### 2002

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

where available

### **Jurisdiction Report**

**12** 

Brunswick County
Town of Alberta
Town of Brodnax
Town of Lawrenceville

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 30<sup>th</sup> 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.

					Bru	nswick Mainten	ance Are	a							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Brunswick County				From:		M 11 1 C	, T.								
1	0.57	1700	G	94%	0%	Mecklenburg Cour 2% 1%	3%	0%	F	0.098	F	0.592	1700	G	2002
1	4.32	1500	G	From: 81%	1%	3% 3%	12%	0%	С	0.086	F	0.610	1500	G	2002
1	3.23	1700	G	From: 81%	1%	12-644 3% 3%	12%	0%	F	0.09	F	0.563	1700	G	2002
<u>(1)</u>	1.25	3000	G	From: 81%	1%	SR 46 Cochra	12%	0%	F	0.083	F	0.573	3000	G	2002
<u>(1)</u>	0.46	2600	G	From: 91%	1%	I-85 South of Al 3% 1%	berta 4%	0%	F	0.086	F	0.575	2600	G	2002
$\bigcirc$				To:		SCL Alberta	ì								
Town of Alberta				From:		GGT ATT		-							
1	1.55	1400	G	91% To:	1%	SCL Alberts 3% 1% NCL Albert	4%	0%	F	0.1	F	0.544	1400	G	2002
Brunswick County				<u> </u>		TVCE 7 HOCH	u								
~~~				From:		NCL Albert									
(1)	4.07	1200	G	91%	1%	3% 1% S 12-630	4%	0%	С	0.094	F	0.588	1200	G	2002
1	5.39	930	G	91% To:	1%	3% 1% Dinwiddie Count	4% y Line	0%	F	0.1	F	0.584	930	G	2002
				From:		North Carolina Sta									
(46)	6.59	1300	G	78%	1%	3% 1%	18%	0%	F	0.097	F	0.703	1300	G	2002
46	2.71	2200	G	78%	1%	3% 1%	18%	0%	F	0.083	F	0.791	2200	G	2002
46	4.26	2800	G	85%	1%	12-611 Brunsw 4% 1%	9%	0%	F	0.088	F	0.696	2800	G	2002
46	2.91	3300	G	85%	1%	12-715 4% 1%	9%	0%	F	0.094	F	0.657	3300	G	2002
Bus				From:		S US 58 Bu	S								
(46) (58)	0.16	8600	G	95% To:	1%	2% 1% CL Lawrencev	2% ille	0%	F	0.099	F	0.586	8600	G	2002
Town of Lawrenceville				From:											
46 58	0.80	8600	N	95%	1%	CL Lawrencev 2% 1%	2%	0%	N	0.099	N	0.586	8600	N	2002
46)	0.64	5700	G	From: 85% To:	1%	N US 58 BU 4% 1%	9%	0%	F	0.09	F	0.523	5700	G	2002
D				10.		NCL Lawrence	ville								
Brunswick County				From:		NCL Lawrence									
(46)	6.36	3800	G	85%	1%	4% 1% US 1	9%	0%	F	0.079	F	0.564	3800	G	2002
46	0.47	2400	G	85%	1%	4% 1%	9%	0%	F	0.08	F	0.516	2400	G	2002
46	7.35	1800	G	83%	1%	I-85 South of Al 3% 1%	13%	0%	F	0.084	F	0.571	1800	G	2002
46	4.71	1500	G	From: 83%	1%	S 12-616 3% 1%	13%	0%	F	0.086	F	0.592	1500	G	2002
Town of Brodnax				<u>"]</u>		Nottoway County	LIIIE								
~~				From:		WCL Brodna									
58	0.46	11000	N	80% To:	1%	2% 1% Brunswick Count		0%	N	0.077	N	0.51	11000	N	2002
58	0.72	10000	G	80% To:	1%	Mecklenburg Cour 2% 1% ECL Brodna	16%	0%	F	0.078	F	0.524	10000	G	2002
-						ECL Brodna	λ								

					Brui	nswick IV	laintena	ance Are	а							
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Brunswick County	I			From:		7.07			-							
~~	0.00	0000			40/		Brodnax		00/	_	0.400		0.550	0700	•	0000
58}	9.60	8900	Α	80%	1%	2%	1%	16%	0%	С	0.109	Α	0.552	8700	Α	2002
				To: From:			12-694		-							
58	2.97	9200	G	80%	1%	2%	1%	16%	0%	F	0.07	F	0.537	9000	G	2002
				To:		ET	IC 50 D									
~	2.04	44000	G	From:	10/		S 58 Bus	16%	00/	F	0.072	F	0.520	11000	G	2002
58)	3.04	11000	G	80%	1%	2%	1%	10%	0%	Г	0.073	Г	0.539	11000	G	2002
				To: From:		12-71	2 Edgerto	on	-							
58 }	6.92	8900	G	80%	1%	2%	1%	16%	0%	F	0.073	F	0.504	8800	G	2002
<b>→</b>				To:		Greensvi	lle County	y Line								
Bus				From:	U	S 58 South	n of Lawre	enceville								
58	0.16	8600	G	95%	1%	2%	1%	2%	0%	F	0.099	F	0.586	8600	G	2002
36)	0.10	0000	•	To	170		awrencev			•	0.000	•	0.000	0000	Ū	2001
						BCL L	avvience v	inc								
own of Lawrence	eville			From:		CCLI		:11_	1							
Bus	0.00	9600	NI.	<u> </u>	10/		awrencev		00/	NI	0.000	NI	0.506	9600	NI	2001
58}	0.80	8600	N	95%	1%	2%	1%	2%	0%	N	0.099	N	0.586	8600	N	2002
2				To: From:			SR 46		-							
Bus	0.35	6400	G	95%	1%	2%	1%	2%	0%	F	0.087	F	0.567	6400	G	2002
58}	0.35	6400	G		170				0%	Г	0.067	Г	0.567	6400	G	2002
				To:		ECL L	awrencev	ille								
runswick County	I															
Bus				From:		SCL L	awrencev	ille								
58 }	1.25	6400	N	95%	1%	2%	1%	2%	0%	N	0.087	Ν	0.567	6400	N	2002
~				To:		US 58	3 & 12-75	50								
lorth				From:		Mecklenb	urg Count	v Line								
85)	4.71	7300	G	75%	1%	2%	0%	21%	1%	F	0.082	F		6500	G	2002
65)	Combined Traffic:	18000	G	75%	1%	2%	0%	21%	1%	F	0.074	F	0.545	16000	G	
	Combined Trainc.	10000	G		1 /0	2 /0	0 70	21/0	1 /0		0.074		0.545	10000	G	
lorth				To: From:			12-644		-							
85)	3.01	13000	G	75%	1%	2%	0%	21%	1%	F	NA			11000	G	2002
03)	Combined Traffic:		G	75%	1%	2%	0%	21%	1%	F	NA			21000	G	
	Combined Trainc.	24000	G	1370	1 /0	2 /0	0 70	21/0	1 /0		INA			21000	G	
lorth				From:			SR 46									
85)	1.19	12000	G	75%	1%	2%	0%	21%	1%	F	0.063	F		11000	G	2002
00)										F		F	0.505		G	2002
	Combined Traffic:	24000	G	75%	1%	2%	0%	21%	1%	Г	0.065	Г	0.505	21000	G	
North				From:			US 1		-							
	6.39	10000	G	75%	1%	2%	0%	21%	1%	F	0.069	F		9100	G	2002
85													0.540			2002
	Combined Traffic:	22000	G	75%	1%	2%	0%	21%	1%	F	0.067	F	0.518	19000	G	
I = -tl=				To:			12-630		-							
North	A 74	12000	•	750/	10/	20/	00/	240/	10/	г	0.066	_		11000	0	2000
85	4.71	13000	G	75%	1%	2%	0%	21%	1%	F	0.066	F		11000	G	2002
~	Combined Traffic:	24000	G	75%	1%	2%	0%	21%	1%	F	0.066	F	0.535	21000	G	
				To: From:			12-712									
North	c	40000	_		401			0401	407	_	0.000	_		44000	_	000
85)	0.76	12000	F	75%	1%	2%	0%	21%	1%	F	0.063	F		11000	F	2002
	Combined Traffic:	23000	F	75 <u>%</u>	1%	2%	0%	21%	1%	F	0.064	F	0.508	20000	F	
				To:		Dinwidd	ie County	Line								
outh				From:		Mecklenb	urg Count	y Line								
85	5.21	11000	G	75%	1%	2%	0%	20%	1%	F	0.079	F		9200	G	2002
33)	Combined Traffic:		G	75%	1%	2%	0%	21%	1%	F	NA	•		16000	G	
	COMDINEU HAINC.	10000	J	1370	1 /0			Z 1 70	1 /0	1-	INA			10000	G	
outh				From:			12-644									
outh	2.54	11000	c	75%	1%	2%	0%	20%	1%	<b>-</b>	0.077	F		9400	G	2002
85			G							F		г				2002
_		24000	G	75%	1%	2%	0%	21%	1%	F	NA			21000	G	
	Combined Traffic:															
	Combined Framic:			To:			SR 46									
South				To: From:	40/		SR 46	000/	407		0.070	_		40000		
South 85	1.66	12000	G	To: From:	1%	2%	0%	20%	1%	F	0.073	F		10000	G	2002
South 85		12000	G G	75% 75%	1% 1%			20% 21%	1% 1%	F F	0.073 NA	F		10000 21000	G G	2002

-					Bru	nswick i	Maintena	nce Are	a							
Route	Length	AADT	QA	4Tire	Bus		3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Brunswick County				From:			US 1									
South 85	6.26	12000	G	75%	1%	2%	0%	20%	1%	F	0.07	F		10000	G	2002
85	Combined Traffic:		G	75%	1%	2%	0%	21%	1%	F	NA	٠		19000	G	
				To: From:			12-630		1							
South	4.86	11000	G	75%	1%	2%	0%	20%	1%	F	0.074	F		9500	G	2002
85	Combined Traffic:		G	75% 75%	1%	2%	0%	21%	1%	F	NA	г		21000	G	2002
	Combined Franc.	24000	G		1 /0			21/0	1 /0	•	INA			21000	G	
South				From:			12-712									
85	0.24	11000	F	75%	1%	2%	0%	20%	1%	F	0.068	F		9900	F	2002
<u> </u>	Combined Traffic:	23000	F	75% To:	1%	2%	0% ck County	21%	1%	F	0.064	F	0.508	20000	F	
T. CAN .						Diuliswi	ck County	Line								
Town of Alberta				From:		W	CL Alberta									
(136)	1.17	460	G	90%	0%	5%	0%	5%	0%	F	0.092	F	0.781	460	G	2002
				To:		US	1 Alberta									
<b>Brunswick County</b>				n.			-									
407	3.56	750	G	From: 87%	1%	Lunenbu 4%	irg County 0%	Line 8%	0%	F	0.092	F	0.528	750	G	2002
137	3.30	750	G	O/ 70 To:	1 70		Danieltov		076	Г	0.092	г	0.526	750	G	2002
				From:			12-670	VII	1							
(600)	3.70	480	R				12-070				NA			NA		1998
000				To			12-672									
(600)	1.59	330	R	From:			12-072				NA			NA		1998
000				To		Greensv	lle County	Line								
				From:			12-602		j							
(601)	1.50	70	R								NA			NA		1998
				To:		Greensv	lle County	Line								
				From:			12-611									
602	1.10	140	R	To:		12.6	71 NODTI	T			NA			NA		1998
				From:			71 NORTE 71 SOUTE									
602	1.40	30	R	-							NA			NA		02/26/2001
				To: From:			12-670		-							
(602)	2.20	80	R	Prom.							NA			NA		02/26/2001
				To:			12-672		1							
602	0.80	230	R	From:					<u> </u>		NA			NA		1998
				To			12-601		1							
602	1.80	140	R	From:							NA			NA		02/26/2001
				To:		Greensv	lle County	Line								
				From:			12-611									
603	4.10	280	R								NA			NA		1998
				To:			lle County									
$\bigcirc$	0.00	040	_	From:		Greensv	ille County	Line			N.1.A			N 1 A		4000
604)	0.90	240	R								NA			NA		1998
	2.25			From:			12-740				N/ A			h		4000
604)	0.65	9	R	To:		г	ead End		1		NA			NA		1998
				From:					<u>l</u>							
605	0.75	170	R	·····L			12-606				NA			NA		1998
605	0.13		• • • • • • • • • • • • • • • • • • • •	т			10.747				11/1			11/7		1000
(005)	0.20	60	R	From:			12-744				NA			NA		1998
605)	0.20	90	ĸ	_							INA			INA		1990
	4.05	47		From:		0.20	ME 12-74	4			NI A			N I A		1000
605	1.25	47	R	To:		Graner	ille County	Line	1		NA			NA		1998
						Greensv	ine County	LIIIC								

Primarick County   Primary   Prima						Bru	nswick Ma	aintenan	ice Are	a							
Color	Route	Length	AADT	QA	4Tire	Bus	2Axle			2Trail	QC		QK		AAWDT	QW	Year
606	Brunswick County				From:		10	1.616									
1.56	606)	2.68	120	G		1%	4%	0%	4%	0%	F	0.144	F	0.645	120	G	2002
1.17   200   G   92%   1%   4%   6%   4%   0%   5%   F   0.109   F   0.575   190   G   200	606	1.56	180	G		1%	4%	0%	4%	0%	F	0.112	F	0.5	180	G	2002
Tamp of Alberta   Tamp of Al	606)	1.17	200	G	92%	1%	4%	0%		0%	F	0.109	F	0.575	190	G	2002
Color	Town of Alberta						NCL A	LDEKIA									
		0.37	200	G		1%				0%	F	0.119	F	0.5	200	G	2002
12-404   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   1		0.17	480	G		1%			4%	0%	F	0.11	F	0.55	480	G	2002
		0.27	120	G		1%			4%	0%	F	0.132	F	0.606	120	G	2002
Column					To: From:		12	2-628		-							
Red	606	0.61	220	G	92%	1%			4%	0%	С	0.113	F	0.556	220	G	2002
Brunswick County	606)	0.16	150	R								NA			NA		1998
Correct   Corr	Brunswick County						Deni										
1.72   110   R		0.33	190	R	From:		ECL A	LBERTA				NA			NA		1998
1.47   300   R	(606)	1.72	110	R						-		NA			NA		1998
1.47   300   R																	
Solution   Solution	606	1.47	300	R	To:		12	0.621				NA			NA		1998
	606	3.03	320	R								NA			NA		05/31/2001
Color   Colo							12-634	SOUTH									
Coole   Cool	(606)	1.03	840	G	To:	1%			4%	0%	F	0.104	F	0.663	830	G	2002
Cob   1.51   1200   G   92%   1%   4%   0%   4%   0%   F   0.114   F   0.664   1200   G   200	606	0.41	1000	G		1%	4%	0%	4%	0%	F	0.105	F	0.675	1000	G	2002
Column   C	(606)	1.51	1200	G	From: 92%	1%			4%	0%	F	0.114	F	0.664	1200	G	2002
12-727																	
606   0.48   1700   G   95%   1%   3%   0%   1%   0%   F   0.107   F   0.526   1700   G   200		1.72	2100	G	To:	1%			1%	0%	С	0.116	F	0.646	2100	G	2002
Columbia   Columbia	606)	0.48	1700	G	95%	1%			1%	0%	F	0.107	F	0.526	1700	G	2002
Column   C		2.89	610	G	From: 95%	1%			1%	0%	F	0.107	F	0.5	610	G	2002
606)  0.81 580 R  12-756  NA  NA  NA  199  606)  2.36 150 R  NA  NA  NA  199  606)  1.78 310 R  NA  NA  NA  NA  NA  199  606)  0.62 460 R  NA  NA  NA  NA  NA  NA  NA  NA  NA  N		2.50	620		From:	10/			10/	00/		0.000		0.502	620		2002
606 0.81 580 R NA NA 199  606 2.36 150 R NA NA 199  606 1.78 310 R NA NA 199  606 0.62 460 R NA NA 199		2.50	020	<u> </u>	To:	1 70			1 70	070	Г	0.099		0.083	020		2002
606) 2.36 150 R NA NA 199  606) 1.78 310 R NA NA 199  606) 0.62 460 R NA NA 199	606)	0.81	580	R	To:							NA			NA		1998
606) 1.78 310 R NA NA 199	606	2.36	150	R	From:							NA	_		NA		1998
(606) 0.62 <b>460 R</b> NA NA 199	606)	1.78	310	R	From:		12	2-634		<del>-</del>		NA			NA		1998
(606) U.02 <b>46U K</b> NA NA 199		0.00	400		To: From:		12	2-605				NIA			NIA		1000
artin county Euro	(606)	0.62	460	K	To:		Greensville	e County l	Line			INA			NΑ		1998

							Tri	nce Area uck			Peak		Dir		<u></u>	
Route	Length	AADT	QA	4Tire	Bus			1Trail	2Trail	QC	Hour	QK	Factor	AAWDT	QW	Year
Brunswick County				From:			12-712									
607)	1.99	220	R								NA			NA		1998
_	1.41	60	R	To: From:		1.99	ME 12-71	2	}		NA			NA		02/20/200
607)	1.41	- 00		To			08 WEST				INA			INA		02/20/200
607	2.00	130	R	From:		12-6	508 EAST				NA			NA		02/20/200
607	2.00			To-		12-6	33 WEST	,								02/20/200
607	0.80	50	R	From:					<u> </u>		NA			NA		1998
	0.00			To: From:		0.80	ME 12-63	3			N10			NIA.		00/00/000
607	0.20	80	R	To:		12.	(22 F + CT				NA			NA		02/20/200
607)	3.35	70	R	From:		12-0	533 EAST				NA			NA		02/20/200
				To:		Greensvi	lle County	Line								
	1.80	340	R	From:			12-712				NA			NA		02/20/200
608	1.00	340	, K	To:		12.6	07 WEST	,			INA			INA		02/20/200
608)	0.20	180	R	From:		12-0	O/ WEST				NA			NA		02/20/200
				To: From:		12-0	607 EAST		ŀ							
608	1.59	150	R								NA			NA		02/20/200
608	0.04	110	R	From:		12-6	33 WEST	•			NA			NA		02/20/200
(000)				To: From:			533 EAST									
608	0.60	90	R	From:		12-6	33 SOUTE	1			NA			NA		02/20/200
000				To		Greensvi	lle County	Line								
	3.20	200	R	From:			12-712				NA			NA		02/20/200
609	3.20	200		To:			12-633				INA			INA		02/20/200
609	1.90	90	R	From:			12-033				NA			NA		02/20/200
				To: From:			ie County	Line								
(610)	2.09	120	R	From.			12-629				NA			NA		05/31/200
0.09				To:			ie County									
(611)	4.52	180	R	From:		Mecklenb	urg Count	y Line			NA			NA		1998
(611)	4.52	100	1	To:			59 NORTI				INA			INA		1990
611)	0.91	1100	G	From: 88%	0%	12-6: <b>7%</b>	59 SOUTE 1%	3%	0%	F	0.098	F	0.533	1100	G	2002
611)	0.01	1.00		To:	0,0		12-644			•	0.000		0.000	1100		
611)	4.29	630	G	88%	0%	7%	1%	3%	0%	С	0.091	F	0.559	630	G	2002
	4 44	000		From:	00/		12-623	00/	00/		0.004	_	0.004	000		2000
611)	1.41	930	G	93%	0%	4%	1%	2%	0%	С	0.094	F	0.681	930	G	2002
<b>611</b> )	1.42	600	G	From: 85%	0%	8%	SR 46 1%	6%	0%	С	0.11	F	0.514	600	G	2002
				To: From:			12-667									
611)	1.57	480	G	85%	0%	8%	1%	6%	0%	F	0.128	F	0.581	480	G	2002
	1.80	470	G	To: From: 85%	0%	8%	12-671 1%	6%	0%	F	0.142	F	0.580	470	G	2002
611)	1.00	4/0	<u> </u>	To:	070		1%	U 70	U70 L	r	0.142	Г	0.000	410	G	2002
<b>611</b> )	2.01	590	G	From: 85%	0%	8%	1%	6%	0%	F	0.111	F	0.562	590	G	2002
				To: From:			12-670		•							
<b>611</b> )	2.60	720	G	85% To:	0%	8%	1% 2-676	6%	0%	F	0.091	F	0.546	720	G	2002

					Bru	nswick N					<u> </u>		F:			
Route	Length	AADT	QA	4Tire	Bus		TrıTrı 3+Axle			$\cap$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Brunswick County								TTTGII			11001		1 40101			
(644)	1.97	880	G	From: 85%	0%	8%	12-676 1%	6%	0%	F	0.094	F	0.649	880	G	2002
(611)	1.57	000	Ū	To:	070		lle County		070	•	0.054	•	0.043	000	O	2002
				From:			12-629									
612	1.60	90	G	96%	0%	3%	0%	1%	0%	F	0.140	F	0.5	90	G	2002
				To: From:			12-616									
612	0.40	200	G	96%	0%	3%	0%	1%	0%	С	0.117	F	0.522	200	G	2002
				To:			ie County	Line								
	1.70	440	В	From:			12-616				NIA			NIA		1000
613	1.70	140	R	To:		Dinwidd	ie County	Line			NA			NA		1998
				From:			12-634	Line	1							
614)	3.00	150	R				12 03 1				NA			NA		1998
				To:			12-606									
614)	0.20	60	R	From:			12 000				NA			NA		05/31/2001
				To:			US 1									
614)	0.80	48	R	From:			001				NA			NA		05/31/2001
				To:			12-628									
				From:		Lunenbu	rg County	Line								
615)	2.30	100	R								NA			NA		1998
				To: From:			12-645									
615)	2.30	120	R								NA			NA		1998
				To:			SR 46									
	0.00	000	•	From:	00/		rg County		00/	_	0.440	_	0.040	000	0	0000
616	2.32	230	G	91%	2%	5%	0% 6 NORTH	2%	0%	F	0.116	F	0.643	230	G	2002
				From:			6 SOUTH									
616	2.46	300	G	91%	2%	5%	0%	2%	0%	F	0.183	F	0.831	300	G	2002
				To: From:			12-644									
616)	2.16	260	G	91%	2%	5%	0%	2%	0%	С	0.104	F	0.885	260	G	2002
				To: From:			12-606									
616	2.93	240	G	91%	2%	5%	0%	2%	0%	F	0.139	F	0.508	240	G	2002
				To: From:			12-629									
(616)	3.21	200	G	91%	2%	5%	0%	2%	0%	F	0.105	F	0.55	200	G	2002
				To:			12-612									
	4.00	400	_	From:		Lunenbu	rg County	Line			NIA			NIA		00/04/0004
(617)	1.20	160	R								NA			NA		06/04/2001
	3.30	160	R	From:			12-652				NA			NA		06/04/2001
617	3.30	100	K	To:			12-616				INA			INA		00/04/2001
				From:			rg County	Line	1							
618)	0.10	160	R			Eunenou	ig county	Line			NA			NA		05/31/2001
0.0				To:			12-620		- 1							
618)	4.00	100	R	From:			12 020				NA			NA		05/31/2001
				To:			12-644									
				From:		Lunenbu	rg County	Line								
619	0.54	100	R								NA			NA		05/21/2001
				To: From:			12-684									
619	1.36	110	R								NA			NA		05/21/2001
				To: From:			12-621									
(619)	2.82	160	R								NA			NA		05/21/2001
				To:			12-644									
	0.40	400	_	From:		Lunenbu	rg County	Line			N I A			NI A		05/04/0004
620	0.10	160	R	To:			12-654				NA			NA		05/21/2001
				ı			0		1							

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Brunswick County								IIIali	ZIIali		Tioui		i actor			
620	1.30	110	R	From:		12-654	4				NA			NA		05/21/200
				To: From:		12-619	9									
620	3.30	110	R	To:		12-652	2				NA			NA		05/21/2001
				From:		Lunenburg Cou		ne .								
621)	1.00	30	R			Dunchourg Cot	unty En	ic			NA			NA		05/21/200
<u>(621)</u>	0.50	120	R	To: From:		12-637	7		•		NA			NA		1998
	1.40	40	R	From:		12-654	4				NA			NA		05/21/200
621)	1.40	40	K	To:		12-619	9		1		INA			INA		03/21/200
				From:		12-631	1									
622	1.00	50	R								NA			NA		1998
622)	0.32	10	R	From:		1.00 MN 12	2-631				NA			NA		1998
				To:		Dead Er	nd									
$\bigcirc$	1.00	240	,	From:		Mecklenburg Co	ounty L	ine			NIA			NIA		00/04/200
623	1.00	340	R	To:		12-657 NO	ORTH				NA			NA		06/04/200
$\bigcirc$				From:		12-657 SO										
623	4.13	380	R								NA			NA		06/04/200
(22)	1.40	270	R	From:		US 58	3				NA			NA		05/21/200
623	1.40	2.10		To		12-644 NO	ORTH				IVA			14/4		03/21/200
$\bigcirc$	5.40	400	-	From:		12-644 SO	UTH				NIA			NIA		00/00/000
623	5.10	130	R	To-		12-611	1		1		NA			NA		02/26/200
				From:		Mecklenburg Co		ine	1							
624)	0.70	470	R	J		Weeklenburg Co	ounty E	inc			NA			NA		05/16/200
				To:		12-659	9									
$\bigcirc$				From:		Dead Er	nd									0=1101000
625	0.70	90	R	To:		Mecklenburg Co	ounty I	ine			NA			NA		05/16/200
				From:		12-903		inc	1							
626)	3.47	950	G	89%	0%	4% 0%		6%	0%	F	0.102	F	0.585	950	G	2002
				To: From:		12-644 NO			}							
626	3.32	900	G	89%	0%	4% 0%		6%	0%	F	0.120	F	0.564	900	G	2002
626	0.16	2000	G	From: 89%	0%	12-667 4% 09		6%	0%	F	0.099	F	0.567	2000	G	2002
				To:		12-665										
626	3.22	1200	G	From: 89%	0%	4% 0%		6%	0%	С	0.092	F	0.529	1200	G	2002
				To: From:		12-669	9									
626	1.39	920	G	89%	0%	4% 0%		6%	0%	F	0.087	F	0.576	920	G	2002
				To:		SR 46										
627)	0.63	130	R	From:		Dead Er	nd				NA			NA		1998
(627)	0.00	100		To:		12-715	5				IVA			14/4		1330
				From:		12-616 W	EST									
628)	3.90	40	R								NA			NA		05/31/200
				To: From:		12-706	6		}							
628	1.30	40	R				ar.				NA			NA		05/31/200
				To: From:		12-616 M 12-616 EA										
628)	1.70	160	R			310 131					NA			NA		1998
$\bigcirc$				To:		12-636 EA	AST									

					Bru	nswick Maintenar	ice Are	a							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Brunswick County				From:				-							
628	2.90	160	R	Pioin.		12-636 WEST				NA			NA		1998
				To: From:		12-643 WEST 12-643 EAST									
628)	1.50	330	R			12 0 13 12 10 1				NA			NA		1998
	0.50	500	R	To: From:		12-614		•		NA			NA		1998
628)				To:		NCL Alberta									
Town of Alberta				From:		NCL Alberta		1							
628	0.67	500	N	<u> </u>		NCL Alocita				NA			0	Ν	1998
	0.15	470	G	From: 93%	1%	12-606 2% 1%	2%	0%	С	0.112	F	0.563	470	G	2002
628)	0.13	4/0		To:	1 70	SR 136; 12-1403		070	C	0.112	'	0.505	470		2002
Brunswick County				From:		12-616		1							
629	1.70	340	R			12-010				NA			NA		1998
				To: From:		12-642									
629	1.60	170	R							NA			NA		1998
629	1.19	390	G	From: 89%	1%	12-612 5% 1%	5%	0%	F	0.112	F	0.58	390	G	2002
				To- From:		12-736									
629	1.19	570	G	89%	1%	5% 1%	5%	0%	F	0.099	F	0.513	570	G	2002
629	1.00	500	G	From: 89%	1%	12-630 5% 1%	5%	0%	С	0.104	F	0.604	500	G	2002
020				To:		US 1									
<u></u>	1.87	460	G	From: 96%	0%	12-712 1% 1%	2%	0%	F	0.121	F	0.536	460	G	2002
630	1.07	400		90 /0	0 76	12-634	2 /0	0 /6	ı	0.121		0.550	400		2002
630	1.93	320	G	96%	0%	1% 1%	2%	0%	F	0.115	F	0.597	320	G	2002
				To: From:		12-682					_				
(630)	3.06	270	G	96%	0%	1% 1%	2%	0%	F	0.104	F	0.542	270	G	2002
(630)	0.16	1400	G	From:		12-631 SOUTH				NA			1400	G	2002
				To: From:		I-85		-							
630	0.71	1200	G	96%	0%	1% 1%	2%	0%	С	0.091	F	0.755	1200	G	2002
(630)	0.94	300	R	From:		US 1				NA			NA		1998
(630)				To: From:		12-636									
630	2.39	40	R							NA			NA		05/31/2001
630)	0.70	30	R	From:		12-764				NA			NA		05/31/2001
030				To:		12-629									
	1.70	420	_	From:		12-606				NΙΔ			NIA		1000
631	1.70	420	R	To		12-630 NORTH				NA			NA		1998
	2.60	490	R	From:		12-630 SOUTH				NA			NA		1998
631)	2.00	100	.,	Tai		12-691				17/7			11/7		1000
631)	1.40	160	R	From:		12 0/1				NA			NA		1998
	1.50	70	R	From:		12-712		}		NA			NA		1998
631)	1.30	70	rt	To:		1.50 MN 12-712	1			INA			INA		1990
631)	1.90	80	R	From:						NA			NA		02/20/2001
				To:		12-609									

					Brui	nswick ivia										
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Brunswick County				From:		12-	-630		1							
632)	1.80	180	R								NA			NA		1998
	1 20	190		From:		12-	-728				NIA			NΙΔ		1998
632	1.30	190	R	To		12.	-712				NA			NA		1998
				From:			-634		1							
622	1.80	120	R			12-	-034				NA			NA		1998
(633)				To:		12-607	7 WEST									
$\bigcirc$				From:		12-607	7 EAST									
633	2.35	80	R	To:		12 (00	COLUTI				NA			NA		02/20/200
				From:			SOUTH NORTH									
633	4.12	45	R								NA			NA		1998
				To:		12-	-609									
_				From:		12-606	SOUTH									
634)	1.18	440	R								NA			NA		02/20/200
				To: From:		US	S 58									
634)	1.73	560	G	82%	1%	2%	0%	14%	0%	F	0.086	F	0.552	560	G	2002
				To		12-	-633									
634)	3.61	640	G	82%	1%	2%	0%	14%	0%	С	0.093	F	0.5	640	G	2002
				To:		12-	-712									
634)	2.05	420	G	From: 82%	1%	2%	0%	14%	0%	F	0.133	F	0.75	420	G	2002
				To:			-630									
634)	1.47	580	G	From: 82%	1%	2%	0%	14%	0%	F	0.106	F	0.550	580	G	2002
004				To			6 EAST									
634)	0.49	570	G	From: 82%	1%	2%	0%	14%	0%	F	0.104	F	0.723	570	G	2002
634)	0.10	0.0	•	To:	170			1170		·	0.101	•	0.720	0.0	Ū	2002
	3.64	230	G	From: 82%	1%	2%	0%	14%	0%	F	0.096	F	0.5	230	G	2002
634)	0.04	200	Ū	- DZ 70	170			1-70	<del></del>	•	0.000	•	0.0	200	Ü	2002
	2.79	680	G	From: 82%	1%	2%	-743 <b>0</b> %	14%	0%	F	0.107	F	0.579	680	G	2002
634)	2.75	000	J	To:	1 /0		S 1	1770	070		0.107		0.575	000	O	2002
				From:			-630		1							
(635)	0.75	30	R	<u> </u>		12	-050				NA			NA		1998
000				To		0.75 M	E 12-630									
625	2.35	70	R	From:		0.73 IVI	E 12-030				NA			NA		1998
635			•••	To:		12-712	SOUTH									
$\bigcirc$				From:		12-712	NORTH									
(635)	0.50	110	R	To:		10	600				NA			NA		02/20/2001
							-609									
	2.70	450	ъ	From:		12-	-616				NA			NA		05/24/2004
636	2.70	150	R								INA			INA		05/31/2001
$\overline{}$	0.70	040	_	From:		12-	-642				NIA			NIA		05/04/0004
636	2.70	210	R	To:		12	-630		1		NA			NA		05/31/2001
				From:												
(227)	1.80	240	R	r roin.		12-	-621				NA			NA		06/04/2001
637)	1.00	2-10					~ .				14/ (			147.		00/04/200
607	1.10	240	R	From:		U	S 1				NA			NA		06/04/2001
637)	1.10	240	11	To:		12.	-639				INA			INA		JUI UTI ZUU
				From:			-606		<u>.</u>							
638)	0.02	460	R	<u> </u>		12-	-500				NA			NA		02/20/2001
				To:		110	S 58									
639	4.33	330	R	From:		US	<i>30</i>				NA			NA		02/20/2001
638)	-1.00	300		To:		12-	-634		1		14/7			14/1		3 <u>-</u> , <u>-</u> 0, <u>-</u> 00 1

					Brur	nswick Maintena		a							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle		 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Brunswick County				From:						Tioui		1 40101			
639	0.30	320	R	FIOII.		Mecklenburg Coun	ty Line			NA			NA		1998
				To: From:		12-657									
639	2.39	100	R							NA			NA		06/04/2001
	0.73	8	R	From:		Dead End; Gap Ter	minus			NA			NA		06/04/2001
639				To: From:		12-637									
639	2.00	100	R					•		NA			NA		1998
	0.31	120	R	From:		12-1201				NA			NA		1998
639	0.01	120	11	To:		12-644				IVA			INA		1000
$\bigcirc$	0.00	200	_	From:		12-642				NIA			NIA		05/04/0004
640	3.20	200	R	To:		12-606 NORT	Н			NA			NA		05/31/2001
	0.65	280	R	From:		12-606 SOUT				NA			NA		05/31/2001
640	0.00	200	- '\	To:		12-721				IVA			IVA		00/01/2001
640	0.50	320	R	From:		12 721				NA			NA		05/31/2001
	0.05			To: From:		12-693									05/04/0004
640	0.95	300	R	To:		12-630				NA			NA		05/31/2001
				From:		12-642									
641)	2.40	600	G	92%	1%	3% 1%	2%	0%	F	0.109	F	0.789	600	G	2002
(641)	0.90	1600	G	From: 92%	1%	12-606 3% 1%	2%	0%	С	0.134	F	0.721	1600	G	2002
(041)				To:	.,,	US 58					•				
	2.02	740	_	From:	00/	US 58 BUS	1%	0%		0.108	F	0.62	740		2002
642	2.93	740	G	98%	0%	1% 0% 12-743	170	0%	С	0.106	F	0.63	740	G	2002
642	0.30	290	R	From:		12-743				NA			NA		1998
				To: From:		12-640		ŀ							
642)	3.90	120	R							NA			NA		1998
642)	1.50	160	G	From: 96%	0%	12-682 3% 0%	0%	0%	С	0.103	F	0.625	160	G	2002
042)				To: From:		12-606 NORT									
642	0.60	170	R	To:		US 1 SOUTH				NA			NA		1998
				From:		US 1 NORTH									
642	1.00	110	R							NA			NA		1998
642)	3.30	80	R	From:		12-643		•		NA			NA		1998
				To: From:		12-636									
642	1.50	130	R							NA			NA		1998
				To: From:		12-629 12-689; 12-72	0								
(643)	1.00	170	R	<u> </u>		12-007, 12-72				NA			NA		1998
				To: From:		12-644 WEST	Γ								105-
643)	0.50	310	R			10.00				NA			NA		1998
643)	2.20	300	R	From:		12-644 EAST				NA			NA		1998
643)	-	-		To: From:		12-606									-
643)	1.40	500	G	96%	1%	2% 0%	1%	0%	F	0.122	F	0.513	500	G	2002
				To:		12-628 EAST	-								

					Bru		Maintena _									
Route	Length	AADT	QA	4Tire	Bus		Tri 3+Axle		 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Brunswick County				From:			-628 EAST		·							
(643)	3.07	520	G	96%	1%	2%	0%	1%	0%	С	0.099	F	0.58	520	G	2002
				To: From:		North C:	US 1 arolina State	e I ine	<u> </u>							
644)	0.89	380	R	<u> </u>		North Ca	ironna State	CLIIIC			NA			NA		06/04/2001
	0.04	050		To: From:			12-667				NIA.			NIA		00/04/0004
644)	2.24	250	R	To:		12-	-626 EAST				NA			NA		06/04/2001
644	1.57	780	G	From: 90%	1%	12- 5%	626 WEST 1%	4%	0%	F	0.104	F	0.682	780	G	2002
644)	1.07			To: From:	170		12-663	170			0.101		0.002			
644)	1.66	1000	G	90%	1%	5%	1%	4%	0%	С	0.111	F	0.822	1000	G	2002
	3.56	440	G	From: 90%	1%	5%	12-611 1%	4%	0%	F	0.112	F	0.88	440	G	2002
644)	3.30	440		To:	170		12-658	4 70	0%	Г	0.112	Г	0.00	440	G	2002
644)	3.28	790	G	90%	1%	5%	1%	4%	0%	F	0.114	F	0.836	780	G	2002
				To: From:			US 58									
644)	3.78	430	G	90%	1%	6%	0%	2%	0%	С	0.101	F	0.548	430	G	2002
644)	2.75	430	G	90%	1%	6%	12-681 0%	2%	0%	F	0.112	F	0.699	430	G	2002
				To: From:			US 1		-							
644)	1.23	420	G	82%	1%	7%	5%	5%	0%	С	0.104	F	0.575	420	G	2002
	1.36	320	G	From:			I-85				0.110	F	0.618	320	G	2002
644)	1.00	020		To:			12-618				0.110	•	0.010	020		
644	3.91	170	R	From:			12 010				NA			NA		06/04/2001
	0.70	000		To: From:			SR 46		-		NIA.			NIA.		00/04/0004
644)	0.79	280	R	To:		12-	643 WEST				NA			NA		06/04/2001
<u> </u>	2.06	280	R	From:		12-	-643 EAST				NA			NA		06/04/2001
644)	2.00			To:			12-616				147.			1473		00/04/2001
	4.00	470		From:		Lunenb	urg County	Line			NIA			NIA		1000
645)	1.60	170	R	To:			12 615				NA			NA		1998
645)	0.60	170	R	From:			12-615				NA			NA		1998
				To: From:		Nottow	ay County	Line								
(646)	2.24	400	R	FIOIII.			SR 46				NA			NA		05/31/2001
				To: From:			12-634		-							
646	2.60	220	R	To:			US 1				NA			NA		05/31/2001
				From:			12-655		1							
(647)	2.20	150	R								NA			NA		05/31/2001
	0.15	140	R	To: From:			12-644				NΙΔ			NIA		05/21/2001
647	0.15	140	ĸ	To:			12-681				NA			NA		05/31/2001
				From:			SR 46									07/04/2222
648	0.90	70	R	T			10.515				NA			NA		05/31/2001
(648)	1.40	80	R	From:			12-649				NA			NA		08/16/2001
				To:			12-644		1							
(649)	0.20	2	R	From:		I	Dead End	_			NA			NA		05/31/2001
049)	0.20		.,	To:			12-648				19/3			14/7		33/3/1/2001

					Bru	nswick Maintenance A	rea							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tra		$\cap$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Brunswick County				From:			ı							
(650)	0.31	80	R	r tonii.		FR-650			NA			NA		06/27/200
(000)				To-		12-750								
				From:		12-640								
(651)	0.60	80	R						NA			NA		1998
				From:		12-732								
651)	0.76	70	R						NA			NA		05/31/2001
	0.03	70	R	From:		0.77 MN 12-632	<u> </u>		NA			NA		05/31/200
651)	0.03	70	K	To:		12-634			INA			INA		05/31/200
				From:		12-617	1							
652	2.90	90	R			-			NA			NA		06/04/200
				To:		12-653								
652	2.00	200	R	r tom.					NA			NA		06/04/200
				To: From:		12-644 NORTH 12-644 SOUTH								
652	1.50	210	R	<u> </u>		12-044 SOUTH			NA			NA		06/04/200
				To:		SR 46								
652	1.23	380	G	92%	0%	3% 1% 5%	0%	С	0.105	F	0.5	380	G	2002
				To		WCL ALBERTA								
				From:		SR 137								
653)	1.60	120	R						NA			NA		1998
				To: From:		12-652								
653	2.40	80	R	т		10.610			NA			NA		05/21/200
				From:		12-618								
(CEA)	1.45	110	R	rioiii.		12-620			NA			NA		05/21/200
654)	1.40	110		To:		12-621			INA			IVA		03/21/200
				From:		Dead End								
(655)	0.85	30	R						NA			NA		05/21/200
				To: From:		12-647								
(655)	1.10	130	R						NA			NA		1998
				To:		12-639								
	1 10	240	В	From:		12-644			NA			NΙΔ		05/04/000
656	1.40	340	R	_					NA			NA		05/21/2001
650	1.00	180	R	From:		US 58			NA			NA		05/21/200
(656)	1.00	100	IX	To:		Dead End			INA			INA		03/21/200
Town of Brodnax							_							
_				From:		12-1504								
(657)	0.38	60	R						NA			NA		05/21/2001
	2.42			From:		12-1501								0=1011000
(657)	0.19	330	R	To:		US 58 WEST			NA			NA		05/21/2001
				From:		US 58 EAST								
(657)	0.37	720	R						NA			NA		06/04/200
				To:		NCL Brodnax								
Brunswick County				From:		NCL Brodnax	1							
(657)	2.20	720	R	<u></u>		INCL DIVUIIAX			NA			NA		06/04/2001
				To:		12-623 NORTH	i							
(657)	2.90	490	R	From:		12 023 1101111			NA			NA		06/04/2001
				To-		US 1								
$\overline{}$				From:		12-659								
658)	3.80	60	R	To:		10.744			NA			NA		05/21/2001
				10:		12-644								

Route	Length	AADT	QA	4Tire	Bus	2Axle			 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Brunswick County				From:		12	2-662		1							
659)	1.10	60	R	<u> </u>							NA			NA		05/16/2001
_				To: From:		12	2-661									1000
(659)	2.90	60	R	_							NA			NA		1998
659	2.40	910	G	From: 95%	1%	12-611 2%	SOUTE 1%	2%	0%	F	0.101	F	0.654	910	G	2002
				To:			2-658									
659	2.10	990	G	95%	1%	2%	1%	2%	0%	F	0.093	F	0.704	990	G	2002
				From:			2-624					_				
659	1.57	1200	G	95% To:	1%	2% SCL BI	1% RODNA	2% X	0%	F	0.096	F	0.7	1200	G	2002
Town of Brodnax																
	0.00	4000	_	From:	40/		RODNA:		00/	_	0.007	_	0.070	4000	_	0000
659	0.66	1600	G	95%	1%	2%	1%	2%	0%	F	0.087	F	0.673	1600	G	2002
(659)	0.14	1900	G	From: 95%	1%	2%	-1501 <b>1</b> %	2%	0%	С	0.084	F	0.599	1900	G	2002
				To:			S 58									
Brunswick County				From:		Des	ad End		1							
660	0.40	30	R			Dec	ad End				NA			NA		05/16/2001
				To: From:		12	2-723		•							
660	1.32	190	R	To:		10	002				NA			NA		05/16/2001
				From:			2-903		1							
661)	0.90	30	R			12	2-002				NA			NA		05/16/2001
				To:			2-659									
(600)	0.50	260	R	From:		12	2-626				NA			NA		05/16/2001
662	0.50	200		To:		12 650	SOUTH	r			11/7			TVA		03/10/2001
662	1.50	240	R	From:		12-03	30011				NA			NA		05/16/2001
				To: From:		12	2-734		}							
662	0.90	240	R								NA			NA		05/16/2001
	4.00	200	R	From:		12	2-611				NA			NA		05/16/2001
662	4.00	200	K	To:		12-659	NORTH	I			INA			INA		03/10/2001
				From:		12	2-665									
663	3.40	330	R								NA			NA		1998
<u></u>	1.10	260	R	From:		12	2-664		-		NA			NA		1998
663	1.10	200		To:		12	2-644				INA			INA		1990
				From:		12	2-626									
664	2.00	50	R	To:		13	2-663				NA			NA		02/26/2001
				From:			2-626		1							
665)	3.36	950	G	91%	1%	5%	1%	3%	0%	С	0.1	F	0.621	940	G	2002
				To:			R 46									
(666)	0.50	260	R	From:		North Caro	Iina State	Line			NA			NA		02/26/2001
666	3.00			Ta		12	2-757				•			•		
666	0.70	450	R	From:							NA			NA		02/26/2001
				To:			2-667									
(667)	2.60	250	R	From:		12	2-644				NA			NA		06/27/2001
001)				To:		12	2-666		[							

					2		ianitorian									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			<i>( )( )</i>	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Brunswick County				From:		1	12-666									
(667)	0.40	470	R				2 000			l	NA			NA		06/27/2001
				To:			12-626									
(667)	1.05	290	R	rioni.		1	12-665				NA			NA		06/27/2001
(667)	1.00	200		To:			2 710			Ī	147 (			147.		00/21/2001
667)	2.71	120	R	From:		1	12-718				NA			NA		06/27/2001
(007)				To:		SR 4	6 SOUTH									00/21/2001
$\bigcirc$				From:		SR 4	6 NORTH									
667	3.84	70	R	To:		1	12-611		1	ĺ	NA			NA		02/26/2001
				From:		North Card		Lina								
668	1.90	190	R	<u> </u>		Norui Care	Jilia State	LIIIC			NA			NA		1998
(000)				To:		1	12-626									
				From:		1	12-626									
(669)	3.20	90	R	-			·		-	· 1	NA			NA		1998
				To:			SR 46									
	0.00		_	From:			SR 46									00/00/0004
670	0.06	820	R								NA			NA		02/26/2001
	1.20	200	_	From:		1	12-600				NΙΛ			NIA		00/00/0004
670	1.30	380	R							1	NA			NA		02/26/2001
	1 10	270	R	From:		1	12-753				NΙΛ			NΙΔ		02/26/2004
670	1.19	370	K	_					1	1	NA			NA		02/26/2001
	1.05	420		From:		1	12-671				NΙΛ			NΙΔ		02/26/2004
670	1.05	420	R							1	NA			NA		02/26/2001
	1.36	230	R	From:		1	12-602				NA			NA		02/26/2001
670	1.30	230	K						1	1	INA			INA		02/20/2001
(TO)	0.26	270	R	From:		12-67	72 SOUTH				NA			NA		02/26/2001
670	0.20	210	IX.			- 12 (5	- 110 D MY			i	INA			INA		02/20/2001
070	1.80	540	R	From:		12-67	2 NORTH				NA			NA		02/26/2001
670	1.00	340	IX	т			0.611		1	ı	INA			INA		02/20/2001
070	2.30	420	R	From:		1	12-611				NA			NA		02/20/2001
670	2.00	420		Tai			2.602			ì	1471			147.		02/20/2001
670	0.70	200	R	From:		1	12-683				NA			NA		02/20/2001
670	0.70		•••	To:			2.675			Ì						02/20/2001
(670)	5.93	580	R	From:		1	12-675				NA			NA		06/27/2001
070				To:		12-6	06 EAST									
	0.05	440	•	From:	00/		06 WEST	4.40/	00/		0.405	_	0.700	440	0	0000
670	0.85	440	G	80% To:	0%	4%	2% US 58	14%	0%	C	0.125	F	0.766	440	G	2002
				From:			12-670									
671)	1.61	120	R				2-070				NA			NA		02/26/2001
011				To:		12-60	2 NORTH									
(671)	1.00	140	R	From:		12 00	211011111				NA			NA		02/26/2001
				To:		1	12-611									
				From:		1	12-600									
672)	4.94	220	R							Ī	NA			NA		1998
				To: From:			70 SOUTH 70 NORTH									
672	2.00	80	R								NA			NA		02/26/2001
				То:		1	12-611									
$\widehat{}$				From:			12-611									
673	3.90	550	G	91%	0%	2%	1%	6%	0%	С	0.123	F	0.54	550	G	2002
				To-		1	12-715									

					Brur	nswick Maintenance Are	ea							
Route	Lenath	AADT	QA	4Tire	Bus	Truck		QC	Peak	QK	Dir	AAWDT	OW	Year
	g		-			2Axle 3+Axle 1Trail	2Trail		Hour		Factor			
Brunswick County				From:		12-611								
674	1.60	120	R						NA			NA		02/20/2001
	1 20	400	R	To: From:		12-679			NIA			NIA		02/20/2001
674)	1.20	100	ĸ			10.500			NA			NA		02/20/2001
674)	2.70	130	R	From:		12-683			NA			NA		02/20/2001
014)				To:		12-673								
$\bigcirc$				From:		12-670								4000
675	4.69	230	R	To:		12-611			NA			NA		1998
				From:		12-611								
676	1.80	160	R						NA			NA		1998
				To:		12-675								
	0.65	480	R	From:		12-678			NA			NA		1998
(677)	0.00	700		To:		US 58 BUS			14/-1			IVA		1000
Town of Lawrenceville														
(670)	0.25	480	R	From:		12-713			NA			NA		06/27/2001
678)	0.20			To:		ECL Lawrenceville			147 (			1471		00/21/2001
Brunswick County														
(270)	0.78	370	R	From:		ECL Lawrenceville			NA			NA		06/27/2001
678)	0.70	310	IX.	To:		12-752			INA			INA		00/2//2001
678)	0.87	250	R	From:		12-732			NA			NA		06/27/2001
9				To:		12-738								
678)	0.85	160	R	From:					NA			NA		06/27/2001
				From:		12-606								
678	0.50	NA		To:		12-750			NA			NA		
				From:		12-673								
(679)	1.60	70	R			12-073			NA			NA		1998
				To:		12-674								
	0.10	20	_	From:		Dead End			NIA			NIA		05/21/2001
680	0.10	20	R	To:		12-644			NA			NA		05/21/2001
				From:		US 58								
681	2.60	590	R						NA			NA		05/21/2001
				To: From:		12-1205	-							
681)	1.60	350	R						NA			NA		05/21/2001
	0.10	330	R	From:		12-647			NA			NA		06/27/2001
681)	0.10	330	IX.	To:		12-644			INA			INA		00/2//2001
_				From:		12-642								
682	1.50	100	R	т		12 (0 ( 0 0 ) )			NA			NA		1998
				To: From:		12-606 SOUTH 12-606 NORTH								
682	0.80	70	R		•				NA			NA		05/31/2001
				To:		12-630								
692)	1.80	70	R	From:		12-674			NA			NA		02/20/2001
683)	1.00			To:		12-670			. 4/ \					32,23,2001
				From:		12-619								
684)	0.05	50	R	To		0.05 ME 12 610			NA			NA		1998
				1		0.05 ME 12-619								

					Brunswick Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak	(.)K	AAWDT C	QW Year
Brunswick County				From:	0.05 ME 12-619				
(684)	1.25	50	R		3.00 3.22 32 33	NA		NA	1998
				To-	Dead End				
				From:	12-715				
685	2.20	390	R			NA		NA	1998
				To:	Dead End				
	4.40	<b>CO</b>	_	From:	12-623	NIA		NIA	00/00/000
686	4.40	60	R			NA		NA	02/26/200
$\overline{}$	0.04	70		From:	4.40 ME 12-623	NIA		NIA	02/20/200
686	0.81	70	R	To:	SR 46	NA		NA	02/26/200
				From:	12-606 WEST				
687)	2.70	370	R	<u> </u>	12-000 WES1	NA		NA	02/20/200
001)				To:	2.70 ME 12.606				
697	0.80	170	R	From:	2.70 ME 12-606	NA		NA	02/20/200
687				To:	12-606 EAST				
				From:	12-634				
688	1.50	80	R			NA		NA	02/20/200
				To-	Dead End				
$\widehat{}$				From:	12-643; 12-729				
689	2.40	20	R	_		NA		NA	06/04/200
				10:	12-616				
	2.05	<b>CO</b>	_	From:	12-670	NIA		NIA	00/00/000
690	3.95	60	R	To:	12-672	NA		NA	02/20/200
				From:	12-631				
691)	1.70	60	R	<u></u>	12-031	NA		NA	02/20/200
091)	•			To:	12-712				02/20/200
				From:	SR 46				
692	1.61	220	R			NA		NA	1998
				To:	12-611				
$\widehat{}$				From:	12-640				
(693)	1.10	150	R	To:		NA		NA	1998
					12-634				
	1.07	100	В	From:	SR 46	NΙΛ		NΑ	1000
(694)	1.07	100	R			NA		NA	1998
	0.01	230	R	From:	12-699	NA		NA	1998
(694)	0.01	230	ĸ	_		IVA		INA	1990
	0.43	1800	G	From: 97%	US 58 0% 1% 0% 1% 0%	C 0.095	F 0.559	1800	G 2002
694)	0.43	1000	G	97 70 To:	US 58 BUS; SR 46	C 0.095	F 0.558	1600	G 2002
				From:	SR 46				
(695)	0.62	780	R		SR 40	NA		NA	06/18/200
033)				To:	12-1003				
(695)	0.20	180	R	From:	12-1003	NA		NA	06/18/200
093)				To:	WCL LAWRENCEVILLE				
Γown of Lawrenceville									
		46.5	_	From:	WCL LAWRENCEVILLE				
695)	0.06	120	R			NA		NA	06/18/200
				From:	12-1019				
(695)	0.10	150	R			NA		NA	06/18/200
				From:	12-1029				
(695)	0.13	190	R			NA		NA	06/18/200
				To-	12-1004				

					Brunswick Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(:	()K	Dir Factor	AAWDT	QW	Year
Brunswick County				From:	US 58						
696)	1.20	100	R		0.5 0.5	NA			NA		05/21/200
				To:	Dead End						
				From:	SR 46						
697)	2.50	280	R			NA			NA		1998
				To:	12-611						
	0.20	9	R	From:	Dead End	NI A			NΙΔ		06/04/200
698)	0.20	9	ĸ	To:	12-729	NA I			NA		06/04/200
				From:	US 58						
699	0.40	210	R		05 36	NA			NA		1998
				To:	12-694						
				From:	Dead End						
700	1.15	70	R			NA			NA		02/20/200
				To:	12-670						
$\bigcirc$				From:	12-616						
701)	0.80	70	R	To:	DJ.FJ	NA			NA		1998
				From:	Dead End						
700	0.20	200	R	F101111	Dead End	l NA			NA		06/18/200
702)	0.20	200	1	To	SR 46				IVA		00/10/200
				From:	12-611						
703)	1.80	240	R	<u>.                                    </u>	12 011	NA			NA		02/20/200
.00				To:	Dead End						
				From:	Dead End						
704)	0.50	30	R			NA			NA		02/26/200
				To:	12-611						
$\bigcirc$				From:	12-626						
705)	0.55	40	R	To:	D 15 1	NA			NA		02/26/200
				From:	Dead End						
	0.80	50	R	From:	12-616	l NA			NA		1998
706	0.80	30	K	. —		INA I			INA		1990
	0.40	30	R	From:	0.80 MN 12-616	NA			NA		05/31/200
706	0.40	30	K	To:	12-628	INA I			INA		05/31/200
				From:	Dead End						
(707)	0.35	50	R	<u>.                                    </u>	Deat End	NA			NA		05/21/200
(101)				To:	US 58						
				From:	12-709						
708)	0.30	220	R			NA			NA		1998
				To:	SR 46						
				From:	12-708						
709	0.30	46	R			NA			NA		1998
				To:	Dead End						
	0.75	50	_	From:	12-639; 12-644	NI A			NIA		05/04/000
710	0.75	50	R	To:	Dead End	NA I			NA		05/21/200
				From:	Lunenburg County Line						
711)	2.08	60	R	·····L	Lunchourg County Line	l NA			NA		06/04/200
				Tar	2003/17/55/711	L					
(711)	0.97	80	R	From:	2.08 ME 55-711	NA			NA		06/04/200
711)	0.51	00	11	To:	SR 46	INA			INA		JUIU7/200
				From:	12-606						
712	0.05	680	R	<u> </u>	12-000	NA NA			NA		1998
				To:	US 58						

					Bru	nswick Mainten	ance Are	а							
Route	Length	AADT	QA	4Tire	Bus	Ti	ruck e 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Brunswick County				From:		110.50									
(712)	0.91	2200	G	82%	1%	US 58 3% 3%	11%	0%	С	0.086	F	0.597	2200	G	2002
(712)				To:	.,,	12-721									
712	0.47	2000	G	82%	1%	3% 3%	11%	0%	F	0.080	F	0.545	2000	G	2002
				To: From:		12-755									
(712)	0.69	1600	G	82%	1%	3% 3%	11%	0%	F	0.078	F	0.5	1600	G	2002
				To: From:		12-630									
(712)	2.11	1500	G	82%	1%	3% 3%	11%	0%	F	0.091	F	0.54	1500	G	2002
				From:		12-634									
(712)	1.27	1900	G	82%	1%	3% 3%	11%	0%	F	0.086	F	0.573	1900	G	2002
	2.53	1600	G	From: 82%	1%	12-607; 12-60 3% 3%	11%	0%	F	0.092	F	0.603	1600	G	2002
712	2.55	1000	G	0270	1 70		1170	0%	Г	0.092	г	0.003	1600	G	2002
(742)	1.87	1500	G	From: 82%	1%	12-632 3% 3%	11%	0%	F	0.09	F	0.619	1500	G	2002
712	1.07			To:	170	12-631	1170		•	0.00		0.010	1000		2002
712	2.28	1600	G	From: 82%	1%	3% 3%	11%	0%	F	0.086	F	0.612	1600	G	2002
				To:		I-85									
712)	0.44	1200	G	From: 87%	1%	3% 1%	7%	0%	С	0.088	F	0.598	1200	G	2002
<u> </u>				To:		US 1									
$\bigcirc$	4.00			From:	10/	12-715	40/	201	_		_			_	
(713)	1.20	380	G	96% To:	1%	2% 1% SCL LAWRENCE	1%	0%	F	0.094	F	0.6	380	G	2002
Fown of Lawrenceville						SCL LAWKENCE	VILLE								
10wii of Lawrencevine				From:		SCL LAWRENCE	VILLE								
(713)	0.15	650	G	96%	1%	2% 1%	1%	0%	F	0.097	F	0.696	650	G	2002
<u> </u>				From:		12-1005									
(713)	0.33	1100	G	96% To:	1%	2% 1% US 58 BUS	1%	0%	С	0.112	F	0.595	1100	G	2002
Brunswick County				<u>I</u>		65 56 B65									
O COUNTY				From:		12-694									
(714)	0.19	70	R	To:		CD 46				NA			NA		1998
				From:		SR 46									
(715)	0.85	60	R			Dead End				NA			NA		02/26/200
(19)				To:		SR 46 SOUT	П								
(715)	1.37	240	R	From:		SK 40 SOUT	11			NA			NA		1998
				To:		12-673									
(715) (715) (715)	2.47	910	G	90%	2%	1% 7%	0%	0%	С	0.093	F	0.685	910	G	2002
				To: From:		12-713		-							
(715)	0.30	990	R							NA			NA		06/27/200
				To:		SR 46 NORT	Н								
(716)	0.93	150	R	From:		Dead End				NA			NA		1998
(/16)	0.93	130	K	To:		12-611		1		INA			INA		1990
				From:		Dead End									
(717)	1.08	70	R							NA			NA		02/26/200
(717) (717)				From:		1.08 MN Dead	End								
(717)	2.12	220	R							NA			NA		1998
				To:		12-626									
G10	0.64	30	R	From:		Dead End				NA			NA		02/26/200
(718)       (718)	0.04	30	ĸ	~		0.613.00	E 1			NA			NA		021201200
(710)	0.81	170	R	From:		0.64 MN Dead	End			NA			NA		02/26/200
(118)	0.01	.,,	11	To:		12-667		1		11/7			INA		JZ1Z01Z00
						/									

					Brunswick Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	()K	Dir Factor	AAWDT	QW	Year
Brunswick County				From:	12-685	1					
(719)	0.45	70	R			NA			NA		08/16/200
				To-	Dead End						
				From:	US 58 WEST						
720	0.74	200	R	. —	VIO 50 TH 07	NA			NA		1998
				To:	US 58 EAST						
	1.50	100	R	From:	12-712	l NA			NA		1998
721)	1.50	100	K	To:	12-640	]			INA		1990
				From:	12-611						
722	0.40	50	R	<u> </u>	12-011	NA			NA		02/26/200
122				To:	Dead End						
				From:	Dead End						
723)	0.40	120	R			NA			NA		1998
				To:	12-660						
$\bigcirc$				From:	Dead End						
724)	0.10	5	R	To:	10.505	NA 1			NA		02/20/200
					12-606						
	0.60	70	R	From:	Dead End	NA			NA		05/21/200
725)	0.00	70	K	To-	12-644	]			INA		03/21/200
				From:	US 1	l					
726	1.79	300	R	<u> </u>	UST	NA NA			NA		1998
720)	0			To:	12-643	]					
				From:	US 58 BUS						
727)	0.30	1500	R			NA			NA		1998
				To	12-606						
				From:	Dead End						
728	1.00	130	R			NA			NA		02/20/200
				To:	12-632						
			_	From:	Dead End	]					00/01/00
729	0.30	10	R			NA			NA		06/04/200
				From:	SR 46 WEST	<del> </del>					00/01/000
729	0.58	290	R			NA			NA		06/04/200
$\overline{}$				From:	12-643	<u> </u>					
729)	0.32	560	R	To:	SR 43 EAST	NA I			NA		06/04/200
				From:							
720	1.00	110	R	r tolli.	Dead End	l NA			NA		02/26/200
730	1.00	110	IX.	To:	12-611	]			INA		02/20/200
				From:	Dead End						
731)	0.50	100	R	<u> </u>		NA			NA		02/20/200
				To:	12-606						
_				From:	Dead End						
732	0.35	49	R			NA			NA		05/31/200
				To-	12-651						
$\bigcirc$			_	From:	Dead End	l					1005
733	1.00	930	R	To:	12.670	NA I			NA		1998
					12-678						
(TO)	0.70	60	R	From:	Dead End	NA			NA		05/16/200
734)	0.70	00	ĸ	To:	12-662	INA ]			INA		JJ/ 10/200
				From:	Dead End	<u>.                                    </u>					
735)	0.40	60	R	<u> </u>	Deat Liid	NA			NA		02/20/200
				To:	12-606						

					Bru	inswick Maintena	nce Area	3							
Route	Length	AADT	QA	4Tire	e Bus	Tru 2Axle 3+Axle			OC.	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Brunswick County				From:		12-629									
736)	0.03	30	R	<u>L</u>		12-02)				NA			NA		1998
				To: From:		0.03 MN 12-62	9								
736)	0.54	30	R	From:						NA			NA		1998
				To:		Dead End									
$\bigcirc$			_	From:		Dead End									
737	0.70	46	R	To		12-682				NA			NA		05/31/200
				From:		12-678									
738	0.25	20	R	<u> </u>		12-078				NA			NA		06/27/200
				To:		Dead End									
				From:		Dead End									
739	0.10	130	R	To		CD 46				NA			NA		1998
				From:		SR 46									
(740)	0.75	100	R	FIOIII.		12-604				NA			NA		02/20/200
740	0.70		• • • • • • • • • • • • • • • • • • • •	To:		Dead End									02/20/200
				From:		Dead End		1							
741)	0.30	10	R							NA			NA		02/26/200
				To:		12-670									
	1.25	40	R	From:		12-667				NA			NA		02/26/200
742	1.20	40	K	To:		12-644				INA			INA		02/20/200
				From:		12-642		1							
743)	1.50	850	G	95%	1%	2% 1%	2%	0%	С	0.092	F	0.55	850	G	2002
				To-		12-634									
				From:		Dead End									
744	0.85	40	R	To:		12-605				NA			NA		02/20/200
				From:											
745	0.45	130	R	_		Dead End				NA			NA		1998
745				To:		12-697									
				From:		Dead End									
746	0.80	40	R							NA			NA		02/26/200
				To:		12-626									
	0.60	60	R	From:		Dead End				NA			NA		02/26/200
(747)	0.00	00	K	To:		12-611				INA			INA		02/20/200
				From:		Dead End									
748)	0.60	20	R							NA			NA		02/20/200
				To		12-608									
$\bigcirc$				From:		SR 46									
749	1.00	50	R	To:		Dead End		1		NA			NA		05/31/200
				From:			(D	1							
750	1.36	1500	R	_		US 58 BUS RAN	ЛР			NA			NA		1998
(730)				To:		US 58									
				From:		12-611 WEST									
(751)	0.21	40	R							NA			NA		1998
				To:		12-611 EAST									
$\bigcirc$	0.40	40	_	From:		Dead End				NI A			NI A		06/07/000
752	0.12	10	R	_						NA			NA		06/27/200
	Λ 10	20	R	From:		0.12 MN Dead E	nd			NIA			NIA		06/27/200
752	0.18	20	ĸ	To:		12-678		1		NA			NA		06/27/200
						12-0/0									

					ыu	nswick Maintena	ince Area	1							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Brunswick County				From:		Dead End		1							
(753)	0.25	40	R							NA			NA		02/26/200
				To:		12-670									
$\overline{}$				From:		12-606									
754)	0.01	20	R	To:		0.01 ME 12-60	16			NA			NA		1998
				From:		0.01 ME 12-60 0.01 ME 12-60	)6								
754	0.55	20	R							NA			NA		03/01/20
				To:		Dead End									
	0.00	440	_	From:		12-712				<b>N</b> 10			NIA		00/00/00
755	0.60	140	R	To:		Dead End				NA			NA		02/20/20
				From:		12-606		1							
756	1.00	780	G	56%	1%	8% 31%	4%	0%	С	0.102	F	0.506	780	G	2002
.00				To:		US 58									
				From:		Dead End									
757	0.80	150	R							NA			NA		02/26/20
				To:		12-666									
	0.40	•		From:		US 1				NIA			NΙΔ		1000
758)	0.40	2	R	To:		Dead End				NA			NA		1998
				From:		12-634									
759	0.45	30	R	<u> </u>		12-054				NA			NA		1998
100)				To		Dead End									
				From:		12-644									
760)	0.33	40	R							NA			NA		05/21/20
				To:		Dead End									
$\sim$	0.00	20		From:		12-644				NIA			NIA		05/04/00
761)	0.36	30	R	To:		Dead End		1		NA			NA		05/21/20
				From:		Dead End		L							
762)	0.73	60	R	_		Dead Elid				NA			NA		1998
102)				To:		US 1									
				From:		US 1									
763)	2.10	50	R	_						NA			NA		05/31/20
				To:		SR 46									
	0.40	00	_	From:		US 1				N.1.0			NIA		05/04/00
764)	0.40	20	R	To:		12-630				NA			NA		05/31/20
				From:		US 1									
765)	0.43	20	R	_		031				NA			NA		07/02/20
103)				To:		Dead End									
				From:		SR 46 SOUTI	I								
766	0.53	20	R							NA			NA		1998
				To:		SR 46 NORTI	Ι								
	2.22	40	_	From:		SR 46 SOUTI	ł								1000
767)	0.38	40	R	To:		SR 46 NORTI	1			NA			NA		1998
				From:			1								
768	0.11	20	R			SR 46				NA			NA		1998
768				To		Dead End									
				From:		12-631									
775	0.55	NA		<u> </u>						NA			NA		
				To:		Dead End									
$\sim$				From:		12-703									
780	0.20	70	R	<sub>T</sub>						NA			NA		02/20/20
				To:		Dead End									

					Bru	nswick M	1aintena	nce Are	а							
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Brunswick County				From:		16 11 1	a .		-							
903)	2.88	1300	G	85%	0%	Mecklenby 5%	1%	8%	0%	С	0.101	F	0.561	1300	G	2002
(903)	2.22	750	G	From: 85%	0%	5%	12-626 1%	8%	0%	F	0.106	F	0.564	750	G	2002
(903)				Tn·	070	North Car			070		0.100		0.001	7.00		2002
				From:		12-0	00677(B)/									
940	0.18	NA		To		D	ead End				NA			NA		
				From:			ead End/									
941)	0.15	NA		To:			00677(B)/				NA			NA		
Town of Lawrenceville				<u> </u>			,(_)									
				From:		1	2-1010									0=1001000
(1000)	0.02	960	R	To:		SD 46:	US 58 BI	IC			NA			NA		07/02/2001
				From:			2-1016	J. <b>3</b>								
(1001)	0.07	250	R	<u> </u>		1.	2-1010				NA			NA		06/27/2001
				Ta		1	2-1015									
(1001)	0.07	260	R	From:			2 1010				NA			NA		06/27/2001
				To:		1:	2-1017									
(1001)	0.13	240	R								NA			NA		06/27/2001
				To:			SR 46		ļ							
Brunswick County				From:			SR 46									
(1002)	0.20	70	R			•	510 40				NA			NA		06/18/2001
				To		De	ead End									
$\bigcirc$				From:		]	12-695									
(1003)	0.60	520	R	To:		WCL LAW	DENCE	ште			NA			NA		06/27/2001
T CI III						WCLLAW	VKENCE	/ ILLE								
Town of Lawrenceville				From:		WCL LAW	VRENCEV	/ILLE								
(1003)	0.06	980	R	_							NA			NA		06/27/2001
				Tn·			2-1004									
(1004)	0.12	930	G	96%	2%	2%	2-1005 0%	0%	0%	F	0.149	F	0.560	930	G	2002
(1004)	0.12		•	To:				070		•	0.110		0.000	000	Ū	2002
1004)	0.17	460	G	From: 96%	2%	2%	2-1003 0%	0%	0%	F	0.095	F	0.625	460	G	2002
(100-7)				To: From:			17; 12-103		- 1							
1004)	0.09	300	G	96%	2%	2%	0%	0%	0%	F	0.102	F	0.623	300	G	2002
				To: From:		1	12-695									
1004	0.16	410	G	96%	2%	2%	0%	0%	0%	С	0.104	F	0.5	410	G	2002
				To:			SR 46									
	0.54	4400	•	From:	40/		2-1004	00/	00/	0	0.440	_	0.000	4400	0	0000
1005	0.51	1100	G	91%	1%	5%	2%	2%	0%	С	0.119	F	0.633	1100	G	2002
	0.25	860	G	From: 91%	1%	US 5%	58 BUS 2%	2%	0%	F	0.099	F	0.634	860	G	2002
1005	0.20	300	3	J 1 /0	1 /0			<b>∠</b> /0	U /0		0.033	ı	0.004	000	3	2002
(1005)	0.10	480	R	From:			12-713				NA			NA		06/27/2001
1005	0.10			To:		1	2-1022									
(1005)	0.07	130	R	From:		1.	<u> 2-1022</u>				NA			NA		06/27/2001
			-	To:		1	2-1020				-			-		
				From:			2-1016									
1006	0.19	2000	G	93%	1%	2%	1%	3%	0%	С	0.095	F	0.568	2000	G	2002
				To:			SR 46									

<u>,                                      </u>						Truc	:k			Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle	nt 1Trail	2Trail	QC	Hour	QK	Factor	AAWDT	QW	Year
Town of Lawrenceville				From:		SR 46		j							
(1007)	0.22	270	R	To		US 58 BUS				NA			NA		1998
Brunswick County						US 36 BUS		1							
	0.15	400	В	From:		SR 46				NΙΔ			NIA		1000
(1008)	0.15	190	R	To:		Dead End				NA			NA		1998
Town of Lawrenceville				r											
(1009)	0.04	90	R			12-1014				NA			NA		1998
				To: From:		12-1025									
1009	0.07	1400	G	97% To:	1%	2% 0% US 58 BUS WEST	1%	0%	F	0.131	F	0.593	1400	G	2002
$\overline{}$				From:		US 58 BUS EAST	,							_	
(1009)	0.03	2400	G	97% To:	1%	2% 0% 12-1010; 12-1040	1%	0%	F	0.119	F	0.596	2400	G	2002
				From:		12-1009; 12-1040		J							
(1010)	0.20	1800	G	97%	1%	2% 0%	1%	0%	С	0.105	F	0.536	1800	G	2002
				From:		US 58 BUS									
(1011)	0.02	720	R	_		CS 36 BCS				NA			NA		07/02/2001
				To:		12-1010									
(1012)	0.10	40	R	From:		12-1004				NA			NA		06/18/2001
				To:		12-1013									
	0.07	48	R	From:		12-1012				NA			NA		06/18/2001
(1013)	0.07	40	- 1	To:		12-1005				INA			IVA		00/10/2001
$\overline{}$				From:		12-1005									
(1014)	0.23	570	R	To:		12-1009		1		NA			NA		07/10/2001
				From:		12-1004									
1015	0.31	400	R	To:		12-1006				NA			NA		06/18/2001
				From:		12-1000									
(1016)	0.06	340	R							NA			NA		07/02/2001
<u> </u>				From:	10/	12-1006	201								
1016	0.18	2400	G	93% To:	1%	2% 1% US 58 BUS	3%	0%	С	0.09	F	0.542	2400	G	2002
				From:		12-1019									
1017	0.16	160	R							NA			NA		07/02/2001
	0.09	420	R	From:		12-1004; 12-1030		-		NA			NA		07/02/2001
(1017)	0.03	420	- 1	To:		12-1028				INA			IVA		01/02/2001
(1017)	0.16	520	R	From:		12-1028				NA			NA		07/02/2001
				To:		12-1006									
(1018)	0.15	80	R	From:		12-1032				NA			NA		06/27/2001
(1010)				To: From:		PARK ST									
(1018)	0.45	190	R							NA			NA		1998
				To: From:		12-737									
1019	0.15	100	R			12-1017				NA			NA		1998
				To:		12-1026									
(1030)	0.22	40	R	From:		Dead End				NA			NA		1998
1020	0.22	₩.		To:		12-1037				14/3			1 1/7		1000

Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	ıck 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Lawrenceville				From:		12-713		1							
1021)	0.10	130	R							NA			NA		1998
				Tn·		12-1022									
	0.15	150	R	From:		Dead End				NA			NA		06/27/200
(1022)	0.13	150	K							INA			INA		00/21/200
(1022)	0.13	140	R	From:		12-1033				NA			NA		06/27/200
(1022)	00			To:		12-1037									00/2//200
_				From:		Dead End									
1023	0.07	160	R	_						NA			NA		06/18/200
				To:		12-1031									
	0.08	160	R	From:		12-1023				NA			NA		06/27/200
(1024)	0.00	100	K	To:		12-1025				INA			INA		00/21/200
				From:		12-1016		Ī							
1025	0.04	2000	G	96%	1%	2% 0%	1%	0%	С	0.100	F	0.6	2000	G	2002
				To: From:		12-1009		-							
1025	0.04	2100	G	96%	1%	2% 0%	1%	0%	F	0.104	F	0.561	2100	G	2002
				Tn·		12-1024									
$\bigcirc$	0.10	440	В	From:		12-1019				NΙΛ			NIA		06/10/200
1026	0.10	110	R							NA			NA		06/18/200
	0.07	120	R	From:		12-1029				NA			NA		06/18/200
1026	0.07	120	K							INA			INA		00/10/200
4000	0.08	140	R	From:		12-1030				NA			NA		06/18/200
1026	0.00	140		To:		12-1004; 12-102	8			INA			INA		00/10/200
				From:		US 58 BUS									
(1027)	0.06	890	G	96%	1%	2% 0%	0%	0%	С	0.091	F	0.711	890	G	2002
				To:		12-713									
$\bigcirc$				From:		12-1017									201101000
1028	0.15	120	R	To:		12-1004; 12-102	6			NA			NA		06/18/200
				From:		12-1004, 12-102	.0								
(1029)	0.08	40	R			12-1017		<u> </u>		NA			NA		06/18/200
				To:		12-695		1.							
(1029)	0.06	47	R	From:		12-0/3				NA			NA		06/18/200
				To:		12-1026									
				From:		12-1004									
1030	0.13	110	R			10.100				NA			NA		06/18/200
				To: From:		12-1026									
	0.06	540	R	From:		12-1006				NA			NA		06/18/200°
(1031)	0.00	040		To		12 1022				INA			INA		00/10/200
(1031)	0.03	430	R	From:		12-1023				NA			NA		06/18/200
				To:		SR 46							* ** *		
				From:		Dead End									
1032	0.01	5	R							NA			NA		06/27/200
				To: From:		12-1018		-							
1032	0.15	47	R			POX				NA			NA		06/27/200
				To:		FOURTH ST									
(1033)	0.09	70	R	From:		12-713				NA			NA		06/27/200
(1033)	0.03	, 0	v	To:		12-1022				INA			INA		00/21/200

Route	Length	AADT	QA	4Tire	Bus	Tr	uck		QC	Peak	QK	Dir	AAWDT	QW	Year
Town of Lawrenceville				_		ZAXIE 3+AXIE	1 I raii	21 rail		Hour		Factor			
1024	0.08	160	R	From:		Dead End				NA			NA		06/27/2001
1034	0.00			To		SR 46				107			10.		00/21/2001
				From:		12-1010									
1035	0.09	430	R	_						NA			NA		07/02/2001
				To:		Dead End									
(1036)	0.04	80	R	From:		Dead End				NA			NA		06/27/2001
(1036)	0.04	00	• • • • • • • • • • • • • • • • • • • •	To:		12-678				1471			1471		00/21/2001
				From:		12-1022									
1037	0.07	60	R	_						NA			NA		06/27/2001
				To:		12-1020									
	0.10	150	R	From:		12-1009; 12-10	10			NA			NA		07/02/2001
1040)	0.10	150	K	To:		Dead End				INA			INA		07/02/2001
Brunswick County															
				From:		12-634									
(1101)	0.20	60	R	To:		Dead End			NA				NA		07/02/2001
				From:		Dead End  Dead End									
(1110)	0.04	30	R			Dead End				NA			NA		07/02/2001
(110)				To:		12-1111									
(1110)	0.15	120	R	From:		12-1111				NA			NA		07/02/2001
				To:		US 1									
				From:		Cul-de-Sac									
(1111)	0.07	40	R	т		12 1110				NA			NA		07/02/2001
				From:		12-1110									
(1201)	0.07	2	R	From.		Dead End				NA			NA		05/21/2001
				To:		12-639									
				From:		12-1206									
(1205)	0.09	140	R	_						NA			NA		05/21/2001
				To:		12-681									
	0.10	70	R	From:	]	Dead End; .10 MN	1205			NA			NA		05/21/2001
(1206)	0.10	70		To:		12 1205				INA			IVA		00/21/2001
(1206)	0.08	60	R	From:		12-1205			NA			NA		05/21/2001	
(1200)				To:	]	Dead End; .08 MS	1205								
				From:		Dead End									
(1301)	0.17	130	R	. —						NA			NA		06/27/2001
				From:		12-626 EAST 12-626 WEST									
(1301)	0.18	540	R							NA			NA		06/27/2001
				To:		12-665									
Town of Alberta				From:		12 1420									
(1401)	0.06	10	R			12-1420				NA			NA		03/01/2001
(1401)				To:		US 1									
(1401)	0.53	1000	G	97%	0%	1% 1%	1%	0%	С	0.097	F	0.511	1000	G	2002
				To:		SR 136									
(1401)	0.16	920	G	97%	0%	1% 1%	1%	0%	F	0.091	F	0.606	920	G	2002
				To:		12-606									
$\bigcirc$		_	_	From:		Dead End									00/01/07
(1402)	0.03	9	R							NA			NA		03/01/2001
	0.00	420		To: From:		12-1404				NIA			NI A		1000
(1402)	0.29	130	R	To:		12-628				NA			NA		1998
						12-020		ļ							

					Brunswick Maintenance Area	Doct	D:-		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	(.)K	_ AAWDT C	QW Year
Town of Alberta				From:	SR 136				
(1403)	0.30	410	R		SKIJO	NA		NA	05/31/200
				To:	US 1				
$\bigcirc$	0.15	400	-	From:	12-606	NIA		NIA	03/04/300
(1404)	0.15	400	R	To:	12-1414	NA		NA	03/01/200
				From:	US 1				
1405	0.08	120	R			NA		NA	05/31/200
				To:	12-1406				
	0.01	•	R	From:	Dead End	NIA		NA	02/04/200
1406	0.01	9	ĸ	. —		NA		INA	03/01/200
(1406)	0.12	210	R	From:	12-1408	NA		NA	03/01/200
(1406)	0.12	210		To:	12 1410	IVA		14/3	03/01/200
(1406)	0.06	46	R	From:	12-1410	NA		NA	03/01/200
				To:	Dead End; Gap Terminus				
(1406)	0.19	20	R	From:	Dead End, Out Terminus	NA		NA	03/01/200
				To:	Dead End; .08 NE US 1				
(1407)			_	From:	US 1				
	0.10	70	R	To:	12-1417	NA		NA	03/01/200
				From:	SR 136				
1408	0.05	120	R		SK 130	NA		NA	05/31/200
				To:	12-1406				
(1409)				From:	Dead End				
	0.13	10	R	To	US 1	NA		NA	03/01/200
				From:					
(1410)	0.05	180	R		SR 136	NA		NA	03/01/200
				To:	12-1406				
(1411)				From:	SR 136				
	0.17	40	R	To:	12.1415	NA		NA	03/01/200
				From:	12-1415				
(1412)	0.07	70	R		12-606	NA		NA	05/31/200
				To:	12-1413				
				From:	12-628				
(1413)	0.03	30	R			NA		NA	1998
				From:	0.03 ME 12-628				
(1413)	0.38	30	R	To:	12-1412	NA		NA	1998
				From:	12-1404				
(1414)	0.30	250	R		12-1404	NA		NA	03/01/200
				To:	12-628				
				From:	Dead End				
1415	0.10	30	R			NA		NA	03/01/200
$\overline{\bigcirc}$	0.00	00		From:	12-1411	NIA		NIA.	02/04/000
(1415)	0.08	80	R	To:	SR 136	NA		NA	03/01/200
				From:	US 1				
1416	0.15	90	R			NA		NA	03/01/200
				To: From:	12-1417				
(1416)	0.10	110	R			NA		NA	03/01/200
				To:	SR 136				

					Brunswick Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	CC	()K	AAWDT	QW Year
Town of Alberta				From:	12-1416	1			
(1417)	0.21	50	R		12 1110	NA		NA	05/31/200
				To	SR 136				
	0.11	70	R	From:	12-606	NA NA		NA	07/02/200
(1418)	0.11	70	IX.	To:	12-628			INA	01/02/200
				From:	12-606				
(1419)	0.21	110	R			NA		NA	03/01/200
				From:	12-1402				
(1420)	0.10	3	R		Dead End	I NA		NA	03/01/200
1429				To:	12-1401	ļ			
(1420)	0.09	2	R	From:		NA		NA	1998
				To:	Dead End				
$\bigcirc$	0.10	NIA		From:	12-606	NIA		NA	
(1421)	0.10	NA		To:	Dead End	NA I		INA	
				From:	12-1423				
1422	0.10	20	R			NA		NA	05/31/2001
				To:	12-1401				
(100)	0.15	20	R	From:	12-1422	NA		NA	05/31/200
(1423)	0.13	20		To:	Dead End			IVA	03/31/200
Town of Brodnax									
	0.07	220	-	From:	Mecklenburg County Line	NIA		NIA	07/40/000
(1501)	0.07	230	R			NA		NA	07/10/2001
	0.07	80	R	From:	12-659	NA		NA	07/10/200
(1501)	0.07	00		To:	12-657	1		1471	017107200
(1501)	0.14	80	R	From:	12-03/	NA		NA	05/16/200
				To	Dead End				
$\bigcirc$				From:	12-1504				
(1502)	0.38	30	R	To:	12-1501	NA I		NA	05/16/2001
				From:	US 58; 12-657	<u> </u>			
(1503)	0.08	490	R		0000,1200	NA		NA	05/16/2001
				To: From:	12-1506				
(1503)	0.06	340	R			NA		NA	05/16/2001
				To:	NCL BRODNAX				
Brunswick County				From:	NCL BRODNAX				
(1503)	0.60	340	R			NA		NA	05/16/2001
				To:	Mecklenburg County Line				
Town of Brodnax				From:	Mecklenburg County Line	1			
(1504)	0.09	120	R			NA		NA	05/16/2001
				To: From:	12-657	<b>]</b>			
(1504)	0.03	40	R		10.1502	NA		NA	05/16/2001
				To:	12-1502				
	0.10	100	R	From:	12-659	NA NA		NA	05/16/2001
(1505)	0.10			To:	12-1502			1 11 1	30, 13,200
(1505)	0.30	50	R	From:	12-1JUZ	NA		NA	05/16/2001
$\bigcirc$				To:	ECL BRODNAX				

									_							
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Brodnax						27 1/10	0.700	TTTGII	ZIIGII		rioui		1 40101			
				From:		]	12-1507									
1506)	0.11	40	R	To:			12 1502				NA			NA		05/21/200
							12-1503									
	0.06	70	R	From:			12-657				NA			NA		05/21/200
(1507)	0.00	70	IX	To:			12-1506				INA			INA		03/21/200
				From:	58-1		klenburg C	ounty Line	e.							
1510)	0.07	200	R		001	010,11100	in enoung c	ounty Din	<u> </u>		NA			NA		05/16/20
				To			12-659									
1510)	0.57	150	R	From:			12 037				NA			NA		05/16/200
				To:		D	ead End									
				From:		Mecklent	ourg Count	y Line								
1516)	0.01	90	R								NA			NA		05/16/200
				To			12-659									
Brunswick County																
9449	0.25	380	R	From:			SR 46				NA			NA		1009
	0.23	300	K	To:		RUSSE	ELL SCHO	OL.			INA			INA		1990
				From:			NSWICK I									
9631)	0.24	630	R			DKUI	NOWICKI	15			NA			NA		1998
	<b>3.2</b> .			To:			US 58									1998
Town of Brodnax																
				From:		D	ead End									
(1501)	0.06	220	R							NA	NA			NA		07/23/200
				To:			ck County	Line								
	0.00	400	_	From:			58-1524									07/00/00
1504	0.22	120	R	To:		Drangagi	ck County	Lino		NA	NA			NA	05 05 05 05 07	07/23/200
				From:				Lilic								
	0.43	NA				L	Dead End				NA			NA		
1515	0.40	147		To:	Bru	ınswick C	ounty Line	; 12-1510			1471			1473		
				From:			58-1524		i							
1516	0.24	70	R	<u> </u>			00 1021				NA			NA		07/23/200
				To:		Brunswi	ck County	Line								
				From:			58-1516							<u> </u>		
1524	0.09	30	R								NA			NA		07/23/200
200				To:		4	58-1504									
				From:			58-1516									
1525	0.09	30	R								NA			NA		07/23/200
				To:		4	58-1504									