0	NA		To:		WCL Halifax		1		NA			NA		
T. 437 114							WCL Haiiiax		l							
Town of Halifax					From:		WCL Halifax									
(360)	1.72	2	3400	F	96%	0%	2% 1%	2%	0%	С	0.083	F	0.608	3400	F	2002
					To: From:		S US 501									
260 (501)	0.78	8	9900	F	94%	1%	US 501 S 1% 1%	2%	0%	F	0.075	F	0.645	10000	F	2002
360 501				-	To:	.,,	US 501 N	=/~	0,0	-	0.0.0	•	0.0.0	.0000	•	
					From:	N U										
360	0.20	6	4100	F	91% To:	0%	2% 1%	6%	0%	С	0.073	F	0.608	4100	F	2002
** ***							ECL Halifax		J							
Halifax County					From:		ECL Halifax		J							
(360)	6.19	9	4100	N	91%	0%	2% 1%	6%	0%	Ν	0.073	Ν	0.608	4100	Ν	2002
					To:		US 360									
~~~					From:		North Carolina State	Line								
(501)	2.40	6	4100	F	95%	1%	1% 0%	2%	0%	F	0.087	F	0.619	4100	F	2002
<u></u>					To: From:		SR 96		-							
501	3.84	4	4600	F	95%	1%	1% 0%	2%	0%	F	0.085	F	0.564	4700	F	2002
$\hookrightarrow$					From:		41-658		-							
501	4.64	4	6200	F	95%	1%	1% 0%	2%	0%	F	0.081	F	0.507	6200	F	2002
$\smile$					To:		US 58; SCL South E	oston								
Town of South Bosto	n				From:											
(===)	0.40	6 ,	18000	F	95%	1%	US 58; SCL South E 1% 0%	oston 2%	0%	С	0.084	F	0.531	18000	F	2002
501	0.40	O	10000	•	9570	1 /0			0 70	C	0.004	'	0.551	10000	'	2002
(501) Main St	0.0	7 ,	17000	F	From: 95%	1%	Old SCL South Bo	ston 2%	0%	F	0.093	F	0.547	18000	F	2002
501 Wall St	0.0	,	17000	Г	95 76 To:	1 70	Broad St	Z70	070	Г	0.093	г	0.547	10000	Г	2002
					From:		Main St									
501 Broad St	0.0	9	7300	F	95%	1%	1% 0%	2%	0%	F	0.089	F		7800	F	2002
$\smile$	Combined Traff	ic: '	14000	F	95%	1%	1% 1%	2%	0%	F	0.089	F		15000	F	
~~~					To- From:		Seymour Dr		-							
501 Broad St	0.22	2	8200	F	95%	1%	1% 0%	2%	0%	С	0.088	F		8700	F	2002
<u></u>	Combined Traff	ic: '	18000	F	95%	1%	1% 1%	2%	0%	С	0.087	F		19000	F	
~~~					To: From:		SR 129 N Main		-							
501 Broad St	0.20		6900	F	95%	1%	1% 0%	2%	0%	F	0.091	F		7300	F	2002
~	Combined Traff	ic: '	15000	F	95%	1%	1% 1%	2%	0%	F	0.091	F		16000	F	
~~				_	From:		130-6 Third St									
501 Broad Street E	xt. 0.18	8	6100	F	95%	1%	2% 0%	2%	0%	С	0.089	F		6500	F	2002
~					From:		134-4700 Edmund									
(501) Broad Street E			6100	F	95%	1%	2% 0%	2%	0%	F	0.090	F		6500	F	2002
~	Combined Traff	ic: '	19000	F							0.090	F		20000	F	
~~~_ ·					From:		Webster St									
501 Broad Street E	xt. 0.6	8 ′	16000	F	95%	1%	2% 0%	2%	0%	F	0.086	F	0.546	17000	F	2002
					To: From:		130-4702 Hamilton Hamilton Blvd		}							
1501 Halifax Rd	0.69	9 '	17000	F	95%	1%	2% 0%	2%	0%	F	0.086	F	0.513	19000	F	2002
30.7						-										·
501	0.79	9 ,	19000	F	From: 95%	1%	Old NCL South Bo	2%	0%	F	0.087	F	0.557	19000	F	2002
(501)		_				. 70		_,0								
(F01)	0.38	8 •	21000	F	From: 94%	1%	N SR 129 1% 1%	2%	0%	С	0.087	F	0.587	21000	F	2002
(501)	0.30	J 4	- 1000		94 70 To:	1 /0	NCL South Bost		0 /0	C	0.007	-	0.301	21000		2002
					10:		NCL South Bost	on								

					Ha	alifax Ma	aintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	TrıTrı		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Halifax County				r- 1									1 40101			
501	0.36	12000	F	93% To:	0%	3%	South Bost 0% L Halifax	on 4%	0%	С	0.078	F	0.584	12000	F	2002
Town of Halifax																
501	1.56	12000	F	95%	0%	1%	L Halifax 0%	3%	0%	С	0.075	F	0.556	12000	F	2002
501	0.78	9900	F	94%	1%	1%	1%	2%	0%	F	0.075	F	0.645	10000	F	2002
501	0.67	4500	F	84% To:	1%	6%	SR 360 1% L Halifax	8%	0%	F	0.079	F	0.648	4500	F	2002
Halifax County																
501	6.56	4500	N	84%	1%	6%	L Halifax 1%	8%	0%	N	0.079	N	0.648	4500	N	2002
501	5.90	3600	F	84%	1%	6%	1%	8%	0%	F	0.081	F	0.55	3600	F	2002
501	2.52	3100	F	84%	1%	6%	1%	8%	0%	F	0.075	F	0.513	3200	F	2002
501	4.90	3500	F	84%	1%	6%	1% SP 40	8%	0%	F	0.076	F	0.605	3500	F	2002
501	0.97	5700	F	90% To:	0%	2%	SR 40 1% ell County l	7% Line	0%	С	0.076	F	0.601	5700	F	2002
Town of South Bosto	on															
Sβ1 Main St	0.07	6900	F	94%	0%	1%	Broad St 1%	3%	0%	F	0.089	F		7300	F	2002
(501) Wall St	Combined Traffic		F	95%	1%	1%	1% ymour Dr	2%	0%	F	NA			15000	F	2002
501 Main St	0.18 Combined Traffic	10000 : 18000	F F	94% 95%	0% 1%	1% 1%	1% 1%	3% 2%	0% 0%	C C	0.087 NA	F		11000 19000	F F	2002
				To: From:		SR 12	9 N Main	St	-							
(501) Wilborne Ave	0.26 Combined Traffic	8600 : 15000	F F	94 <mark>%</mark> 95%	0% 1%	1% 1%	1% 1%	3% 2%	0% 0%	F F	0.093 NA	F	0.549	9100 16000	F F	2002
Wilherns Ave	0.57	42000	F	From:		7	Third St				0.00		0.640	12000		2002
Σρ1 Wilborne Ave	0.57	13000	Г	To		1	US 501				0.09	F	0.649	13000	F	2002
Halifax County																
600	4.55	460	R	From:			SR 92				NA			NA		1999
600	1.39	370	R	From:			41-855		<u>_</u>		NA			NA		1999
				From:			8 W; 41-65	i8	1							
601)	0.31	100	R	To:		U	S 58 Mid				NA			NA		1999
601)	0.40	630	R	From:			S 58 East				NA			NA		08/13/2002
601)	1.60	550	R	From:			41-730		<u> </u>		NA			NA		08/13/2002
601)	1.20	380	R	From:			41-737				NA			NA		08/13/2002
601)	1.00	160	R	From:			41-794				NA			NA		08/13/2002
				To:			41-734									

					Ha	alifax Maintenand									
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Halifax County				From:		41-734									
601)	1.00	150	R							NA			NA		08/13/2002
(601)	1.50	110	R	To: From:		41-732				NA			NA		08/13/2002
601)	1.00	110		To		Mecklenburg Count	y Line			10/1			147.		00/10/2002
				From:		41-744									
602	2.10	140	F	95%	1%	3% 0%	1%	0%	F	0.116	F	0.543	140	F	2002
602	3.80	320	F	95%	1%	41-741 3% 0%	1%	0%	F	0.1	F	0.6	320	F	2002
(602)	2.80	440	F	From: 95%	1%	41-734 3% 0%	1%	0%	С	0.104	F	0.510	440	F	2002
				To:		Mecklenburg Count	y Line								
603)	3.73	960	F	93%	0%	2% 1%	5%	0%	F	0.073	F	0.525	960	F	2002
603	2.37	1600	F	From: 93%	0%	41-647 West 2% 1%	5%	0%	С	0.085	F	0.625	1600	F	2002
603)	3.52	360	F	From: 92%	0%	US 501 3% 1%	4%	0%	F	0.083	F	0.5	360	F	2002
				From:		41-642									
603	2.77	890	F	92%	0%	3% 1% 41-629	4%	0%	F	0.096	F	0.529	900	F	2002
603)	3.59	820	F	92%	0%	3% 1%	4%	0%	С	0.092	F	0.6	820	F	2002
603	3.90	490	F	92%	0%	41-626 East 3% 1%	4%	0%	F	0.086	F	0.74	490	F	2002
603)	2.64	840	F	From: 92%	0%	3% 1%	4%	0%	F	0.091	F	0.55	840	F	2002
				From:		41-726									
604)	1.50	110	R	riom.		41-734				NA			NA		08/19/2002
(604)	0.75	100	R	From:		41-606				NA			NA		08/19/2002
				To: From:		41-933		-							
604)	0.55	110	R							NA			NA		08/19/2002
604)	0.20	60	R	From:		41-733				NA			NA		08/13/2002
004)				To:		Mecklenburg Count	y Line								
				From:		41-607									
605)	2.38	200	R	т		41.546				NA			NA		07/31/2002
				To: From:		41-746									
606	0.50	30	R	From:		Dead End				NA			NA		08/13/2002
	0.60	90	R	From:		41-735				NA			NA		08/13/2002
606)	0.00			To:		41-604				IVA			14/4		00/10/2002
606)	0.55	130	R	From:						NA			NA		08/13/2002
606)	0.65	160	R	From:		41-933		<u> </u>		NA			NA		08/13/2002
				To:		41-602									
	4.00	4600	_	From:	00/	US 360	40/	00/	_	0.000	_	0.607	1600	_	2002
607)	4.96	1600	F	96%	0%	2% 1% 41-646	1%	0%	С	0.088	F	0.627	1600	F	2002
				From:		41-610		1							
(608)	1.70	300	R							NA			NA		1999
				To:		Dead End; Gap Ter	minus								

					Пс	alifax Maintenand									
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle			\circ	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Halifax County				From:		Dead End; Gap Ter	minus	1							
(608)	1.70	290	R							NA			NA		07/24/2002
				To:		41-607									
	2.10	200	ь	From:		41-610				NA			NA		07/24/2002
609	2.10	200	R							INA			INA		07/24/2002
600	1.30	440	R	From:		41-611				NA			NA		07/24/2002
609				То:		41-621 SOUTI									
	2.30	290	R	From:		41-621 NORTI	I			NA			NA		07/24/2002
609	2.50	250		То:		41-603				INA			14/-1		0112412002
				From:		US 501 SOUTI	Н								
610	1.67	180	R							NA			NA		07/29/2002
				To: From:		US 501 NORT		}							
(610)	4.60	420	F	97% To:	0%	1% 0%	1%	0%	F	0.099	F	0.609	420	F	2002
				From:		41-626 NORTI 41-626 SOUTI									
610	2.00	330	F	97%	0%	1% 0%	1%	0%	F	0.106	F	0.507	330	F	2002
				To: From:		41-615									
610	2.35	680	F	97%	0%	1% 0%	1%	0%	F	0.091	F	0.592	680	F	2002
				From:		41-614									
610	2.39	900	F	97% To:	0%	1% 0%	1%	0%	С	0.084	F	0.590	900	F	2002
				From:		SR 360 41-610									
611)	2.43	320	R	<u> </u>		41-010				NA			NA		07/24/2002
				To:		41-948 SOUTI	1	1							
611	0.60	270	R	From:		,	•			NA			NA		07/24/2002
				To:		41-609									
\bigcirc	4.00			From:		41-610									1000
612	1.30	510	R							NA			NA		1999
	0.60	20		From:		1.30 MN 41-61	0			NΙΛ			NΙΔ		07/04/0000
612	0.60	30	R	To-		Dead End				NA			NA		07/24/2002
				From:		41-626									
(613)	0.70	170	R							NA			NA		1999
				To: From:		41-893		}							
(613)	0.28	170	R							NA			NA		1999
				To: From:		Dead End; Gap Ter	minus								
613	0.45	120	R							NA			NA		07/29/2002
	0.00	050	_	From:		41-614 WEST				NIA.			NIA		4000
613	0.36	250	R							NA			NA		1999
	0.30	250	R	From:		41-614 EAST				NA			NA		07/29/2002
613	0.30	200	ĸ	To:		SR 360 WEST				INA			INA		0112312002
			_	From:	201	SR 360 EAST	•	22.	_	0.000	_	0.04:		_	
613)	3.30	400	F	95%	0%	5% 1%	0%	0%	С	0.086	F	0.641	400	F	2002
	2.74	020	F	From:		US 360				0.000		0.650	020		2002
(613)	2.74	920	г	То:		WCL Scottsbur	·g			0.089	F	0.659	920	F	2002
Town of Scottsburg				-				•							
	_		_	From:		WCL Scottsbur	·g				_			_	
(613)	0.28	970	F	To:		CD 244		 i		0.098	F	0.63	980	F	2002
						SR 344									

					H	alifax Ma	intenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Halifax County				From:			41.717		1							
614)	2.07	2600	F	98%	0%	1%	0%	0%	0%	С	0.094	F	0.572	2600	F	2002
614)	1.86	2200	F	98%	0%	1%	41-651 0%	0%	0%	F	0.099	F	0.632	2200	F	2002
614)	0.31	850	R	From:			SR 360 513 EAST		<u>.</u>		NA			NA		07/29/2002
614)	2.25	580	R	From:		41-6	13 WEST				NA			NA		1999
				From:			41-610 JS 501									
615)	2.30	280	R	To: From:			26 SOUTH 26 NORTH				NA			NA		1999
615)	2.30	520	R	To:			41-610	<u> </u>	1		NA			NA		1999
				From:			41-603		1							
616	2.50	200	R	Ta			41-780				NA			NA		07/24/2002
616)	0.50	150	R	From							NA			NA		07/24/2002
616)	1.10	150	R	From:			41-617 41-746		 1		NA			NA		07/24/2002
				From:			41-616									
617)	0.90	180	R	To							NA			NA		07/24/2002
617)	2.00	60	R	From:			41-618				NA			NA		07/24/2002
617)	1.45	80	R	From:		4	41-623		ŀ		NA			NA		07/24/2002
	2.05	- 40	_	From:		1.45	MN 41-623	3								07/04/0000
617)	0.95	10	R	To:		D	ead End				NA			NA		07/24/2002
\bigcirc	1.00			From:			41-617				NIA.			NIA		4000
618	1.60	60	R	To:			41-623				NA			NA		1999
				From:			41-603									
(619)	2.90	130	R	<u></u>							NA			NA		1999
				To:			41-623									
620	0.20	60	R	From:		4	41-626				NA			NA		1986
				To:		Charlott	e County I	ine								
				From:		4	41-647									
621)	3.30	190	R								NA			NA		07/24/2002
621)	1.10	160	R	From:		J	JS 501				NA			NA		07/22/2002
		400		To: From:		4	41-761		}		.					07/00/000
621)	2.00	160	R	To			41-642],		NA			NA		07/22/2002
621	0.80	70	R	From:							NA			NA		07/22/2002
621)	0.90	50	R	From			41-875		b		NA			NA		07/22/2002
		46.5		To: From:		Dead End	; Gap Terr	ninus								0=10.1:00:00
621)	1.40	100	R	To:		41-62	26 NORTH	[NA	_		NA	_	07/24/2002

					П	aniax ivianilenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Halifax County				From:		41-626 SOUTH		+							
621)	3.40	270	F	97%	0%	1% 2%	1%	0%	С	0.097	F	0.519	270	F	2002
021)				To: From:		41-739		1.							
621)	0.83	250	F	97%	0%	1% 2%	1%	0%	F	0.097	F	0.571	250	F	2002
				To: From:		41-609									
621)	3.30	290	F	97%	0%	1% 2%	1%	0%	F	0.095	F	0.742	290	F	2002
				To:		41-603									
	1.00	60	R	From:		Dead End				NA			NA		07/31/200
622	1.00	00	K	To:		SR 360				INA			INA		07/31/200
				From:		41-603									
623)	2.72	240	R							NA			NA		07/24/200
				To:		41-619		-							
623	0.24	350	R	rioii.						NA			NA		07/24/200
				To: From:		41-758									
623)	1.01	360	R	110111.						NA			NA		1999
				To: From:		41-624		ŀ							
623	2.47	180	R							NA			NA		1999
				To: From:		41-618		-							
623)	1.09	120	R							NA			NA		1999
				To: From:		41-617		-							
623	0.65	20	R	_						NA			NA		07/24/200
				To:		Dead End									
	2.40	190	R	From:		41-626				NA			NA		1999
624)	2.40	190	K							INA			INA		1999
	5.48	130	R	From:		41-625		-		NA			NA		1999
624	5.40	130	IX.							INA			INA		1999
(a)	1.50	60	R	From:		41-623				NA			NA		1999
624	1.00	00		To-		Dead End				147 (147 (1000
				From:		41-626									
(625)	1.60	180	R							NA			NA		07/22/200
				To:		41-624									
\bigcirc			_	From:		US 501				0.400					
626	3.11	230	F							0.103	F	0.519	230	F	2002
\bigcirc	1.10	070		From:		41-632				0.000		0.700	070		0000
626)	4.10	270	F							0.090	F	0.709	270	F	2002
	4.70	230	F	From:		41-625				0.097	F	0.652	230	F	2002
626	4.70	230	Г	To:		41-603 EAST				0.097		0.032	230	,	2002
				From:		41-603 WEST									
626	3.30	1000	F	84%	0%	1% 1%	14%	0%	F	0.082	F	0.643	1000	F	2002
				From:		41-610 SOUTH									
626	2.96	1100	F	84%	0%	1% 1%	14%	0%	F	0.085	F	0.684	1100	F	2002
				To: From:		41-615 NORTH									
626	2.43	2100	F	84% To:	0%	1% 1%	14%	0%	С	0.078	F	0.59	2100	F	2002
				From:		SR 360									
627)	2.40	80	R	rioid.		41-603				NA			NA		07/22/200
021)	2.70	-		To:		41-644				1117			IVA		J., ZZ, Z00
				From:		41-647									
628	4.90	330	R							NA			NA		1999
				To:		US 501									

Route Length AADT ()A 4 Line Rus ()C ()K	Dir AAWDT actor NA	QW Year 07/24/200
(629) 0.70 70 R NA	NA	07/24/200
629) 0.70 70 R NA	NA	07/24/200
та 41-603		
From: 41-603		
630) 0.60 90 R NA	NA	1999
To: 41_631		
0.80 60 R NA To: Dead End	NA	1999
631) 0.60 48 R NA	NA	07/22/200
To: 41-630		
From: 41-626		
(* * = /	.702 670	F 2002
From: 41-634		4000
633 1.50 100 R NA To Dead End	NA	1999
From: 41-632		
634) 1.30 60 R NA	NA	07/22/200
To: 41 622		
0.40 150 R NA	NA	07/22/200
To: 41-636		
From: SR 360		
635) 2.50 110 R NA	NA	1999
41*00.5		
From: SR 40	NIA	07/04/00/
636) 1.50 330 R NA	NA	07/24/200
41-645	NA	07/24/200
	INA	077247200
636) 0.07 120 R NA	NA	07/24/200
0.07 120 R NA To: US 501 NORTH	INA	077247200
From: US 501 SOUTH		
636) 1.26 450 R NA	NA	07/22/200
To From: 41-634		
0.80 280 R NA	NA	07/22/200
637) 1.80 80 R NA	NA	07/22/200
To: 41-638		
From: SR 40 WEST		
(638) 0.80 240 R NA	NA	07/22/200
To: 41-637		
0.90 160 R NA	NA	07/22/200
To 41-639		
638) 3.79 160 R NA	NA	07/22/200
SR 10 MID		
638) 1.50 270 R NA Iso US 501	NA	07/22/200
To: US 501		
From: Pittsylvania County Line		
639 1.20 230 R NA	NA	07/22/200
To 41-640		
639) 0.40 160 R NA	NA	07/22/200
Te: 41-670		

						alifax Mainten	ance Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Halifax County				From:		41-670		ĺ							
639	2.50	150	R							NA			NA		07/22/200
				To:		41-638									
	1.00	400	R	From:		41-650				NΙΛ			NΙΔ		07/22/200
640	1.00	400	ĸ	To:		SR 40; 41-	668			NA			NA		07/22/200
				From:		SR 40									
640	2.10	380	R							NA			NA		07/22/200
	2.20	200		From:		41-669				NΙΛ			NIA		07/00/00
640	3.20	280	R	To:		41-639				NA			NA		07/22/20
				From:		41-642									
641)	3.30	190	R							NA			NA		07/31/20
				To:		41-610									
	0.00	.=.	_	From:	40/	41-832		00/	_	0.000	_	0.504	000	_	2222
642	3.02	850	F	90%	1%	5% 0%		0%	С	0.083	F	0.521	860	F	2002
	4.69	650	F	From: 96%	0%	US 501 2% 0%		0%	С	0.1	F	0.563	650	F	2002
642	4.09	050	-	70 70 To:	0 76	41-603	0 1/0	0 /6	C	0.1	•	0.303	030	'	2002
				From:		Dead En	d								
643)	0.10	20	R							NA			NA		07/29/200
				To: From:		41-814; 41-	826								
643	0.40	150	R							NA			NA		07/29/20
				To: From:		US 501 WI									
643	0.50	120	R			03 301 EF	.51			NA			NA		07/31/20
				To:		41-610									
				From:		41-603									
644)	1.20	900	F	95%	0%	2% 1%	₆ 2%	0%	С	0.091	F	0.539	900	F	2002
				From:		41-645									
644	2.75	80	R							NA			NA		07/24/200
\bigcirc	0.00	400		From:		41-627				NΙΛ			NIA		07/00/00
644)	0.60	120	R	To:		41-626				NA			NA		07/22/200
				From:		41-644									
645)	3.01	690	F	90%	0%	4% 2%	6 4%	0%	F	0.106	F	0.556	690	F	2002
				To: From:		US 501 SO	JTH								
645)	2.42	280	R	rioni.		US 501 NO	RTH			NA			NA		07/24/200
(045)	2.42	200		To:		41-636				1473			147.		0112-1120
				From:		41-645									
646)	2.08	230	R							NA			NA		07/22/200
				From:		41-811									
646	0.34	340	R	. —						NA			NA		07/22/200
				To:		41-626									
(A)	4.01	290	F	From: 99%	0%	0% 0%		0%	F	0.084	F	0.52	290	F	2002
647)	T.U1	230	_ '	33 70 To:	J /0	41-603 EA	ST	J /0	_ '	0.004	_'	0.02	230	_ '	
				From:		41-603 WE	EST		_		_			_	
647)	2.18	270	F	99%	0%	0% 0%	6 0%	0%	F	0.129	F	0.589	280	F	2002
	4.70	000		From:	00/	41-649		00/		0.000		0.540	600		0000
647)	1.70	280	F	99% To:	0%	0% 0% SR 40	6 0%	0%	F	0.093	F	0.519	290	F	2002
				From:		41-696									
648)	3.70	100	R	Щ.		+1-090				NA			NA		08/12/200
ピン				To:		41-699									

					1 10	alifax Maintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Halifax County				From:		41.667									
649	1.20	140	R			41-667				NA			NA		07/22/200
\bigcirc				To: From:		41-786		-							0=1001000
(649)	1.50	130	R	To		41-603 SOUTH				NA			NA		07/22/200
				From:		41-603 NORTH									
(649)	2.90	250	R					•		NA			NA		07/24/200
				To:		41-647									
_				From:		41-667; 71-650									
(650)	1.30	180	R							NA			NA		07/22/200
_				To: From:		41-657		-							
(650)	1.00	340	R							NA			NA		07/22/200
				To-		41-640		F							
650)	0.60	140	R							NA			NA		07/22/200
				To:		41-603									
Town of Halifax															
			_	From:		US 501			_		_			_	
(651)	0.11	1000	F	96%	0%	3% 1%	0%	0%	F	0.090	F	0.533	1000	F	2002
				Tn·		ECL Halifax									
Halifax County						TOT 11 110									
	2.22	4000	_	From:	00/	ECL Halifax	00/	00/	0	0.007	_	0.644	1000	_	2002
651)	2.22	1000	F	96% To:	0%	3% 1% 41-614	0%	0%	С	0.097	F	0.644	1000	F	2002
						41-014									
Town of Halifax				From:		Dead End		ı							
(652)	0.44	80	R	<u> </u>		Dead End				NA			NA		08/19/200
(032)	• • • • • • • • • • • • • • • • • • • •		••	To:		SCL Halifax									00/ 10/200
Halifax County				•				-							
пашах Соингу				From:		SCL Halifax		Ī							
(652)	1.52	170	R							NA			NA		08/19/200
				To-		SR 360									
				From:		SR 360 EAST; 41-	903								
653	1.60	220	R							NA			NA		07/29/200
				To:		41-880		1							
653)	1.90	850	R	From:		11 000				NA			NA		07/29/200
000				To:		SR 360 WEST									
				From:		SR 360									
(654)	2.73	8400	F	95%	1%	1% 1%	1%	0%	С	0.085	F	0.597	8400	F	2002
				To:		US 501									
				From:		41-711									
(655)	1.20	670	F	98%	0%	2% 0%	0%	0%	С	0.098	F	0.529	680	F	2002
				To:		41-658									
				From:		US 58									
656	3.05	590	F					1		0.092	F	0.746	590	F	2002
				To:		Pittsylvania County	Line								
				From:		41-667									
657)	1.80	90	R							NA			NA		07/22/200
				To:		41-650									
				From:		Pittsylvania County	Line								
658	1.80	410	R	<u> </u>						NA			NA		08/06/200
				To		41-688									
\bigcirc				From:		Functional Class Ch									
658	0.04	480	N	88%	0%	3% 1%	7%	0%	N	NA			480	N	2002
				To: From:		41-662									
		400	_	000/	00/				_					_	
658	0.42	480	F	88%	0%	3% 1%	7%	0%	F	0.103	F	0.532	480	F	2002

					H	alifax Maintenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Halifax County				From:		41-691		1							
658	3.84	790	F	88%	0%	3% 1%	7%	0%	С	0.086	F	0.6	790	F	2002
658)	2.80	390	F	From: 94%	0%	US 58 WEST 5% 1%	1%	0%	F	0.122	F	0.626	390	F	2002
658)	2.59	1300	F	From: 94%	0%	41-773 5% 1%	1%	0%	F	0.106	F	0.556	1400	F	2002
658	4.36	1900	F	From: 94%	0%	41-708 5% 1%	1%	0%	С	0.095	F	0.561	1900	F	2002
658	3.52	650	F	From: 96%	1%	US 501 0% 2%	1%	0%	F	0.104	F	0.575	660	F	2002
030)				To:	.,,	41-744 SOUTH									
658	0.12	150	F	96%	1%	41-744 NORTH 0% 2%	1%	0%	F	0.132	F	0.519	150	F	2002
				To: From:		41-741 WEST 41-741 EAST									
658	3.80	310	F	96%	1%	0% 2%	1%	0%	F	0.119	F	0.605	310	F	2002
				To:		US 58 E; 41-60									
\bigcirc				From:	201	Pittsylvania County		20/	_	0.400	_			_	
659	1.58	330	F	97%	0%	2% 0%	1%	0%	F	0.103	F	0.514	330	F	2002
	2.72	220		From:	00/	41-688	40/	00/		0.400		0.544	240		2002
659	3.72	330	F	97%	0%	2% 0%	1%	0%	F	0.100	F	0.514	340	F	2002
659	3.89	300	F	97%	0%	2% 0%	1%	0%	F	0.118	F	0.627	300	F	2002
659	1.74	640	F	97%	0%	41-683 2% 0%	1%	0%	С	0.123	F	0.615	650	F	2002
	5.48	940	F	From: 97%	0%	41-681 2% 0%	1%	0%	F	0.113	F	0.580	950	F	2002
659	3.46	340	r	91 /0	0 70			0 70	•	0.113	,	0.300	930		2002
(6F0)	0.09	3100	F	From: 97%	0%	41-682 SOUTH 2% 0%	1%	0%	F	0.089	F	0.527	3100	F	2002
659	0.00	0100		To:	070	41-682 NORTH				0.000	'	0.021	0100		2002
(659)	1.27	3300	F	97% To:	0%	2% 0%	1%	0%	С	0.085	F	0.525	3300	F	2002
				From:		41-654 Pittsylvania County	r ·	<u>l</u>							
(660)	0.45	110	R	110111		Pittsylvania County	Line			NA			NA		07/31/2002
0				To: From:		41-661									
660	0.40	120	R	To:		41-662				NA			NA		07/31/2002
				From:		Pittsylvania County	Lina								
(661)	0.50	90	R			Tittsyrvama County	Line			NA			NA		07/31/2002
				To:		41-660									
				From:		SR 360									
662	0.80	240	R							NA			NA		07/31/2002
	1.00	170	R	From:		41-684		-		NA			NA		07/31/2002
(662)	1.00	170	K	. —						INA			INA		01/31/2002
(662)	3.80	180	R	From:		41-660				NA			NA		07/31/2002
$\frac{\circ}{\circ}$	0.40	410	R	From:		41-685				NA			NA		07/31/2002
(662)	0.40	710	^	To:		41-659 EAST				INA			INA		0110112002
\bigcirc	_		_	From:		41-659 WEST			_		_				
662	2.40	100	F	92% To:	2%	1% 2%	1%	1%	С	0.125	F	0.539	100	F	2002
				From:		41-658		<u> </u>							
(663)	2.10	90	R			SR 360				NA			NA		07/31/2002
000)	20		••	To:		41-684									
						41-084									

					11	alliax iviali ileriari	ce Alea								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Halifax County				From:		Pittsylvania County	Line	ī							
664)	2.00	30	R			Transfirance County	Line			NA			NA		07/31/200
				To		41-675; 41-80	7								
COE	0.70	270	R	From:		41-676				NA			NA		1999
665	0.70	210		To		41-635				INA			IVA		1000
665	1.90	150	R	From:		41-033				NA			NA		1999
				To:		41-675									
	0.50	200		From:		41-667				NIA			NIA		1000
666	0.50	360	R	. —						NA			NA		1999
666	2.00	290	R	From:		41-702				NA			NA		1999
000)				To:		Pittsylvania County	/ Line								
\sim				From:		41-832									
667	2.65	250	F	92%	0%	2% 2%	4%	0%	F	0.11	F	0.766	250	F	2002
	3.71	250	F	From: 92%	0%	41-753 2% 2%	4%	0%	F	0.096	F	0.708	250	F	2002
667	5.71	250	Г	72.70 To:	0 70	41-657	4 /0	0 76	'	0.090	•	0.700	250	'	2002
\bigcirc	2.40	300	_	From:	00/	41-647	40/	00/	_	0.404	_	0.0	200	_	2002
667	3.48	300	F	92% To:	0%	2% 2% 41-650; 71-650	4%	0%	F	0.104	F	0.8	300	F	2002
				From:		41-603									
668	0.51	200	R							NA			NA		07/22/20
				From:		SR 40; 41-640					_				
668	0.69	830	F	86% To:	2%	2% 0% Pittsylvania County	11%	0%	С	0.09	F	0.581	830	F	2002
				From:		Pittsylvania County									
669)	0.60	90	R			- mojirama count	Line			NA			NA		07/22/20
\bigcup				To:		41-640									
	1.00	180	R	From:		SR 40				NA			NA		07/22/20
670	1.00	100		To		41-637		1		INA			IVA		01122120
670)	3.90	80	R	From:		41-03/				NA			NA		07/22/20
				To:		41-639									
	0.00	00	_	From:		Dead End				NIA			NIA		07/24/20
(671)	0.90	90	R	To:		41-659 EAST	,			NA			NA		07/31/20
\bigcirc			_	From:		41-659 WEST									
(671)	3.50	220	R							NA			NA		07/29/200
(671)	2.00	270	R	From:		41-679				NA			NA		07/29/200
071)				To:		SR 360 WEST									0.7.20.20
074	2.90	170	R	From:		SR 360 EAST				NA			NA		07/29/20
(671)	2.00	170	- 1	To:		41-832				INA			IVA		01123120
				From:		41-832									
672	2.00	140	R							NA			NA		07/29/200
	4.40	400		From:	•	41-674				ALA			NI A		07/00/00
(672)	1.10	100	R	To:		41-676 WEST		1		NA			NA		07/29/200
\bigcirc			_	From:		41-676 EAST									
672	1.00	60	R	To:		Dead End		 1		NA			NA		07/29/200
				From:		41-832		<u>_</u>							
673	0.85	70	R	<u> </u>						NA			NA		07/24/200
				To:		41-936	_								

					Ha	alifax Ma	intenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus			ıck 1Trail 2T	\sim	$^{\circ}$	eak our	QK	Dir Factor	AAWDT	QW	Year
Halifax County				From:			41-936		-							
(673)	0.05	20	R	<u> </u>			41-930			N	۱A			NA		07/24/2002
				To:		D	ead End									
	4 = 0		_	From:		4	41-676									4000
674)	1.70	170	R							N	1A			NA		1999
	0.00	20	R	From:		4	41-672				1.0			NIA		07/20/200
674)	0.90	30	K	To:		D	ead End		1	ľ	ΙA			NA		07/29/2002
				From:		Pittsylvar	nia County	Line								
675	0.60	140	R							١	۱A			NA		1999
				To: From:		41-6	64; 41-807		\Box							
675)	1.80	130	R							١	lΑ			NA		1999
				To: From:		4	41-665									
675)	2.05	120	R							N	lΑ			NA		1999
	0.05	400		From:		4	41-756				1 1			NIA.		4000
675)	0.95	190	R	. —						יו	ΙA			NA		1999
	1.20	20	R	From:		4	41-832				۱A			NA		07/24/2002
675	1.20	20		To:		D	ead End				4 /~\			IVA		0112-12002
				From:		S	SR 360									
676	2.70	520	R							١	lΑ			NA		1999
				To: From:		A	41-677		\Box							
676	0.80	320	R							١	۱A			NA		1999
				From:		4	41-674		\Box							
676	2.60	270	R							١	1A			NA		1999
	4 4 4		_	From:		41-6	672 EAST				1.0			- NIA		4000
676	1.14	620	R	To:		4	41-832		_	N	1A			NA		1999
				From:			ead End									
(677)	1.00	90	R							N	۱A			NA		1999
				To: From:		1.00 M	IN Dead E	nd	—							
(677)	1.40	390	R							N	lΑ			NA		1999
				To: From:		SR 3	360 WEST 360 EAST									
677)	1.60	270	R			SIC.	300 E/151			N	۱A			NA		1999
<u> </u>				To: From:			41-763		_							
677)	1.60	160	R							١	۱A			NA		1999
				To:			41-676									
(TO)	0.80	730	F	97%	0%	1%	41-681 0%	1% 0'	<u> </u>	٠ ، ،	091	F	0.565	740	F	2002
678)	0.00	730	-	31 /0	0 76			170 0	/₀ C	. 0.1	091		0.505	740	,	2002
(670)	3.50	200	R	From:		4	41-682				۱A			NA		07/31/2002
678)				To:		4	41-654									
				From:		4	41-680									
679	1.60	180	R							١	۱A			NA		07/29/2002
				To: From:		4	41-671		\Box							
679	1.70	420	R	To:			41-681		 1	N	1A			NA		07/29/2002
				From:			41-683		<u> </u>							
680	3.00	120	R	<u> </u>			+1-003			N	lΑ			NA		07/29/2002
		-		To:		4	41-679									
680	1.40	260	R	From:			0//			N	lΑ			NA		07/29/2002
				To:		Ç	SR 360									

Route	Length	AADT	QA	4Tire	Bus	Tr			വവ	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Halifax County				From:		41-659		1							
(681)	2.90	120	R	<u> </u>		41-039				NA			NA		07/31/200
				To: From:		41-679									0=1011000
(681)	0.45	510	R	. —		44.650				NA			NA		07/31/200
(681)	2.15	410	F	From: 97%	1%	41-678 1% 0%	1%	0%	С	0.1	F	0.595	420	F	2002
				To:		SR 360									
	3.17	790	F	97%	0%	41-678 2% 0%	0%	0%	F	0.091	F	0.623	800	F	2002
682	5.17	790	Г	70 To:	0 76	41-659 NORTI		0 76	ı	0.091		0.023	800		2002
(20)	1.06	2900	F	From: 97%	0%	41-659 SOUTE 2% 0%	0%	0%	С	0.087	F	0.506	2900	F	2002
682	1.00	2300	'	To:	0 70	WCL South Bos		070		0.007	'	0.500	2900	'	2002
				From:		41-659									
683	1.00	260	R							NA			NA		07/31/200
603	3.80	220	R	From:		41-680				NA			NA		07/31/2002
683	0.00			To:		41-685; 41-77				1471			1471		017017200
683	0.80	430	R	From:		11 005, 11 77				NA			NA		07/31/2002
				To: From:		41-684									
683)	1.50	740	R	To:		SR 360				NA			NA		07/31/200
				From:		41-662									
684)	1.80	80	R	<u> </u>		41-002				NA			NA		07/31/200
				To: From:		41-663									
684)	1.80	300	R	To:		41.602				NA			NA		07/31/200
				From:		41-683									
(685)	4.70	180	R	<u> </u>		41-002				NA			NA		07/31/200
				To:		41-683; 41-77	l								
	1.30	90	R	From:		41-689				NA			NA		1999
686	1.30	90	K	To:		41 (50		1		INA			INA		1999
(686)	0.60	70	R	From:		41-658				NA			NA		1999
				To:		Dead End									
	0.16	170	R	From:		41-708				NA			NA		1999
(687)	0.10	170	IX.	To:		41-658				INA			INA		1999
				From:		Pittsylvania County	Line								
688	3.08	330	R							NA			NA		08/06/2002
	1.90	140	R	From:		41-658		ŀ		NA			NA		08/06/2002
688	1.30	140	IX.	To:		41-659				INA			INA		00/00/2002
				From:		Dead End									
689	0.62	40	R							NA			NA		08/06/2002
600	0.30	60	R	To: From:		0.62 ME Dead E	nd			NA			NA		1999
(689)	0.30			To		A1 606		1		INA			11/7		1333
689	2.00	80	R	From:		41-686				NA			NA		1999
				To:		41-658									
	4.00	00	ר	From:		41-603				NIA			NIA		1000
690	1.80	90	R	To:		Dead End				NA			NA		1999

					Halliax Maillellance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Halifax County				From:	41-658							
691)	2.00	260	R	<u></u>			NA			NA		08/06/2002
				To:	41-659							
<u></u>	0.45	70	R	From:	Dead End		NA			NA		08/06/2002
692	0.40	70		To:	41-751		14/3			14/3		00/00/2002
				From:	NC State Line West							
693	0.50	260	R				NA			NA		1999
	0.00	400		From:	41-764		NIA			NIA		4000
693)	3.23	120	R			1	NA			NA		1999
693)	0.22	120	R	From:	41-829		NA			NA		1999
(093)				To:	NC State Line East							
				From:	US 58; SR 119							
694)	1.00	50	R			_	NA			NA		08/06/2002
	0.55	30	R	From:	1.00 ME US 58		NA			NA		08/06/2002
694)	0.55	30	K	To:	Dead End		INA			INA		00/00/2002
				From:	Dead End							
695	0.30	30	R			I	NA			NA		07/22/2002
				To:	41-624							
696)	0.20	60	R	rioiii.	North Carolina State Line		NA			NA		1999
				To:	41-712							
696)	1.90	200	R	From:	11 /12		NA			NA		1999
				To: From:	41-648							
696)	0.50	250	R				NA			NA		1999
	0.04	242		From:	41-697							4000
696)	0.61	310	R	To:	US 58	l	NA			NA		1999
				From:	Dead End							
697)	0.60	20	R	<u> </u>			NA			NA		08/12/2002
				To: From:	41-696							
697	1.40	90	R			_	NA			NA		1999
	1.00	220		From:	41-779		NIA			NIA		1000
697)	1.80	230	R	To:	41-699		NA			NA		1999
				From:	Pittsylvania County Line							
698)	1.90	160	R	_		- 1	NA			NA		07/31/2002
				To	SR 360							
600	0.40	260	R	From:	North Carolina State Line		NA			NA		08/12/2002
699				To:	41-700							
699	2.90	630	F	93%	0% 5% 0% 1% 0%	F	0.112	F	0.637	640	F	2002
				To: From:	41-751	_						
699	3.00	480	F	93%	0% 5% 0% 1% 0%	С	0.124	F	0.641	480	F	2002
				To: From:	US 58							
700	0.30	820	F	94%	North Carolina State Line 0% 3% 1% 2% 0%	F	0.114	F	0.66	830	F	2002
				To	41-699					-		
		4.4.5		From:	41-711							00115::
701)	1.90	110	R	To:	41-699		NA			NA		08/12/2002
					41-077							

					H	alifax Maintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			ОC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Halifax County				From:		Pittsylvania County	Lina	ī							
(702)	3.70	190	R	<u> </u>		Pittsylvania County	Line			NA			NA		1999
(102)				To-		41-666									
				From:		US 58 WEST									
703	0.83	140	R							NA			NA		08/06/200
	1.40	260	R	From:		41-881		ŀ		NA			NA		08/06/200
703)	1.40	200	K	To:		US 58 EAST				INA			INA		00/00/200
				From:		US 501		j							
704)	0.43	480	R							NA			NA		08/12/20
				To: From:		41-658 SOUTH 41-658 NORTH									
704)	3.23	750	F	96%	1%	2% 1%	1%	0%	F	0.103	F	0.72	760	F	2002
704)	1.90	1800	F	From: 96%	1%	41-706 2% 1%	1%	0%	С	0.097	F	0.605	1800	F	2002
704)				To:	.,,	US 58									
				From:		41-706									
705)	2.40	220	R	To:		41 704		1		NA			NA		08/12/200
				From:		41-704		<u>.</u>							
706	0.50	290	R	<u> </u>		41-036				NA			NA		08/12/200
				To: From:		41-705		1							
706)	0.90	400	R	rioin.						NA			NA		08/12/20
				From:		41-809									
706)	3.70	580	R	To:		41 704				NA			NA		08/12/20
				From:		41-704									
707)	0.60	270	R	<u> </u>		41-711				NA			NA		08/12/200
				To- From:		41-718									
707	2.07	710	R							NA			NA		08/12/200
				To:		41-658									
700	0.08	400	R	From:		41-658				NA			NA		08/12/200
708	0.00	400		To		41-687				10/1			147 (00/12/20
708)	2.80	400	R	From:		41-087				NA			NA		08/06/200
				To: From:		41-809		ŀ							
708	1.00	610	R							NA			NA		08/06/200
				To:		US 58									
	0.80	30	R	From:		Dead End				NA			NA		08/12/200
709	0.00	30	IX	To:		41-708				INA			INA		00/12/200
				From:		North Carolina State	Line								
710	2.10	80	R							NA			NA		08/12/200
				To:		41-711									
711)	3.83	380	F	97%	0%	41-699 2% 1%	1%	0%	F	0.094	F	0.533	390	F	2002
711)	0.00		•	To		41-655	1 /0		· 	5.554	•	2.000		•	2002
711)	4.10	540	F	97%	0%	2% 1%	1%	0%	F	0.125	F	0.58	540	F	2002
				To: From:		41-710									
(711) (711) (711)	0.20	470	F	97%	0%	2% 1%	1%	0%	F	0.112	F	0.527	470	F	2002
				To: From:		41-707		ŀ							
(711)	2.79	370	F	97%	0%	2% 1%	1%	0%	F	0.125	F	0.509	370	F	2002
···				To-		US 501									

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Route	Length	AADT	QA	4Tire	Bus		3+Axle			-	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Halifax County				From:		;	SR 119									
712	2.32	100	R								NA			NA		08/12/2002
				To:			41-696									
712	0.70	60	R	From:		D	ead End				NA			NA		08/12/2002
713	0.10			To:			41-711				10,					00/12/200/
				From:		North Ca	rolina State	e Line								
714	1.30	580	R	To:			41.711				NA			NA		08/12/2002
				From:			41-711									
715	1.15	70	R	<u> </u>			ead End				NA			NA		1999
				To:			360 EAST									
745	0.50	80	R	From:		US :	360 WEST				NA			NA		1999
(715)	0.00			To:			41-716				1471			14/ (1000
				From:		;	SR 129									
716	3.03	4600	F	96%	0%	2%	1%	1%	0%	С	0.093	F	0.589	4600	F	2002
				From:			360; 41-82									
716)	2.49	570	F	90%	0%	3%	4%	2%	0%	F	0.092	F	0.593	570	F	2002
	2.20	220	_	From:			41-727		ļ		NIA			NIA		07/04/0004
716	2.20	330	R	_							NA			NA		07/31/2002
	5.10	30	R	From:			41-726				NA			NA		07/31/2002
716)	0.10			To:			SR 344									0170172001
716)	4.15	280	F	95%	0%	1%	2%	2%	0%	F	0.110	F	0.7	280	F	2002
				To:			41-803									
716	1.45	390	F	95%	0%	1%	2%	2%	0%	F	0.088	F	0.61	390	F	2002
				To: From:			41-721		-							
716	1.78	590	F	95%	0%	1%	2%	2%	0%	С	0.099	F	0.508	590	F	2002
				To: From:			US 360									
716	0.95	640	F	95% To:	0%	2%	1% CL Clover	2%	0%	F	0.111	F	0.587	640	F	2002
Town of Clover				I .		50	L Clover									
				From:			CL Clover									
716	0.17	700	F	95% To:	0%	2%	1%	2%	0%	F	0.098	F	0.581	710	F	2002
				10.		SKS	92; 41-100	4								
Halifax County				From:			41-716									
(717)	0.25	40	R								NA			NA		07/31/2002
				To:			ead End									
	2.50	80	R	From:			41-707				NA			NA		08/12/2002
718	2.50	00	IX.	To:			41-658				INA			INA		00/12/2002
				From:		;	SR 344									
(719)	3.70	50	R								NA			NA		07/31/2002
				To:			41-716									
Town of Scottsburg				From:		SR 3	344; 41-72	4								
(720)	0.46	420	R	<u> </u>							NA			NA		07/29/2002
				To:		ECL	Scottsbur	g								
Halifax County				From:		ECT	Scottsburg	α	ı							
(720)	0.70	340	R	<u> </u>		EUL	, Scousbul	5			NA			NA		07/29/2002
·				To:			41-827									
(720)	4.60	230	R	From:							NA			NA		08/21/2002
				To:			41-721									

						ax iviali ileriai ic	0 / 11 00								
Route	Length	AADT	QA	4Tire	Rue	Tru 'Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Halifax County				From:		41-721		+							
720	0.70	140	R	<u> </u>		41-721				NA			NA		07/29/2002
				To: From:		41-722]-							
(720)	1.10	180	R	To:		US 360; SR 92		1		NA			NA		07/29/2002
				From:		US 360; SR 92									
721)	0.25	220	R			03 300				NA			NA		07/29/2002
				To: From:		0.25 MW US 36	0	-							
721)	1.42	140	R	т		41.722				NA			NA		07/29/2002
(721)	0.79	60	R	From:		41-722				NA			NA		07/29/2002
				To: From:		41-720									
(721)	1.10	80	R	rioni.						NA			NA		07/29/2002
\bigcirc	2.22			From:		1.10 MW 41-72)	Ī							07/00/000
(721)	0.60	80	R	To:		41-716				NA			NA		07/29/2002
				From:		41-721									
722	1.10	40	R					-		NA			NA		07/29/2002
				To:		41-720									
700	1.50	60	R	From:		Dead End				NA			NA		1999
723)	1.50	00		To:		41-603		ĺ		INA			INA		1000
				From:		SR 344 NORTH	I	Î							
724	0.15	100	R							NA			NA		07/31/2002
				To: From:		41-878									
724)	1.54	40	R	To:		NCL Scottsburg	,			NA			NA		07/31/2002
Town of Scottsburg				<u>I</u>		TVCL Scousburg	<u> </u>	<u>l</u>							
				From:		NCL Scottsburg									0=10.110.00
(724)	0.36	40	R							NA			NA		07/31/2002
700	0.17	50	R	From:		0.36 ME OF NC	L	-		NA			NA		07/31/2002
(724)	0.17	- 50		To:		SR 344 S; 41-72	0			IVA			14/3		0110112002
Halifax County															
	0.29	140	R	From:	Not	rth Carolina State	Line			NA			NA		08/14/2002
725)	0.29	140	K	To:		SR 96		1		INA			INA		00/14/2002
				From:		41-716									
726	2.30	290	R							NA			NA		07/31/2002
				To:		SR 344									
	1.00	00	_	From:		Dead End				NIA			NIA		07/04/0004
727)	1.00	60	R	To:		41-716				NA			NA		07/31/2002
				From:		Dead End									
728)	0.45	47	R							NA			NA		07/29/2002
				To:		41-642									
\bigcirc	a =c	4000		From:	40/	41-716; 41-1323		001		0.005	-	0.000	1000	-	0000
729	2.72	1600	F	97%	1%	1% 0%	0%	0%	С	0.095	F	0.660	1600	F	2002
(720)	1.00	190	R	From:		US 360				NA			NA		1999
729	1.00	.50		To:		Dead End									
				From:		US 58 EAST									
730	4.48	330	R							NA			NA		1999
				To-		US 58 WEST									

					Ha	alifax Maintenanc									
Route Halifax County	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
(730)	0.16	90	R	From:		US 58 WEST				NA			NA		1999
(130)				To		41-601									
				From:		US 58									
731)	0.30	30	R							NA			NA		08/13/2002
				To:		Dead End									
\bigcirc				From:		41-602									
732	3.60	390	F	95% ™:	1%	3% 0%	1%	0%	С	0.103	F	0.675	390	F	2002
				From:		US 58									
700	1.80	50	R	rioiii.		41-604				NA			NA		08/13/2002
733	1.00	30	IX.	_						INA			INA		00/13/2002
	0.40	400		From:		41-602				NIA			NIA		00/40/000
733	2.10	180	R	To:		41 724 COLUTI				NA			NA		08/13/2002
				From:		41-734 SOUTH 41-654; 41-734 N									
(733)	0.80	70	R			,				NA			NA		08/13/2002
(100)				To:		41-737									
Town of Virgilina															
				From:		SR 49; SR 96									
(734)	0.56	1000	F	93%	1%	4% 0%	2%	0%	С	0.101	F	0.651	1000	F	2002
				To:		NCL Virgilina									
Halifax County															
			_	From:	40/	NCL Virgilina	201	201	_		_			_	
(734)	3.27	590	F	93%	1%	4% 0%	2%	0%	F	0.108	F	0.552	590	F	2002
				To: From:		41-602									
734)	0.17	300	R							NA			NA		08/13/2002
				To: From:		41-736									
734)	2.22	240	R	FIOIII.						NA			NA		08/13/2002
				To:		41-733 SOUTH									
724	1.11	120	R	From:		41-733 300 111				NA			NA		08/13/2002
734)				т		41 (01									00/.0/2002
	0.70	50	R	From:		41-601				NA			NA		08/13/2002
734	0.70	50	K	To:		Dead End				INA			INA		00/13/2002
				From:											
	2.20	60	В	From:		41-734				NIA			NΙΔ		00/40/2000
735	2.20	60	R	To:		41-606				NA			NA		08/19/2002
				From:											
	2.20	70	R	From:		41-737				NA			NA		08/13/2002
736	2.20	70	ĸ	To:		41-734				INA			INA		00/13/2002
				From:											
	0.30	140	R	rioni.		41-602				NA			NA		08/13/2002
737	0.30	140	ĸ	_						INA			INA		00/13/2002
	2.12			From:		41-736									001101000
737	2.10	140	R							NA			NA		08/13/2002
				From:		41-733									
737)	2.10	150	R							NA			NA		08/13/2002
				To:		41-601									
				From:		North Carolina State	Line								
738)	0.80	80	R							NA			NA		08/14/2002
				To: From:		SR 96									
738	3.70	170	R	riom:						NA			NA		08/14/2002
				To:		41-602									<u> </u>
720	0.79	200	R	From:		41-002				NA			NA		08/14/2002
(738)	0.73	200	1							14/7			INA		JUI 1712002
		400	_	From:		41-953				A1.0					00/44/225
738	3.82	180	R	T		41.650				NA			NA		08/14/2002
				To-		41-658									

					П	alifax Mair	iteriarice	Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Halifax County				From:		41	-621		1							
(739)	2.81	110	R				-				NA			NA		07/24/2002
				To-		41	-603									
\bigcirc				From:		North Carol	ina State	Line								1000
740	0.56	230	R								NA			NA		1999
	2.22	000	_	From:		41	-862				NIA.			NIA.		4000
740	0.26	280	R								NA			NA		1999
	1.55	220	R	From:		S	R 96				NA			NA		1999
740	1.55	220	K	_							INA			INA		1999
<u> </u>	2.75	140	R	From:		41	-863				NA			NA		1999
740	2.73	140	K	To:		41	-602				INA			INA		1999
				From:			-602		Ī							
741)	4.22	230	R			71	-002				NA			NA		08/19/200
				To:		41-65	8 EAST		1							
741)	0.20	720	F	96%	1%	2%	0%	1%	0%	С	0.092	F	0.648	720	F	2002
				To:			8 WEST									
741)	0.22	480	R	From:		00	0 11201				NA			NA		08/19/2002
				To:		41	-744									
				From:		US 58	WEST									
742	1.29	570	R								NA			NA		08/13/2002
				To: From:		41	-743									
742)	0.90	180	R	_							NA			NA		08/13/2002
				To:		US 5	8 EAST									
	0.00	000	_	From:		41	-744				N.1.A			NIA		4000
743	2.20	260	R	To:		41	-742				NA			NA		1999
				From:					1							
744	0.86	60	R			Dea	d End				NA			NA		1999
744)				To:		0.96 M	Dead En	J								
744)	0.04	70	R	From:		0.80 MIN	Deau En	u			NA			NA		1999
(744)				To:		C)	R 96									
744)	2.71	230	R	From:		31	X 90				NA			NA		1999
				To:		41	-602									
(744)	3.71	550	F	95%	1%	4%	0%	0%	0%	F	0.078	F	0.522	550	F	2002
							NORTH									
(744)	3.34	1300	F	From: 95%	1%	4%	0%	0%	0%	С	0.094	F	0.5	1300	F	2002
(744)				To			S 501									
744)	0.13	170	R	From:		0.	501				NA			NA		08/21/2002
				To:		41.	-1405		1							
744	0.41	320	R	From:		41	1405				NA			NA		08/21/2002
				To:		U	S 58									
				From:		41	-658									
745)	1.20	300	R								NA			NA		08/14/2002
				To:		41	-744									
Town of Clover				From:		CD 02-	41-1001		-							
(746)	0.48	1100	F	<u> </u>		SK 92;	+1-1001				0.085	F	0.505	1100	F	2002
7+0	J. 10			To:		WCL	Clover								•	
Halifax County																
			_	From:	_	WCL	Clover					_	_	_	_	
(746)	4.15	700	F	т			602				0.081	F	0.570	700	F	2002
				To:		41	-603									

					H	alifax Maintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru			- QC	Peak	QK	Dir	AAWDT	QW	Year
Halifax County	_					2Axle 3+Axle	1 I raii	21 raii		Hour		Factor			
			_	From:	201	41-603	10/	201	_		_			_	
(746)	3.92	690	F	92%	0%	2% 1%	4%	0%	С	0.097	F	0.578	690	F	2002
746	0.38	720	F	From:		41-616				0.081	F	0.613	730	F	2002
746	0.00	, 20	•	To:		Charlotte County I	ine			0.001	•	0.010	700		2002
				From:		US 58 EAST									
747)	1.06	130	R							NA			NA		1999
				To: From:		US 58 WEST									
(747)	2.10	70	R	To:		Dead End				NA			NA		1999
				From:											
749	2.50	190	R	110		41-603				NA			NA		07/22/2002
748				To:		41-644									0112212002
				From:		Dead End									
749	1.20	160	R							NA			NA		1999
				To:		SR 360									
	0.90	70	R	From:		SR 360				NA			NA		1999
750	0.90	70	K	To:		Dead End				INA			INA		1999
				From:		41-699		ĺ							
(751)	1.80	260	R							NA			NA		1999
				To: From:		US 58									
(751)	0.45	250	R	110						NA			NA		08/06/2002
				To: From:		41-798									
751)	2.95	80	R							NA			NA		08/06/2002
				From:		41-692									
(751)	0.80	200	R	To:		41.650				NA			NA		08/06/2002
				From:		41-658									
752	1.10	30	R	rioni.		Dead End				NA			NA		08/06/2002
752	1.10			To:		41-751									00/00/2002
				From:		41-667									
(753)	2.60	220	R							NA			NA		07/24/2002
				To: From:		41-899									
(753)	2.00	330	R	To:		41-832				NA			NA		07/24/2002
				From:											
754)	0.65	50	R	110111		41-644				NA			NA		07/22/2002
(04)				To:		Dead End									
				From:		41-643									
755	0.20	160	R			***				NA			NA		1999
				To:		US 501									
756	0.55	70	R	From:		41-832				NA			NA		1999
756				To:		A1 000				14/-1					
756)	0.25	70	R	From:		41-882				NA			NA		1999
				To:		41-675									-
				From:		Dead End									
757	1.70	100	R							NA			NA		07/24/2002
				To: From:		41-786									07/04/07/
757	0.30	200	R	To:		41-603				NA			NA		07/24/2002
				From:		Dead End		<u> </u>							
758	0.50	50	R	<u> </u>		Dead End				NA			NA		07/21/2002
				To:		41-623									

					Halliax Mairiteriance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	C)C:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Halifax County				From:	US 501	1						
759	1.68	80	R		03 301	1	NA			NA		1999
				To	Dead End	1						
				From:	SR 360]						
760	0.50	45	R				NA			NA		1999
				To:	Dead End							
	1.40	50	R	From:	41-621	j	NA			NIA		07/22/200
761)	1.40	50	ĸ	_		٦	INA			NA		07/22/200
	0.60	110	R	From:	41-851]	NA			NA		1999
761)	0.00	110	K	To:	US 501	1	INA			INA		1999
				From:	SR 96 WEST	1						
762)	0.30	120	R	<u> </u>	SK ye Wasi	1	NA			NA		1999
				To:	41-886	1						
762)	0.30	60	R	From:	11 000	1	NA			NA		1999
				To:	SR 96 EAST	1						
_				From:	41-677							
763)	0.70	60	R			-	NA			NA		1999
				To	Dead End							
\bigcirc				From:	North Carolina State Line							1000
764)	0.55	80	R	To:	41-693	1	NA			NA		1999
				From:		<u> </u>						
705	1.19	60	R	F1.0111	Dead End	j	NA			NA		07/24/20
765	1.15	00				1	IVA			IVA		01124120
	1.00	190	R	From:	1.19 ME Dead End	<u> </u>	NA			NA		07/24/20
765)	1.00	130	IX	To:	41-603	1	INA			INA		01124120
				From:	Dead End	i i						
766	1.10	90	R	<u> </u>	D that DAM	1	NA			NA		07/22/20
				To:	41-667	1						
				From:	Dead End							
767)	0.55	160	R	_			NA			NA		1999
				To:	SR 119							
	0.75	70	В	From:	Dead End	j	NIA			NΙΔ		1000
768)	0.75	70	R	To:	41-711	1	NA			NA		1999
				From:	Dead End							
769)	1.10	60	R		Dead End	j	NA			NA		1999
109				To:	41-751]						
				From:	Dead End							
770)	1.20	120	R			= =	NA			NA		07/31/20
				To:	41-676	<u> </u>						
$\widehat{}$				From:	Dead End							
771)	0.80	130	R	To:	41 (02, 41 (05	1	NA			NA		07/31/20
				From:	41-683; 41-685	1						
772)	1.15	70	R	rioni.	41-641	1	NA			NA		07/29/20
772	1.10			To:	Dead End	1				11/7		5.,20,20
				From:	41-658	- 						
773)	1.17	60	R		050	1	NA			NA		1999
				To	Dead End							
<u> </u>				From:	Dead End							
774	0.80	80	R	_		7	NA			NA		07/22/20
				To:	41-667	<u> </u>						

					iia	illiax iviali ileliali	SE AI Ca								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Halifax County				From:		US 501		1							
(775)	1.39	470	R	<u> </u>		05 301				NA			NA		08/14/2002
				To:		41-658									
\bigcirc	0.05	40		From:		41-734				NIA			NIA		00/40/0000
776	2.65	40	R	To:		41-734				NA			NA		08/19/2002
				From:		SR 40		1							
777	1.30	90	R	<u> </u>		233.10				NA			NA		07/22/2002
				To:		Dead End									
\bigcirc	4.00	200	-	From:		41-746				NIA			NIA		4000
778	4.80	220	R	To:		41-600		1		NA			NA		1999
				From:		41-697		1							
779	0.80	120	R	<u> </u>		11 021				NA			NA		1999
				To:		US 58									
\bigcirc				From:		Dead End									4000
(780)	1.00	60	R							NA	IA	NA	1999		
(780) (780)	1.40	90	R	From:		41-746				NA			NA		1999
(780)	1.40	90	K	To:		41-616				INA			INA		1999
				From:		Dead End		Ī							
(781)	1.75	110	R							NA			NA		1999
				To:		41-678									
782	0.05	40		From:		SR 344				NIA			NIA		00/04/000
	2.25	40	R	To-		Dead End		1		NA			NA		08/21/2002
				From:		US 501		1							
783	1.30	1300	F	98%	0%	1% 1%	0%	0%	С	0.088	F	0.517	1300	F	2002
				To:		41-651									
\bigcirc	4.70			From:		41-626									07/00/000
784) 1	1.70	30	R	To:		Dead End				NA			NA		07/22/2002
				From:		41-626		1							
(785)	0.32	45	R	<u> </u>		11 020			NA			NA		1999	
				To:		Dead End									
(786)				From:		41-649									0=1001000
	1.20	120	R	To:		41-757				NA			NA		07/22/2002
				From:		41-703		1							
(787)	0.65	100	R	<u> </u>		11 703				NA			NA		08/06/2002
				To		Dead End									
\bigcirc				From:		Dead End									
788	0.40	20	R	To:		41-711				NA			NA		08/12/2002
				From:		41-711									
789	1.00	120	R	<u> </u>		41-740				NA			NA		1999
				To:		Dead End									
				From:		Dead End									
790	1.30	50	R	To:		41.600				NA			NA		1999
				From:		41-609									
791)	0.39	200	R			41-832				NA			NA		1999
(131)				To:		41-840									
791)	0.60	140	R	From:		+1-0+0				NA			NA		1999
		-		To:		0.60 ME 41-84	0								

					Halifax Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peal I Hou	()K	Dir Factor	AAWDT	QW	Year
Halifax County				From:	0.60 ME 41-840	1					
791)	0.60	100	R			NA			NA		1999
				To:	Dead End						
\bigcirc	4.05	0.10		From:	41-658]					00/00/000
792	1.95	240	R	To:	Dead End	NA 1			NA		08/06/200
				From:	SR 360	<u> </u>					
793	0.44	50	R		SK 300	J NA			NA		1999
				To:	0.44 MS SR 360	1					
793)	0.36	50	R	From:	0.11 MB BR 300	NA			NA		1999
				To:	Dead End]					
				From:	41-733						
794)	1.00	280	R	_		NA			NA		08/13/20
				To:	41-601	<u> </u>					
	1 10	220	_	From:	Dead End				NIA		07/04/00
795)	1.40	330	R	To:	US 501	NA 1			NA		07/24/20
				From:	North Carolina State Line	I					
796	1.50	120	R		North Carolina State Line	J NA			NA		08/12/200
790)				To:	41-711	1					
				From:	41-711						
797)	2.70	320	R			NA			NA		08/12/20
				To:	41-658						
798				From:	Dead End						
	0.90	80	R	To:	41-751	NA 1			NA		08/06/20
				From:		<u> </u>					
(799)	0.40	120	R	FIOIII.	Dead End	J NA			NA		07/24/20
	0.10	.20	•••	To:	41-649	1					0172 1720
				From:	Dead End						
800 0.50	0.50	70	R			NA			NA		07/24/20
				To:	41-607						
		4.5		From:	41-729			NIA			
802	0.40	140	R			NA			NA		08/06/20
$\overline{}$				From:	41-1301	<u> </u>					
(802)	0.75	40	R	To:	Dead End	NA 1			NA		08/06/20
				From:		<u> </u>					
903	2.30	80	R	r toni.	41-716	J NA			NA		07/31/20
803)	2.00	00	• • • • • • • • • • • • • • • • • • • •	To:	Dead End	1			147 (01701720
				From:	Dead End						
804)	0.50	110	R			NA			NA		07/24/20
				To:	41-642						
\sim				From:	41-601						
805	0.30	50	R	To:	D 15.1	NA			NA		08/06/20
					Dead End	1					
200	0.31	40	R	From:	Dead End	J NA			NA		08/06/20
806	0.51	70	11	To:	41-716]			11/		33,00,20
				From:	Dead End	I					
807)	0.80	60	R		D van Diid	NA			NA		07/31/20
				To:	41-664; 41-675	1					
		_		From:	Dead End]		_			
808	0.52	60	R			NA			NA		1999
				To:	41-941						

1999 08/06/20 08/06/20 1999 1999 08/19/20 07/29/20
08/06/20 08/06/20 1999 1999 08/19/20
08/06/20 08/06/20 1999 1999 08/19/20
08/06/20 1999 1999 1999 08/19/20
08/06/20 1999 1999 1999 08/19/20
08/06/20 1999 1999 1999 08/19/20
1999 1999 1999 08/19/20
1999 1999 1999 08/19/20
1999 1999 1999 08/19/20
1999 1999 08/19/20 07/29/20
1999 1999 08/19/20 07/29/20
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07/29/20
07/29/20
07/29/20
07/29/20
07/29/20
07/22/20
07/04/0
07/24/20
08/14/20
07/24/20
07/00/0
07/22/20
08/06/20
08/19/20
07/22/20
00/40/00
08/19/20
08/12/20

					Halifax Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC P	eak our	QK	Dir Factor	AAWDT	QW	Year
Halifax County				From:	Dead End	1						
826	0.80	90	R		Dona Ziiu	_ 1	NΑ			NA		07/29/2002
\bigcup				To-	41-643; 41-814	<u></u>						
	1.50	440	_	From:	SR 344]	.1.0			NIA		07/24/2003
827	1.50	110	R	To:	41-720	, r 1	NΑ			NA		07/31/2002
				From:	Dead End							
828	0.70	70	R			1	NΑ			NA		07/31/2002
$\bigcup_{i=1}^{n}$				To:	41-659							
\bigcirc	2.22		_	From:	Dead End]						001401000
829	0.30	60	R			, -	NΑ			NA		08/12/2002
600	0.71	220	R	From:	41-693		NA			NA		1999
829	0.71	220	K	То:	SR 119	1 '	NA.			INA		1999
				From:	Dead End							
830	0.40	10	R			1	NΑ			NA		08/14/2002
				To:	US 501							
(831)	0.50		_	From:	41-615]						07/00/0000
	0.50	90	R	To:	Dead End	, 1	NΑ			NA		07/29/2002
				From:	41-642	<u>. </u>						
833	0.38	140	R	<u> </u>	41-042		NΑ			NA		07/24/2002
				To:	Dead End	1						
				From:	Dead End							
834)	0.63	80	R		44.60	1	NΑ			NA		07/22/2002
				To: From:	41-632	<u> </u>						
(025)	1.00	30	R	From:	41-753		NA			NA		07/24/2002
835	1.00	30		To:	Dead End	1 '	V /\			IVA		0112412002
836) 1.0				From:	US 58							
	1.00	48	R				NΑ			NA		08/06/2002
				To:	Dead End							
	1.00	200		From:	41-681]	.1.0			NA		07/20/2003
837	1.00	200	R	To:	Dead End	, 1	NΑ			INA		07/29/2002
				From:	41-748	! 						
838	0.75	40	R	<u> </u>		1	NΑ			NA		07/22/200
				To:	Dead End							
\bigcirc				From:	41-645]						
839	0.50	90	R	To:	Dood End	1 1	NΑ			NA		07/22/2002
				From:	Dead End							
840	0.70	70	R		Dead End		NΑ			NA		1999
040				To:	41-791	<u> </u>						
				From:	41-746]						
841)	0.80	60	R	_		1	NΑ			NA		07/31/2002
				To:	Dead End							
040	0.25	90	R	From	Dead End	J ,	NΑ			NA		07/29/2002
842	0.20	90	ĸ	To:	41-610	1	1 /\			INA		0112312002
				From:	US 501	Ī						
843)	0.52	80	R	1	~~~~	1	NΑ			NA		1999
				To-	Dead End	1						
\bigcirc		_	_	From:	41-832]						
844	0.60	40	R	To-	Dood End	1 T	NΑ			NA		07/24/2002
				10	Dead End	I						

					Halifax Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Halifax County				From:	Dead End	1						
(845)	0.30	40	R		Dead End	1	NA			NA		07/24/2002
				To:	41-832							
			_	From:	Dead End							
846)	1.00	10	R	To:	41-621	1	NA			NA		07/24/2002
				From:	US 501	<u> </u>						
(847)	0.06	470	R	<u> </u>	03 301	J	NA			NA		1993
(047)				To:	41-1313							
				From:	Dead End							
848)	0.63	80	R	. —		3	NA			NA		07/31/2002
				To:	41-682							
	0.30	30	R	From:	Dead End	j	NA			NA		07/31/2002
849	0.30	30	K	To:	41-662	1	INA			INA		07/31/2002
				From:	Dead End							
850	0.62	40	R	<u> </u>	Bead End		NA			NA		08/12/2002
				To:	41-711							
				From:	US 501							
851)	0.22	50	R			3	NA			NA		07/22/2002
				To-	41-761							
852	0.82	100	R	From:	41-744	j	NA			NA		08/19/2002
	0.62	100	K	To:	Dead End	1	INA			INA		00/19/2002
				From:	US 58							
853)	0.50	80	R		00 30		NA			NA		1999
				To	Dead End							
				From:	Dead End							
854)	0.15	60	R				NA			NA		1999
				From:	41-1410	}						4000
854)	0.09	70	R	Tai	D IF I C T	1	NA		NA		1999	
(854)				From:	Dead End; Gap Terminus US 360; Gap Terminus							
	1.20	390	R		•	_	NA			NA		08/21/2002
				To:	41-716							
(855)		_		From:	41-600							
	0.28	40	R	To:	D 1F 1	1	NA			NA		07/31/2002
				From:	Dead End							
(856)	0.60	30	R		41-624	_	NA			NA		07/22/2002
(650)				To:	Dead End							
				From:	US 58 Begin Loop							
857)	0.33	200	R			_	NA			NA		08/14/2002
				To-	End Loop							
\bigcirc				From:	Dead End							
858)	0.45	47	R	To:	41-745	1	NA			NA		08/14/2002
				From:		1 1						
859	0.60	250	R	<u> </u>	41-659	J	NA			NA		1986
				To:	Dead End							
				From:	Dead End							
860	0.50	80	R			-	NA			NA		07/31/2002
				To:	41-659	<u></u>						
\bigcirc	0.00		_	From:	Dead End]	NI A			h 1 A		07/04/0000
861)	0.80	60	R	To:	41-616	1	NA			NA		07/24/2002
				ı	41-010							

Route	Length	AADT	QA	4Tire	Halifax Maintenance AreaTruckBus 24 Add 4 Trail 2 Trail	Peak	QK Dir AA'	WDT QW	Year
Halifax County	_				ZAXIE 3+AXIE IITAII ZITAII	Hour	Factor		
	0.54	20	R	From:	SR 96	NA NA	ı	NA 0	8/14/2002
862	0.01			To	41-740	1			0, 1 1, 2002
				From:	Dead End				
863	0.48	40	R	To:	41.740	NA I	1	VA 0	8/14/2002
				From:	41-740 41-603				
864)	1.60	140	R		41-003	NA NA	1	NA 0	7/24/2002
				To:	Dead End				
\bigcirc	0.50	400		From:	US 501	N10			0/4 4/000/
865	0.50	120	R	To:	US 501	NA I	r	NA 0	8/14/200
				From:	US 501				
866	0.40	40	R			NA	1	NA 0	8/14/2002
				To:	US 501				
	0.65	90	R	From:	Dead End	NA		NA	1999
867	0.03	30	K	To:	41-610]	ı	NA	1999
				From:	SR 360				
868)	0.50	120	R	_		NA	1	NA 0.	7/29/2002
				Tn·	Dead End				
869	0.15	50	R	From:	Dead End	NA NA	h	NA 0	7/29/2002
	0.10			To:	41-641]	'		112012002
(870)				From:	Dead End				
	0.35	70	R	. —		NA	1	NA 0	7/24/2002
				From:	41-628				
871)	0.80	70	R	From:	Dead End	NA NA	1	NA	1999
		_		To:	41-642				
				From:	41-656				
72) 0.9	0.99	30	R	To:	Dead End	NA I	1	NA 0	8/06/2002
				From:	Dead End				
0.	0.32	140	R		Dead End	NA	1	NA 0	8/12/2002
				To:	41-707				
874)				From:	Dead End				
	0.20	20	R	To:	41-610	NA I	r	NA 0	7/29/2002
				From:	41-621				
875)	0.35	30	R			NA	1	NA 0	7/22/2002
				To:	Dead End				
070	0.65	48	R	From:	41-730	NA NA		NA 0	8/06/2002
876	0.00	70	- 1	To:	Dead End]	ı	1 /A	0/00/2002
				From:	US 501				
877)	0.14	80	R	. —		NA	1	NA	1986
				To: From:	Dead End	<u> </u>			
878)	0.65	70	R		41-724	I NA	1	NA 0	7/31/2002
0.0		-	-	To:	Dead End				
				From:	Dead End				
879	0.75	270	R	To:	110.260	NA I	1	NA 0	8/06/2002
				From:	US 360 41-653				
880	0.15	50	R	<u> </u>	41-033	I NA	1	NA 0	7/29/2002
(000)				To:	Dead End				

					Trailiax Warterlance / trea				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	Peak Hour	QK Dir Factor	AAWDT C	W Year
Halifax County				From:	US 58	 			
(881)	0.10	210	R	<u> </u>	03.38	NA		NA	08/06/2002
				To	41-703				
\bigcirc	0.00	20	_	From:	41-756	, NA		NIA	07/04/0004
882	0.90	20	R	To:	Dead End	NA T		NA	07/24/2002
				From:	Dead End				
883	0.12	40	R	_		NA		NA	08/21/2002
				To:	41-651				
	0.11	270	R	From:	41-1314	NA		NA	1993
884	0.11	210	K	т	41.1215	7		INA	1995
(884)	0.23	840	R	From:	41-1315	NA		NA	1993
884	0.20			To:	41-1309				
884	0.17	2200	R	From:	41-1309	NA		NA	1993
				To:	US 501; SR 129	1			
\bigcirc				From:	41-744	J			
885	0.50	60	R	To:	Dead End	NA 1		NA	08/14/2002
				From:	41-762				
886	0.25	40	R		1 1-702	NA NA		NA	08/14/2002
				To:	Dead End	1			
$\overline{}$				From:	SR 96 E; 41-896	J			
887)	0.30	40	R	To:	SR 96 WEST	NA 1		NA	08/14/2002
				From:	41-642				
888	1.40	140	R		71-072	NA NA		NA	07/24/2002
				To:	Dead End	1			
\bigcirc				From:	41-602	J			
889	0.80	50	R	To:	Dead End	NA 1		NA	08/13/200
				From:	Dead End				
890)	1.25	50	R	<u> </u>	Deut End	NA		NA	08/13/200
				To:	41-601	1			
\bigcirc	0.00		_	From:	SR 360]			07/00/000
891)	0.20	570	R			NA -		NA	07/29/2002
	0.25	220	R	From:	41-1501	NA		NA	07/29/2002
891)	0.23	220	IX.	To:	Dead End]		INA	0112312002
				From:	Dead End				
892	0.65	30	R			NA		NA	07/29/2002
				To:	41-626				
	0.60	80	R	From:	41-613	J NA		NA	1999
893	0.00	00	K	To:	Dead End	1		INA	1999
				From:	41-744				
894)	0.40	50	R			NA		NA	08/14/2002
				To:	Dead End				
	0.45	140	R	From:	Dead End] NA		NA	08/14/2002
895)	0.40	140	ĸ	To:	US 501]		INA	00/14/2002
				From:	SR 96 W; 41-887	<u> </u>			
896)	0.40	10	R			NA		NA	08/14/2002
				To:	SR 96 EAST				

					Hamax Mamtenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	QC Pea Ι Ηοι	()12	Dir Factor AAWDT	QW Year
Halifax County				From:	Dead End	1			
897)	0.35	90	R		Doug Eng	_ NA		NA	08/06/2002
				To:	41-658	<u></u>			
	0.35	70	R	From:	41-676	NA		NA	07/29/2002
898)	0.33	70	K	To:	Dead End]		NA	0772972002
				From:	41-753				
899	1.10	40	R			NA		NA	07/24/2002
				To:	Dead End				
901)	0.80	40	R	From:	SR 360	J NA		NA	07/29/2002
901)	0.00			To:	Dead End	1		101	0172072001
_				From:	Dead End				
902	0.70	40	R	. —		NA	<u>.</u>	NA	07/24/2002
				To: From:	41-739				
000	0.70	490	R	From:	Dead End	J NA		NA	07/29/2002
903	0.70	400		To:	SR 360; 41-653	1	1	10.0	0112012002
_				From:	US 501				
904	0.30	60	R	. —		NA		NA	08/14/2002
0				To:	Dead End	<u> </u>			
005	1.15	30	R	From:	US 501	J NA		NA	07/24/2002
905)	1.10	00		To:	Dead End]		10.0	0172-472002
				From:	41-626				
906)	0.30	30	R			NA		NA	07/22/2002
				To-	Dead End				
007	0.20	80	R	From:	US 501	J NA		NA	1999
907	0.20			To:	Dead End	1	1	10.0	1000
				From:	Dead End				
908)	0.30	5	R	. —		NA		NA	08/12/2002
				To:	41-696	1			
(909)	1.42	40	R	From:	41-706	J NA		NA	08/12/2002
909)	2			To:	Dead End	1	•		00/12/2002
				From:	Dead End				
910	0.45	40	R			NA		NA	07/31/2002
				To: From:	41-726				
011	0.20	40	R	rioiii.	41-711	J NA		NA	08/12/2002
911)				To:	Dead End	1	•		
				From:	Dead End				
912	0.60	40	R			NA		NA	07/24/2002
				To:	41-649				
012	0.50	40	R	From:	41-606	J NA		NA	08/19/2002
913)	0.00			To-	Dead End	1	•		00/10/2002
				From:	Dead End]			
914)	1.35	90	R			NA	ı	NA	1999
				To:	41-613	<u> </u>			
015	0.77	40	R	From-	41-832	J NA		NA	07/29/2002
915)	0.11	 -		To:	Dead End	1		IN/A	0112312002
				From:	Pittsylvania County Line				
916)	0.48	50	R			NA		NA	07/31/2002
				To:	Dead End	<u> </u>			

					Halifax Maintenance								
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1		\cap C	eak our	QK	Dir Factor	AAWDT	QW	Year
Halifax County				From:	US 501								
917)	0.23	140	R				1	NΑ			NA		07/22/2002
				To-	SR 40								
\bigcirc	0.75	000	-	From:	Dead End						NIA		07/00/0000
918)	0.75	320	R	To:	41-681		Γ	NΑ			NA		07/29/2002
				From:	ECL South Boston	<u> </u>							
919	0.43	300	R		Del boun Boston		1	NΑ			NA		08/06/2002
				To:	41-879								
\bigcirc				From:	41-744								
920	0.45	45	R	To:	41-744		ı	NΑ			NA		08/14/2002
				From:									
(021)	0.30	20	R	r tonii.	41-647		1	NΑ			NA		07/24/2002
921)	0.00		• • • • • • • • • • • • • • • • • • • •	To:	Dead End			• •			10.		0172 172002
				From:	SR 360								
922	0.11	140	R				1	NΑ			NA		07/29/2002
				To:	0.11 MN SR 360								
\bigcirc				From:	Dead End								
923	0.75	7	R	To:	41-693		ſ	NΑ			NA		08/12/2002
				From:									
924)	0.25	80	R	110	41-644		1	NΑ			NA		07/22/2002
924)	0.20		•••	To:	Dead End		•	••					0.722,2002
				From:	US 501								
925	0.23	70	R				1	NΑ			NA		08/14/2002
				To-	Dead End								
\bigcirc			_	From:	SR 360								0=10010000
926	0.60	20	R	To:	Dead End		Γ	NΑ			NA		07/29/2002
				From:	SR 344	 							
927)	0.80	50	R	<u> </u>	SK 344		ı	NΑ			NA		07/31/2002
921)				To:	Dead End								
				From:	Dead End								
928	0.40	50	R				1	NΑ			NA		08/14/2002
				To:	41-658								
	2.25	440	_	From:	Dead End								00/00/0000
929	0.25	110	R	To:	US 58		Γ	NΑ			NA		08/06/2002
				From:	41-654 WEST								
(930)	0.41	30	R	<u> </u>	41-034 WEST		ı	NΑ			NA		08/19/2002
930				То:	41-654 EAST								
				From:	US 58								
931)	0.51	1900	R				1	NΑ			NA		08/14/2002
				To: From:	Dead End 41-939								
931)	0.12	960	R	<u> </u>	41-939		1	NΑ			NA		08/14/2002
(601)				То:	Dead End								
				From:	Dead End								
932	0.55	50	R				1	NΑ			NA		07/22/2002
				To-	41-626								
\bigcirc	4.40		_	From:	41-606			.14			N 1 A		00/40/0000
933)	1.10	60	R	To:	41-604		ſ	NΑ			NA		08/13/2002
				From:	41-832								
934)	0.17	30	R		41-832		ı	NΑ			NA		07/29/2002
304)	2,			To:	41-832		•						

					namax Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC H	eak our	Dir ÇK Factor	AAWDT	QW	Year
Halifax County				From:	Dead End	1					
935	0.30	50	R			_ 1	NA		NA		08/06/2002
				To:	41-716	<u> </u>					
600	0.71	50	R	From:	Dead End]	۱A		NA		07/24/2002
936	0.71	30	IX	To:	41-673] '	1 /1		INA		0112412002
_				From:	Dead End						
937	0.44	60	R	To:	41.696	1	NA		NA		07/29/2002
				From:	41-626 41-654	<u> </u>					
938	0.13	70	R	<u> </u>	41*004	1	NΑ		NA		08/19/2002
				To:	Dead End	1					
\bigcirc	0.00	0000	_	From:	41-931]	1.4		NIA		00/44/0000
939	0.93	3000	R	To:	US 58	, r 1	۱A		NA		08/14/2002
				From:	Dead End						
940	0.25	50	R			1	NA		NA		08/19/2002
				To:	41-654						
(M)	0.35	60	R	From:	Dead End]	NA		NA		07/22/2002
941)	0.00			To	41-808]	•/ •		147 (0112212002
				From:	Dead End]					
942	0.64	80	R	To:	41.716	1	NA		NA		08/06/2002
				From:	41-716	<u> </u>					
943)	0.08	40	R	<u> </u>	Pittsylvania County Line	1	NA		NA		08/06/2002
<u></u>				To-	Dead End	1					
\bigcirc				From:	Cul-de-Sac]					1000
944)	0.25	70	R	To:	41-716	, r 1	NA		NA		1999
				From:	41-659	<u>. </u>					
945)	0.32	45	R			1	NΑ		NA		07/31/2002
				To:	41-659						
948)	0.29	60	R	From:	41-611 SOUTH]	۱A		NA		07/24/2002
(948)	0.20	00	- 1	To:	41-611 NORTH	1 '	1/1		IVA		0112412002
_				From:	Dead End						
949	0.20	60	R	. —		1	NA		NA		08/14/2002
				To: From:	41-744	<u> </u>					
950)	0.25	50	R		US 58	1	۱A		NA		08/06/2002
000				To:	Dead End						
				From:	41-738						
953	0.50	20	R	To:	Dead End	ן ד	۱A		NA		08/14/2002
				From:	Dead End	<u>. </u>					
955)	0.21	48	R	<u> </u>	Dent 23th	1	NA		NA		08/06/2002
$\bigcup_{i=1}^{n}$				To	US 58	<u> </u>					
<u> </u>	0.42	20	Ь	From:	Dead End]	۱A	<u> </u>	NA		07/31/2002
960	0.43	20	R	To:	SR 344	, r	N/A		INA		0113112002
				From:	41-841						
965	0.41	50	R	_		1	NA		NA		07/31/2002
				To:	Dead End	<u> </u>					
(000)	0.04	690	R	From:	Dead End	J ,	۱A		NA		07/29/2002
980				To:	41-626; 41-937	<u> </u>			11/7		
							_				_

					Halifax Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Tra		Peak Hour	(.)K	Dir Factor	AAWDT	QW	Year
Halifax County				From:	41-706	1						
990)	0.13	70	R			_	NA			NA		08/12/2002
				To:	Dead End							
Town of Clover				From:	SR 92; 41-746							
(1001)	0.08	160	R	To:	41-1003	_	NA			NA		07/31/2002
				From:	41-746	l						
(1002)	0.09	490	F	To:	an oa	_	0.093	F	0.588	490	F	2002
				From:	SR 92 Dead End	i						
1003	0.15	70	R		Dead End		NA			NA		1999
	0.40			To: From:	41-1001]—						4000
(1003)	0.10	60	R	To:	Dead End	7	NA			NA		1999
Halifax County												
(1004)	0.30	20	R	From:	Dead End		NA			NA		07/31/2002
1004)				To:	SCL Clover							
Town of Clover				From:	SCL Clover	1						
(1004)	0.11	80	R			_	NA			NA		1999
				To: From:	SR 92; 41-716							
1005	0.23	80	R	Pioni.	SCL Clover		NA			NA		1999
				To:	41-1002							
(1006)	0.05	410	R	From:	Dead End		NA			NA		1999
(1006)	0.00	710		To:	41-746					107		
Halifax County				From:	41-783							
(1030)	0.51	280	R	<u> </u>	41-/63	_	NA			NA		1999
				To:	Cul-de-Sac							
(1035)	0.52	NA		From:	41-01036(B)/		NA			NA		
				To:	US-00501(B)/OCCONEECHEE TRAIL]						
	0.41	NA		From:	Cul-de-Sac/		NA			NA		
1036	0.41	INA		To:	Cul-de-Sac/		INA			NA .		
Town of Halifax				From:	41.1104							
(1101)	0.08	120	R		41-1104	_	NA			NA		1999
				To: From:	41-1103	_						
(1101)	0.15	250	R	To:	SR 360	_	NA			NA		1999
				From:	Dead End	i						
(1102)	0.06	30	R				NA			NA		1999
	0.00	470		To- From:	41-1104					NIA.		4000
(1102)	0.08	170	R	Te	41 1102	_	NA			NA		1999
(1102)	0.23	410	R	From:	41-1103		NA			NA		1999
				To:	SR 360	1						
(1103)	0.06	40	R	From:	Dead End		NA			NA		1999
1103	0.00	70	11	To:	41-1101		11/7			1 1/1		1000
(1103)	0.10	140	R	From:		_	NA			NA		1999
				To:	41-1102							

					Halifax Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(:	eak lour	QK Dir Factor	AAWDT QV	V Year
Town of Halifax				From:	41-1102	i				
(1103)	0.11	80	R		71-1102		NA		NA	1999
				To:	41-1116					
				From:	Dead End					
(1104)	0.10	40	R			ا	NA		NA	1999
				From:	41-1117]				
1104	0.06	70	R			١	NA		NA	1999
				From:	41-1101	}				
(1104)	0.11	90	R	To:	41-1102	1	NA		NA	1999
				From:						
4405	0.10	750	R	rioni.	SR 360	j	NA		NA	1999
(1105)	0.10	700	• • • • • • • • • • • • • • • • • • • •	Ta	41.1106	1			101	1000
4405	0.11	440	R	From:	41-1106		NA		NA	1999
(1105)	0.11	440	• • • • • • • • • • • • • • • • • • • •	Ta	41 1100	1			101	1000
4405	0.02	420	R	From:	41-1109		NA		NA	1999
(1105)	0.02	420	• • • • • • • • • • • • • • • • • • • •	Ta	41 1115 COUTH	1			101	1000
(405)	0.09	270	R	From:	41-1115 SOUTH		NA		NA	1999
(1105)	0.03	2.0				,	14/7		IVA	1000
	0.02	20	R	From:	41-1113]	NA		NA	1999
1105	0.02	20	K	To:	Dead End; Gap Terminus	1	INA		INA	1999
				From:	41-1105					
(1106)	0.08	310	R	<u> </u>	41-1103	<u>.</u>	NA		NA	08/19/2002
(1100)				To:	US 501]				
				From:	Dead End					
1107	0.12	70	R	-		•	NA		NA	1999
				To: From:	41-1112					
(1107)	0.03	190	R	From:		•	NA		NA	1999
				To:	US 501					
				From:	Dead End					
1108	0.18	230	R	_		•	NA		NA	1999
				To:	US 501					
	0.00	50	_	From:	Dead End	J	N 1 A		NIA	4000
(1109)	0.06	50	R	To:	41-1105	1	NA		NA	1999
				From:						
(1110)	0.16	700	R		41-1111	J	NA		NA	08/19/2002
(1110)	0.10			To:	US 501	1				00/10/2001
				From:	US 501					
(1111)	0.04	1200	R		2222	.	NA		NA	08/19/2002
\bigcup				To:	41-1110					
1111)	0.06	90	R	From:		<u>.</u>	NA		NA	1999
$\bigcup_{i=1}^{n}$				To:	Dead End]				
				From:	NCL Halifax					
1112	0.22	90	R				NA		NA	1999
				To:	41-1107	<u> </u>				
		465	_	From:	41-1114]				
1113	0.03	180	R	To:	41 1105	1	NA		NA	1999
					41-1105	l				
	0.05	460	Б	From:	41-1113	j	NΙΛ		NI A	1000
(1114)	0.05	160	R			•	NA		NA	1999
$\overline{}$	2.22	40		From:	41-1115	 	N 1 A		N1 A	4000
(1114)	0.08	49	R	To:	Cul do Soo	1	NA		NA	1999
]	Cul-de-Sac	<u> </u>				

					Halifax Maintenance Area					
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trai	\cap C	eak Our	Dir Factor	AAWDT C	QW Year
Town of Halifax						•				
(1115)	0.51	90	R	From:	41-1105 SOUTH	J	Α		NA	1999
(119)				To:	41-1114	1				
	• • • • • • • • • • • • • • • • • • • •		_	From:	Dead End]				
(1116)	0.11	45	R	To:	41-1103	N 1	A		NA	1999
				From:	Dead End	l				
1117	0.06	30	R	_		N	Α		NA	1999
				To:	41-1104					
(1118)	0.13	130	R	From:	Dead End	J	Α		NA	1999
(1118)	0.10			To:	US 501	1				1000
				From:	SR 360					
1119	0.73	270	R	To:	Cul-de-Sac	N 1	A		NA	1999
				From:	Dead End	I				
(1120)	0.08	180	R	<u> </u>	Dead End	N	Α		NA	1999
				To:	US 501					
Halifax County				From:	41-651	<u> </u>				
(1121)	0.19	70	R	<u> </u>	41-031	N	Α		NA	1999
				To:	Dead End					
Town of Halifax				From:	170 501					
(1122)	0.05	830	R	FIOIII.	US 501	J N	Α		NA	1999
(1122)				To:	Dead End]				
Halifax County						1				
(1130)	0.17	40	R	From:	Dead End	J	Α		NA	08/06/2002
(1130)				To:	41-659	1				00/00/2002
Town of Virgilina						1				
(1201)	0.10	100	R	From:	41-1205	J	Α		NA	1999
(1201)	0.10			To:	41-734		, ,			1000
(1201)	0.13	70	R	From:	41-734	N	Α		NA	1999
				To:	Dead End					
\bigcirc	0.40		_	From:	41-1205		^		NIA	4000
(1202)	0.10	60	R			7	Α		NA	1999
(1202)	0.09	60	R	From:	41-734		A		NA	1999
(1202)				To:	41-1209	1				
1202	0.01	50	R	From:		N	Α		NA	1999
				To: From:	0.01 ME 41-1209]				
1202	0.11	60	R			N	A		NA	1999
				To:	Dead End					
(1203)	0.07	30	R	From:	41-1207	N L	A		NA	08/19/2002
(1203)	3.01			To:	41-1205	· · ·	-			20072002
1203	0.36	110	R	From:	TI-1203	N	Α		NA	1999
				To:	41-1208	<u></u>				
\bigcirc	0.00	22		From:	41-1205		^		NIA	00/40/0000
1204	0.09	30	R	To:	SR 49	7 7	Α		NA	08/19/2002
				From:	North Carolina State Line	1				
(1205)	0.16	60	R	_		N	Α		NA	08/19/2002
\sim				To	SR 96					

					Haillax Maintenance Area								
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2	Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Virgilina				From:	SR 96	1							
(1205)	0.28	50	R		22.7.			NA			NA		08/19/2002
				To-	41-1201								
\bigcirc	0.40	50	_	From:	SR 49			NIA			NIA		00/40/2000
(1206)	0.10	50	R	To:	41-1203	i		NA			NA		08/19/2002
				From:	SR 96								
(1207)	0.09	48	R	<u> </u>	22.7.			NA			NA		08/19/2002
				To:	41-1203								
\bigcirc	0.40		_	From:	41-1203								4000
(1208)	0.10	40	R	To:	SR 49			NA			NA		1999
				From:	SR 49								
(1209)	0.09	60	R	<u> </u>	5K 47			NA			NA		1999
				To:	41-1203								
(1209)	0.10	40	R	From:	11 1203			NA			NA		1999
				To:	41-1202								
				From:	Dead End								
(1210)	0.09	40	R	To:	OD OC			NA			NA		08/19/2002
				10.	SR 96	ļ							
Halifax County				From:	41-734	I							
(1220)	0.20	30	R					NA			NA		08/19/2002
				To:	Dead End								
\bigcirc	2.12		_	From:	41-729								4000
1301	0.12	380	R					NA			NA		1999
	2.22			From:	41-1302								4000
(1301)	0.20	230	R	To:	41-802			NA			NA		1999
				From:	41-1301	1							
(1302)	0.13	100	R	<u> </u>	41-1301			NA			NA		1999
1002)				To:	41-1303								
_				From:	41-729								
1303	0.12	220	R					NA			NA		1999
				From:	41-1302								
(1303)	0.14	100	R	To:	D1E1			NA			NA		1999
				From:	Dead End								
(1304)	0.09	150	R		41-614			NA			NA		08/21/2002
(1304)				To:	41-1305								
				From:	Dead End								
1305	0.16	50	R					NA			NA		08/21/2002
				To:	41-1312								
	0.04	370	R	From:	US 501			NA			NA		1999
1306	0.04	3/0	K					INA			INA		1999
	0.32	220	R	From:	41-1307 SOUTH			NA			NA		1999
1306	0.52	220	1	To-	41-1307 NORTH	1		11/7			INA		1333
				From:	Dead End	Ī							
(1307)	0.10	60	R		** **			NA			NA		1999
				To: From:	41-1306 SOUTH	<u> </u>							
(1307)	0.08	190	R					NA			NA		1999
				To:	41-1306 NORTH								
\bigcirc			_	From:	41-614 NORTH								4600
1308	1.03	200	R	To:	41-614 SOUTH			NA			NA		1999
					41-014 SOUTH								

						ifax Maintenand									
Route	Length	AADT	QA	4Tire	Rue	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Halifax County															
(1309)	0.08	46	R	From:		41-884				NA			NA		1999
(1309)	0.00	70		To		Dead End				IVA			14/4		1555
				From:		41-1305									
1312	0.06	40	R							NA			NA		08/21/2002
				To:		Dead End									
	0.02	30	R	From:		Dead End				NA			NA		1999
(1313)	0.02	30	K	т		41.045				INA			INA		1999
(1242)	0.13	110	R	From:		41-847				NA			NA		1999
(1313)	55			To:		Dead End									
				From:		41-1316									
1314)	0.11	90	R							NA			NA		1999
				To-		41-884									
	0.16	140	R	From:		Dead End				NA			NA		1999
1315	0.16	140	K							INA			INA		1999
(1)	0.13	330	R	From:		41-1316				NA			NA		1999
(1315)	0.10	330		To		41-884				14/3			INA		1000
				From:		41-1314									
1316	0.07	70	R							NA			NA		1999
				To:		41-1315									
\bigcirc	0.00	200		From:		41-716				NIA			NIA		1000
(1320)	0.08	300	R	_						NA			NA		1999
	0.07	60	R	From:		41-1321				NA			NA		1999
(1320)	0.07	00	K	To:		Cul-de-Sac				INA			INA		1999
				From:		41-1320		Ť							
(1321)	0.14	180	R							NA			NA		1999
$\bigcup_{i=1}^{n}$				To:		41-1322									
(1321)	0.03	250	R	-				<u>-</u>		NA			NA		1999
				To: From:		41-1324									
(1321)	0.11	170	R	To:		41 1222				NA			NA		1999
				_		41-1323		<u> </u>							
(1322)	0.07	340	R	From:		41-716				NA			NA		1999
(1322)	0.07	0.0		To:		41-1321									
				From:		41-716; 41-729)								
1323	0.09	190	R							NA			NA		1999
				To:		41-1321									
	0.37	150	R	From:		41-1321				NA			NA		1999
(1324)	0.37	150	K	To:		Cul-de-Sac				INA			INA		1999
				From:		41-659		1							
(1330)	0.08	360	R							NA			NA		1999
$\bigcup_{i=1}^{n}$				From:		41-1331 SOUTI	Н	<u> </u>							
(1330)	0.29	130	R							NA			NA		1999
				To:		41-1331 NORTI	H								
\bigcirc	0.05	40	В	From:		Cul-de-Sac				NIA			NIA		1000
(1331)	0.05	10	R							NA			NA		1999
	0.30	60	R	From:		41-1330 NORTI	H			NA			NA		1999
(1331)	0.50	JU	^	Tar		44 4000				INA			INA		1333
	0.07	160	R	From:		41-1332				NA			NA		1999
(1331)				To:		41-1330 SOUTI	Н								

					Halifax Maintenance Area					
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	(1)(,	Peak Hour	QK Dir Factor	AAWDT QW	Year
Ialifax County				From:	41-1330 SOUTH	1				
1331)	0.19	100	R		41-1550 300 111	J	NA		NA	1999
				To	41-682	1				
\sim				From:	Cul-de-Sac]				
1332	0.06	60	R	To:	41 1221	1	NA		NA	1999
				From:	41-1331	<u> </u>				
1336)	0.13	220	R		41-1338	J	NA		NA	1999
1330)	55			To:	41-1337					
1336)	0.21	500	R	From:	41-1337	J	NA		NA	1999
				To:	41-1339	1				
1336	0.06	660	R	From:	12 000%	_	NA		NA	1999
				To:	41-654					
\sim				From:	Dead End					
1337	0.06	50	R			_	NA		NA	1999
	0.05	47		From:	41-1336]	NI A		NIA	4000
1337	0.05	47	R	To:	Dead End	1	NA		NA	1999
				From:	Cul-de-Sac	I				
1338	0.33	260	R		Cur-de-Sac	1	NA		NA	1999
				To:	41-1336	1				
				From:	Cul-de-Sac					
1339	0.13	70	R	To:	41.1006	1	NA		NA	1999
				From:	41-1336	<u> </u>				
1349)	0.27	300	R	FIOIII.	US 501	j	NA		NA	1999
1349)	0.27	000		To:	Cul-de-Sac]	1471		10/1	1000
				From:	Dead End					
1401)	0.08	70	R			_	NA		NA	1999
<u> </u>				To: From:	41-1404	 				
1401)	0.08	130	R				NA		NA	1999
				To: From:	41-1403	<u> </u>				
1401)	0.08	300	R				NA		NA	1999
$\widehat{}$				To: From:	41-1402]				
1401)	0.17	390	R	To:	110.50	1	NA		NA	1999
				From:	US 58	<u> </u>				
1402)	0.05	20	R		41-1401	J	NA		NA	1999
1402				To:	Cul-de-Sac	1				
				From:	Dead End					
1403	0.22	60	R			_	NA		NA	1999
				To: From:	41-1406					
1403)	0.07	190	R	_			NA		NA	1999
				To: From:	41-1401]				
1403)	0.04	50	R	Tar	P IF I	1	NA		NA	1999
				To:	Dead End	<u> </u>				
1404)	0.05	40	R	From:	41-1401	J	NA		NA	1999
1404)				To:	Dead End	<u></u>				
				From:	Dead End					
1405	0.34	110	R			-	NA		NA	1999
				To	41-744	<u> </u>				
$\overline{}$			_	From:	Dead End]	N 1.0			100-
1406	0.08	70	R	To:	41-1403	1	NA		NA	1999
					41-1403	<u> </u>				

					Halifax Mainten	ance Area							
Route	Length	AADT	QA	4Tire	Rue	-Truck Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Halifax County													
	0.20	90	R	From:	Dead E	nd		NA			NA		08/21/2002
(1407)	0.20	30	IX.	To-	41-140	6		INA			INA		00/21/2002
				From:	41-854								
1410	0.27	280	R					NA			NA		1999
<u> </u>				To:	US 360	0							
\bigcirc	0.44	400		From:	41-150	2							1000
(1501)	0.14	130	R	To:	41-891			NA			NA		1999
				From:	Cul-de-S								
1502	0.06	40	R		eur-ue-g	ide		NA			NA		1999
				To:	41-150	1							
1502	0.08	50	R	From:				NA			NA		1999
				To:	Dead E	nd							
				From:	Halifax High	School							
9180	0.88	1800	R	To:	CD 120			NA			NA		1999
				From:	SR 129								
9181)	0.12	260	R	From:	41-918	2		NA			NA		1999
(9181)	0.12	200	• • • • • • • • • • • • • • • • • • • •	To:	41-612	2		14/ (147 (1000
Town of Virgilina				•									
				From:	41-122	0							
(9182)	0.09	150	R	To:	41.010	. 1		NA			NA		1999
				10.	41-918	1							
Halifax County				From:	41-832	2							
9183	0.10	250	R					NA			NA		1999
				To-	41-832	2							
\bigcirc				From:	41-658	}							
9184	0.08	120	R	To:	41.656	9		NA			NA		1999
				From:	41-658								
9185)	0.16	120	R		Dead E	10		NA			NA		1999
(9103)	00			To:	41-658	3							
				From:	US 50	1							
9187	0.06	160	R					NA			NA		1999
				To:	US 50	1							
Town of Halifax				From:	Dead E	nd [
9188	0.05	320	R	<u> </u>	Dead El	Id		NA			NA		08/27/2002
				To:	SR 360	0							
Halifax County													
	0.11	210	R	From:	Dead E	nd		NA			NA		1999
9189	0.11	210	K	To:	SR 344	4		INA			INA		1999
				From:	Dead E								
9509	0.43	1000	R					NA			NA		1999
				To:	0.43 ME Dea	ad End							
9509	0.16	1300	R	riom:		_		NA			NA		1999
				To-	US 50	1							
\bigcirc		.=-	_	From:	US 50	1							
9822	0.06	150	R	To:	US 50	1		NA			NA		1999
				From:									
(0823)	0.09	770	R		US 50	1		NA			NA		1999
9823				To-	0.09 MN U	S 501							

					Н	alifax Maintenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Halifax County				From:											
	0.17	620	R	From:		0.09 MN US 50	l			NA			NA		1999
(9823)	0.17	020		To		41-9184				INA			INA		1000
				From:		41-678		1							
9848)	0.08	460	R							NA			NA		1999
				To:		41-678									
				From:		41-677									
9949)	0.06	200	R							NA			NA		1999
				To:		41-677									
Town of South Boston				From:		Edmunda St		1							
1 Railroad Ave	0.36	750	F	96%	1%	Edmunds St 1% 1%	1%	0%	F	0.090	F	0.526	800	F	2002
(1) Railroad Ave	0.00		-	T	.,,		.,,		•	0.000	•	0.020		•	
1 Railroad Avenue	0.18	840	F	From: 96%	1%	Summit Dr 1% 1%	1%	0%	F	0.104	F	0.529	890	F	2002
Railroad Avenue	0.10	040	•	To:	1 /0	Seymour Dr	1 /0	070		0.104	•	0.020	000	Ī	2002
				From:		Seymour Dr		1							
2 Riley Ave	0.16	1100	F	99%	0%	1% 0%	0%	0%	F	0.098	F	0.504	1200	F	2002
2 Riley Ave	00		-	To:	0,0	Vaughan St	0,0	7,0	•	0.000	•	0.00	00	•	
				From:		Railroad Ave		1							
3 Seymour Dr	0.11	1700	F							0.109	F	0.567	1800	F	2002
130				To:		Thomas St									
				From:		Riley Ave		Ī							
4 Vaughan St	0.35	850	F	97%	1%	2% 1%	0%	0%	С	0.104	F	0.5	900	F	2002
130/				To:		Pine Ave									
				From:		Wilborn Ave									
5 Webster St	0.61	950	F	98%	0%	1% 0%	0%	0%	С	0.092	F	0.606	1000	F	2002
131)				To-		North Main St									
				From:		US 501; 3RD S	[
6	0.14	1200	F							0.123	F		1200	F	2002
				10:		1US 501-P		!							
O 5 1177 5 1	4.40		_	From:	00/	WCL South Bost		00/	_	0.005	_	0.545	0500	_	0000
4700 Berry Hill Rd	1.13	2300	F	98%	0%	1% 0%	0%	0%	С	0.095	F	0.517	2500	F	2002
				From:		Wilmoth Ave									
Berry Hill Rd	0.20	3400	F	98%	0%	1% 0%	0%	0%	F	0.101	F	0.530	3600	F	2002
				To: From:		Summit Dr		•							
Edmunds St	0.06	3500	F	97%	0%	2% 0%	0%	0%	F	0.088	F	0.524	3700	F	2002
				To: From:		Railroad Ave									
Edmunds St	0.45	1900	F	97%	0%	2% 1%	0%	0%	С	0.102	F	0.589	2000	F	2002
130/				To:		Wilborn Ave									
4700) Edmunds St	0.54	960	F	99%	0%	0% 0%	0%	0%	С	0.110	F	0.568	1000	F	2002
Edmunds St				To:		North Main St									
				From:		Seymour Dr				-					
4701 Marshall Ave	0.15	1000	F	97%	1%	2% 0%	0%	0%	F	0.132	F	0.546	1100	F	2002
130/				To:		Fenton St									
4701) Marshall Ave	0.41	1300	F	97%	1%	2% 0%	0%	0%	С	0.133	F	0.582	1400	F	2002
Marshall Ave				To:		Hodges St									
				From:		SCL South Bosto	n							-	-
4702 Hamilton Blvd	0.37	3000	F	97%	0%	1% 0%	0%	0%	С	0.102	F	0.653	3200	F	2002
130/				To:		Wilborn Ave									
4702) Hamilton Blvd	0.70	6100	F	From:		WHOOIH AVE				0.097	F	0.565	6400	F	2002
(4702) Hamilton Blvd	50		•	т		AT -1 75 . =				5.501	•	0.500	2100	•	_002
Hamilton Plud	1 26	6100		From: 94%	0%	North Main St 2% 1%	3%	O0/-	С	0.004	F	0.538	6400	F	2002
(4702) Hamilton Blvd	1.26	6100	F	94% To:	U 70	2% 1% US 360	370	0%	C	0.094	۲	0.538	6400	Г	2002
						US 300									

Route	Length	AADT	QA	4Tire	Bus	Truck			QC	Peak	QK	Dir	AAWDT	QW	Year	
	Lengui					2Axle	3+Axle	1Trail	2Trail	QC	Hour	ωr	Factor	AAVVDI	QVV	i cai
Town of South Boston																
A VIII VA NAMA A VIIVA				From:		Nort	h Main St									
4704 College St	0.80	1300	F	97%	0%	2%	0%	0%	0%	С	0.095	F	0.504	1400	F	2002
130				To:		Cav	alier Blvd									
-				From:		Nort	h Main St		1							
4710 Jeffress St	0.20	1000	F	96%	2%	1%	0%	0%	0%	С	0.112	F	0.55	1100	F	2002
130				To:		Fe	enton St									
(4710) Fenton St		710	F	From:		Je	ffress St				0.136	F	0.553	750	F	2002
	0.19			95%	4%	1%	0%	0%	0%	С						
				To:		Mai	shall Ave									
		2800	F	From:		Edi	nunds St			С	0.102	F	0.542	3000	F	2002
4713 Watkins Ave	0.61			97%	0%	2%	1%	1%	0%							
				To:		Sey	mour Dr									
				From:	Llewellyn Avenue						0.115	F	0.557	680	F	2002
College Street		680	F													
				To:		Washir	gton Aven	ue								
Ridge Street		440	F	From:		Sprii	ng Avenue		Ī	<u> </u>		F	0.577	440	F	2002
				-		•					0.118					
				To:		Alder	son Avenu	e								