2001

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

Jurisdiction Report 87

Southampton County
City of Franklin
Town of Bovkins
Town of Branchville
Town of Capron
Town of Courtland
Town of Ivor
Town of Newsoms

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets includes a list of all Interstate and Primary highway segments with the estimated Annual Average Daily Traffic (AADT). AADT is the total annual traffic estimate divided by the number of days in the year. This book is titled "Average Daily Traffic Volumes on Interstate, Arterial and Primary Routes".

The second booklet includes the same information as the first, along with some additional information such as an estimate of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks. This booklet also includes the estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; and a "Design Hour" estimate which is a value used by planners to formulate design criteria. This book is titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes".

Both of the Interstate and Primary booklets mentioned above include a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the booklet has been redesigned based on user requests and feedback. The people at VDOT Traffic Engineering's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

In addition to the two annual publications, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for all roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Available this year is a compact disc (CD) that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. One disc will include both Primary and Interstate publications as well as each of the 100 Jurisdiction Reports. The CD will also include a number of summary reports not available in the printed version.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Traffic Engineering Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Design Hour: The estimate of the traffic volume for the 30^{th} highest traffic volume occurring in a one-year period.

QK: Quality of the Design Hour estimate:

- A 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factored Highest Hour Collected at in a 48 Hour Weekday Period
- G Factored Highest Hour Collected at in a 48 Hour Weekday Period with Growth Element
- M Manual Estimate of 30th Highest Hour
- N Design Hour of Similar Neighboring Traffic Link
- O Provided by External Source

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

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available, the actual date that the count was obtained is provided. All other AADT data are factored to be accurate for the year of the report.

Route Shield Legend

Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rout	de
600	Secondary Route	

Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector
\ /	

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Roule Length AADT QA 4Tive Bus						outnan	ipton Mai					D :				
Southamston Country Southamston Country	Route	Length	AADT	QA	4Tire	Bus				2Trail	QC	Design Hour	QK	AAWDT	QW	Year
1,40 1900 G 151% 29% 45% 15% 12% 0% F 160 G 1900 G 2001	Southampton County				P	27	1.0 1	G T.								
Solid Bookstare Solid Book	35	1.40	1900	G						0%	F	160	G	1900	G	2001
Section Sect	(33)								,		•					
1.24 1900	Town of Bovkins															
Section Sect		1 24	4000	N.		20/			120/		NI	160	N	1000	NI	2001
Section Sect	35)	1.24	1900	N	0170	Z 70			1270	0%	IN	100	IN	1900	IN	2001
Not Not Devision Not Devision	25	0.49	1600	G		2%			12%	0%	F	150	G	1600	G	2001
A	(33)	0.10				270			1270			100		1000		2001
35	Southampton County									1						
Section Sect	25	4 93	1600	N		2%			12%	0%	N	150	N	1600	N	2001
Section Sect	(35)	4.55	1000	14	To:	270			12 /0	7	11	150	14	1000	11	2001
Second	35	5.15	1500	G		2%			12%	0%	F	130	G	1500	G	2001
35 68 2.03 3600 G 92% 1% 3% 0% 4% 0% F 370 G 3600 G 2001	(33)	00			To:				.=/*	٦	•					
CL Courtland Count Count	\sim	2.02	3600	_	From:				40/		_	270	C	2600	C	2001
Town of Courtland	(35) (58)	2.03	3600	G		1 70			4 70	٦ 0%	Г	370	G	3000	G	2001
Bus Cl. Courtland Cl.	Town of Courtland						CL Cou	- Curro		· ·						
Southamnton County								tland								
Southamnton County	(35) (58)	0.14	3600	N	92%	1%	3%	0%	4%	0%	N	370	N	3600	N	2001
NCL Courtland Southamnton County Southamnton	$\overline{\bigcirc}$				From:					J						
Southamnton County Southam	35	0.59	6200	G		1%			14%	0% 	F	530	G	6200	G	2001
ST-616 North of Courtland ST-616 North of Courtland ST-616 North of Courtland ST-616 North of Schwell ST-616 Nor					10.		NCL Cou	ruanu								
ST-615 North of Courtland ST-615 North of South ST-615 North of South ST-615 North of South of	Southampton County				From:		NCL Cou	rtland								
S7-615 North of Courtland S7-615 North of Courtland S7-615 North of Courtland S7-615 North of Sebrell S1-615 Nor	(35)	0.10	6200	N	81%	1%	2%	2%	14%	0%	Ν	530	Ν	6200	N	2001
S7-653 North of Sebrel Suses County Line					To: From:	87-	616 North o	f Courtland								
3.94 2000 G 81% 1% 2% 2% 14% 0% F 150 G 2000 G 2001	(35)	6.18	2600	G	81%	1%	2%	2%	14%	0%	F	220	G	2600	G	2001
Sussex County Line Sussex State Of County Li																
Same	(35)	3.94	2000	G					14%	¬ 0%	F	150	G	2000	G	2001
S8																
Sa	(50)	5.44	12000	G					10%	」 0%	F	760	G	12000	G	2001
Sa	(36)	• • • • • • • • • • • • • • • • • • • •	.2000		To				, .	٦	•					
S8 S.55 12000 G 87% 0% 2% 1% 10% 10% 0% F 740 G 12000 G 2001	58	4.72	12000	G	87%	0%			10%	0%	F	740	G	11000	G	2001
S8 5.55 12000 G 87% 0% 2% 1% 10% 10% 0% F 740 G 12000 G 2001	90				To											
Town of Canron	58	5.55	12000	G		0%			10%	0%	F	740	G	12000	G	2001
Sample S	<u> </u>				To:		WCL Ca	pron								
Sample S	Town of Capron				Eram:		wer =			1						
Southampton County SR 35 & 58 Bus W of Courtland SR 35 & 58 Bus W of Courtland	(50)	0 14	12000	N		0%			10%	 0%	N	7 4∩	N	12000	N	2001
Southampton County Southam	(30)	J. 14	000		To: 70	J /0			10 /0		.,	. 40		12000		2001
To	<u></u>	0.15	13000	G		0%			10%	0%	F	790	G	13000	G	2001
Second S	(36)								,.	<u> </u>	-					
SR 35 & 58 Bus W of Courtland SR 35 & 35 Bus W of Courtland SR 35 & 35 Bus W of Courtland SR 35 Bus W of	Southampton County															
SR 35 & 58 Bus W of Courtland SR 35 & 58 Bus W of Courtlan	<u> </u>	E EC	12000	N,		00/			100/	00/	N.I	700	NI.	12000	NI.	2004
S8 3.46 14000 G 87% 0% 2% 1% 10% 0% F 850 G 13000 G 2001	(58)	5.50	13000	N	01%					U%	IN	790	IN	13000	IN	2001
Table Bus US 58 East Of Courtland	(F)	2 16	14000	C						00/		950	C	12000	C	2001
2.34 20000 A 87% 0% 2% 1% 10% 0% B 2000 A 19000 A 2001 To Bus US 58 West of Franklin (58) 0.16 18000 G 87% 0% 2% 1% 10% 0% F 1200 G 17000 G 2001	(58)	3.40	14000	J	O1 70					U 70	I-	000	G	13000	G	200 I
Bus US 58 West of Franklin	(50)	2.34	20000	Δ						0%	R	2000	Δ	19000	Δ	2001
(58) 0.16 18000 G 87% 0% 2% 1% 10% 0% F 1200 G 17000 G 2001	(58)	2.04	20000	^	To: 70					7	ט	2000	^	13000	^	2001
Tα US 58 Bus West of Franklin	(59)	0 16	18000	G						0%	F	1200	G	17000	G	2001
	30)			_									_		_	

				- 5	outnam		ntenance								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Southampton Coun	ıtv					ZAXIC	STAXIC	IIIali	ZIIali		Hour				
~~~				From:			t of Franklir								
[58]	3.78	16000	G	87%	0%	2%	1%	10%	0%	F	1000	G	16000	G	2001
~				To: From:			of Franklin								
[58]	2.98	16000	G	87% To:	0%	2%	1%	10%	0%	F	1000	G	16000	G	2001
~						WCL St									
Bus Clay Street	2.22	2700		97%	0%	US 5	0%	1%	00/	۸	210	^	2000	٨	2001
(58) Clay Street	2.32	2700	Α	97 % To:	0%	WCL Fra		170	¬ 0%	Α	310	Α	3000	Α	2001
C' CE II						WCLIII	шкии		<u> </u>						
<u>City of Franklin</u> Bus				From:		WCL Fra	anklin								
58 Clay Street	1.18	3600	G	97%	0%	2%	0%	1%	0%	F	360	G	3700	G	2001
$\bigcirc$				To: From:		Hunterda	ile Rd		<b>—</b>						
Bus 58 Clay Street	0.58	5000	G	97%	0%	2%	0%	1%	0%	F	460	G	5300	G	2001
58 Clay Street	0.30	3000	G	37 70	0 70			1 /0	<b>-</b> 0 70	•	400	J	3300	O	2001
Bus				From:		Homeste									
(58) Clay Street	0.35	4000	G	97%	0%	2%	0%	1%	0%	F	380	G	4200	G	2001
Pue				To: From:		Lee S	St								
Bus  Street	0.16	2200	G	97%	0%	2%	0%	1%	0%	F	220	G	2300	G	2001
(30)	Combined Traffic:	4400	G	96%	1%	2%	0%	1%	0%	F	460	G	4600	G	2001
				To:		Gardne	r St								
Bus				From:	201	Gardner		101					1000		2224
(58) Clay Street	0.17	1800	G	97%	0%	2%	0%	1%	0%	F	170	G	1900	G	2001
	Combined Traffic:	4700	G	96% To:	1%	2%	0%	1%	0%	F	460	G	4900	G	2001
Bus				From:		High High St									
58 4th Ave	0.26	3000	G	97%	0%	2%	0%	1%	0%	F	280	G	3200	G	2001
<u> </u>				To:		Mechanic	Street								
Bus		4000	_	From:	00/	E Fourth		40/		_	400	_	4000	•	0004
(58) Mechanic St	reet 0.10	4300	G	97% To:	0%	2%	0%	1%	0%	F	430	G	4600	G	2001
Bus				From:		Second S US 2									
[58]	0.19	13000	G	97%	0%	2%	0%	1%	0%	F	1200	G	13000	G	2001
<u> </u>				To:		ECL Fra	nklin								
Southampton Coun	tv														
Bus	0.02	4 4000	_	From:	00/	ECL Fra		40/		_	4400	0	14000	0	2004
[58]	0.03	14000	G	97% To:	0%	2%	0% County Line	1%	O%	F	1100	G	14000	G	2001
					1810	or wight C	Jounny Line								
<u>Citv of Franklin</u> Bus				From:		58 Bus C	lay St		1						
58 Lee Street	0.16	2900	G	95%	1%	2%	1%	0%	0%	F	290	G	3100	G	2001
	Combined Traffic:	4700	G	96%	1%	2%	0%	1%	0%	F	460	G	4900	G	2001
				To:		High									
Bus High Street	0.27	2200	_	95%	1%	Lee St	reet 0%	0%	 0%	С	240	C	2200	C	2004
High Street	0.27 Combined Traffic:	2200 4400	G G	95% 96%	1%	2% 2%	0% 0%	0% 1%	0% 0%	F	240 460	G G	2300 4600	G G	2001 2001
	Compined Hallic:	4400	G	96% To:	1 70	Z% Fourth		1 70	7	Г	400	G	4000	G	∠∪∪ I
Southampton C				_		. 50111									
Southampton Coun	LY			From:		58 West o	f Courtland								
(58)	2.03	3600	G	92%	1%	3%	0%	4%	0%	F	370	G	3600	G	2001
<u> </u>				To:		WCL Cou	ırtland								
Town of Courtland									1						
Bus	0.44	2600	A.I	From:	10/	WCL Cou	artland 0%	40/		N.I	270	N I	2600	N!	2004
[58]	0.14	3600	N	92%	1%			4%	0%	N	370	N	3600	N	2001
Bus				From:	-	SR 35 Co	urtland		_						
58	1.10	7200	G	92%	1%	3%	1%	4%	0%	F	560	G	7100	G	2001
$\bigcirc$				To:		ECL Cou	rtland								

				S	outhan	npton Mai	ntenance	Area							
Route	Length	AADT	QA	4Tire	Bus	2 2 Ayle	Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Southampton County				Erom				TTAII			i ioui				
Bus (58)	1.18	7200	N	92%	1%	ECL Cou	rtland 1%	4%	0%	N	560	N	7100	N	2001
				To:	US	S 58 East of	Courtland								
196	2.98	1200	G	67%	No 1%	rth Carolina 4%	State Line 3%	25%	<b>」</b> 0%	F	100	G	1200	G	2001
186	2.00	1200		To:	170	WCL Bran		2070		•			.200		
Town of Branchville				From:		WCL D	1 '11								
(186)	0.62	1200	N	67%	1%	WCL Bran	3%	25%	0%	N	100	Ν	1200	N	2001
				To:		ECL Bran	chville								
Southamnton County				From:		ECL Bran	chville								
186	2.35	2000	G	67%	1%	4%	3%	25%	0%	F	160	G	2000	G	2001
				To:		WCL Bo	ykins								
Town of Bovkins				From:		WCL Bo									
186)	0.26	2700	G	67%	1%	4%	3%	25%	□ 0%	F	250	G	2700	G	2001
Southampton County						SR 3	<i>3</i>		1						
	0.00	0000		From:	001	US 25		470/			000		0000		0001
189 South Quay Rd	2.20	2800	G	76%	0%	1%	5%	17%	0%	F	220	G	2800	G	2001
(189) South Quay Rd	0.22	3200	G	From: 76%	0%	87-71 <b>1%</b>	<u>4</u> 5%	17%	0%	F	260	G	3200	G	2001
				To:		SCL Su	ffolk								
Cmith Form Dood	F 20	5000	•	From:		rth Carolina		60/	00/	F	410	G	E600	G	2001
Smith Ferry Road	5.28	5600	G	92%	1%	1%	1%	6%	0% ¬	Г	410	G	5600	G	2001
258 Smith Ferry Road	3.43	3600	G	92%	1%	SR 18	1%	6%	0%	F	300	G	3500	G	2001
$\overline{}$				To: From:		87-68	4		]						
258 Smith Ferry Road	0.41	4400	G	92% To:	1%	1%	1%	6%	0%	F	340	G	4300	G	2001
City of Evonblin				10.		SCL Fra	nklin								
City of Franklin				From:		SCL Fra									
South Street	0.28	5000	G	95%	1%	2%	0%	2%	0%	С	460	G	5200	G	2001
South Street	0.25	11000	G	From: 95%	1%	College I	Orive 0%	2%	0%	F	920	G	11000	G	2001
238)				To:		Bank St			1						
258 South Street	0.35	10000	G	95%	1%	2%	0%	2%	0%	F	900	G	11000	G	2001
<del></del>				From:	101	Roosevelt		221	<u> </u>				10000		
South Street	0.15	11000	G	95%	1%	2%	0%	2%	0%	F	860	G	12000	G	2001
South Street	0.16	11000	G	From: 95%	1%	Oak St	reet 0%	2%	0%	F	900	G	11000	G	2001
				To: From:		Pretlow S			¬—						
(258) South Street	0.21	7900	G	95%	1%	2%	0%	2%	0%	F	690	G	8300	G	2001
~~~	0.45	4=4-		From:	401	High St		70/	<u> </u>		070		4700		0001
South Street	0.16	4500	G	77% To:	1%	7% Main St	8% reet	7%	0%	F	370	G	4700	G	2001
~~~~~~·	2.55	4000		From:	401	South S	treet	70/	<b></b>		470		0000		0001
258 Main Street	0.29	1900	G	77% To:	1%	7% Second A	8% venue	7%	0%	С	170	G	2000	G	2001
~~~	0.45	0000	_	From:	401	Main St	reet	70/	<u> </u>	_	000		7000		0001
258 Second Avenue	0.12	6600	G	77% To:	1%	7% Mechanic	8% Street	7%	0%	F	660	G	7000	G	2001
Bus	0.40	40000	_	From:	001	MECHAN	IC ST	40/	00/	_	4000		40000		0004
[258] [58]	0.19	13000	G	97% To:	0%	2% ECL FRAN	0% NKLIN	1%	O%	F	1200	G	13000	G	2001
1															

				S	outhan	npton Mai	intenance	Area							
Route	Length	AADT	QA	4Tire	Bus		Trι			QC	Design	OK	AAWDT	OW	Year
	Longui	, , , ,	٠.,		Duo	2Axle	3+Axle	1Trail	2Trail	QU	Hour	Q, t	, , , , , , ,	α	1001
Southampton County Bus				From:		ECL FRA	NKLIN		1						
258 58	0.03	14000	G	97%	0%	2%	0%	1%	0%	F	1100	G	14000	G	2001
200 000				To:	Isle	e of Wight C	County Line								
				From:		US 5	8								
(308)	3.65	440	G	82%	1%	13%	2%	3%	0%	F	40	G	440	G	2001
				To:		87-61	12								
~~~				From:		Sussex Cou			<b></b>	_					
<del>[460]</del>	3.72	8600	G	80% To:	1%	2%	2%	16%	→ 0%	F	670	G	8600	G	2001
						WCL I	VOF								
Town of Ivor				From:		WCL I	vor								
(460)	0.65	8600	N	80%	1%	2%	2%	16%	0%	Ν	670	Ν	8600	Ν	2001
				To		87-61	16		<b></b>						
(460)	0.64	9400	G	80%	1%	2%	2%	16%	0%	F	720	G	9400	G	2001
				To:		ECL I	vor								
Southampton County															
~~~	0.50	0.400	.,	From:	401	ECL I		400/			700		0.400		0004
[460]	3.59	9400	N	80% To:	1%	2%	2%	16%	0%	N	720	N	9400	N	2001
				From:		e of Wight C			1						
600)	3.90	120	R	rioii.		Sussex Cou	nty Line				NA		NA		12/14/2000
(600)	3.50	120	IX.	To:		87-616 V	VEST		1		INA		11/3		12/14/2000
				From:		87-616 E									
(600)	5.82	290	R	_					_		NA		NA		12/14/2000
				To:		87-63	35								
	0.00		_	From:		87-60)5								40/44/0000
601)	3.60	190	R	To:		Sussex Cou			_		NA		NA		12/14/2000
				From:											
602	0.50	30	R	110,111		87-62	29				NA		NA		12/14/2000
602	0.00	•	•••	To:		Dead I	∃nd						10.		12/11/2000
				From:		87-61			ì						
603)	2.50	200	G	85%	2%	8%	2%	4%	0%	F	20	G	200	G	2001
				To		87-641	West								
(603)	2.17	290	G	85%	1%	8%	2%	3%	0%	С	30	G	280	G	2001
				To:		87-631	Fact								
(603)	3.70	340	G	85%	1%	8%	2%	4%	0%	F	30	G	340	G	2001
0009				To:		87-635									
\bigcirc				From:	201	87-635		101		_					2224
603	1.30	390	G	85% To:	2%	8%	2%	4%	0%	F	40	G	390	G	2001
				From:	ISI	e of Wight C									
	0.01	130	R	From:		87-61	18				NA		NA		12/14/2000
604)	0.01	130	IX.	To:		Surry Cour	nty Line		1		INA		11/3		12/14/2000
				From:		Sussex Cou									
605)	1.57	120	R	<u> </u>		Subser Cou	y Liii				NA		NA		12/14/2000
				To:		87-628 S0									
	4.50	400	_	From:	00/	87-628 N		20/			00		400	_	2004
605)	1.59	120	G	95%	0%	3%	1%	2%	0%	F	20	G	120	G	2001
	• • • • • • • • • • • • • • • • • • • •		_	From:		87-63		401					10-		600:
605)	3.20	120	G	96%	0%	3%	0%	1%	0%	С	10	G	120	G	2001
				From:		87-61			J						
605)	2.33	90	G	95%	0%	3%	0%	1%	¬ ^{0%}	F	9	G	90	G	2001
				To:		87-61									
	4.00	400	-	From:		SR 3	5				NIA		NI A		10/10/0000
606	4.80	120	R	To:		87-607 S0	ЭПТН		7		NA		NA		12/18/2000
						07-00/30	JU 111								

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Southampton County				From:		87-607 SC			<u> </u>						
(606)	2.70	90	R			87-007 50	70 111		_		NA		NA		12/18/2000
				To:	;	Sussex Cou	nty Line								
	0.50	70	R	From:	;	Sussex Cou	nty Line				NA		NA		12/18/2000
607	0.50	70	K	To:		SR 35 NO	ORTH		1		INA		INA		12/10/2000
\bigcirc	0.00		_	From:		SR 35 SC									40/40/000
607	2.20	70	R	To:		87-606 NO	OR TH		1		NA		NA		12/18/2000
				From:		87-606 SC									
607	2.10	130	R	To:		07 (20)/(ND TILL		7		NA		NA		12/18/2000
				From:		87-628 NO 87-628 SO									
607	1.20	180	R						_		NA		NA		12/18/2000
				To:		87-63									
600	1.40	30	R	From:		87-65	5				NA		NA		12/14/2000
608	1.40	30	11	To:		87-609 W	/EST		1		14/1		147.		12/14/2000
\bigcirc	2.00	40		From:		87-609 E	AST				NIA		NIA		40/44/2006
608	2.90	10	R	To:		Sussex Cou	nty Line		1		NA		NA		12/14/2000
				From:		87-73									
609	3.10	70	G	67%	1%	28%	1%	1%	0%	F	8	G	70	G	2001
				To: From:		87-608 E	AST								
609	3.13	100	G	67%	2%	28%	1%	2%	0%	С	10	G	100	G	2001
				To: From:		87-65	3								101101000
609	4.50	310	R						_		NA		NA		12/18/2000
	1.59	410	R	From:		US 5	8				NA		NA		12/18/2000
609	1.59	410	K	To:		07.65	0		_		INA		INA		12/10/2000
609)	2.00	490	R	To: From:		87-65	8				NA		NA		12/18/2000
009				To:		87-69	3								
				From:		87-61	2								
610	1.20	190	R	To:		Sussex Cou	ata Tima		_		NA		NA		12/14/2000
T						Sussex Cou	nty Line								
Town of Courtland				From:		US 58 E	BUS								
(611)	0.18	460	R								NA		NA		12/14/2000
	0.00			From:		87-150)9				NIA		N1A		40/44/000
(611)	0.02	2000	R						_		NA		NA		12/14/2000
644	0.13	600	R	From:		87-152	22				NA		NA		12/14/2000
(611)	0.10	000	.,	To		87-150	16		_		14/1		147.		12/14/2000
611)	0.10	330	R	From:		8/-130	00				NA		NA		12/14/2000
				To:	I	ECL COUR	TLAND								
Southampton County				r		TOL COLID	TI AND								
(611)	2.07	510	R	From:	ŀ	ECL COUR	LAND		_		NA		NA		12/14/2000
		-		To:		87-64	9								
611)	3.90	340	R	From:		07-04			_		NA		NA		12/14/2000
				To: From:		87-641 NO									
(611)	0.90	490	R	. 10111		87-641 SC	JUTH				NA		NA		12/14/2000
	2.00			To:		87-635 W									
<u></u>	1.50	630	Ь	From:		87-635 E	AST				NA		NA		12/14/2000
611)	1.50	630	R	To:	Isle	e of Wight C	ounty Line				INA		INA		12/14/2000
					1010		,								

Route	Length	AADT	QA	4Tire	Bus		intenance Tru			QC	Design	OK	AAWDT	O\\\	Year
	Lengui	AADI	ųА	41116	DUS	2Axle	3+Axle	1Trail	2Trail	ųС	Hour	ųΝ	AAWDI	Ų۷۷	rear
Southampton County				From:		Sussex Cou	ınty Line								
612	1.10	80	R						_		NA		NA		12/14/2000
	3.40	20	R	To: From:		87-6	15				NA		NA		12/14/2000
612	0.40			To:		87-6	10				14/1		107		12/14/2000
612	8.60	140	R	From:		67-0	10		_		NA		NA		12/14/2000
				To:		87-6									
614)	2.20	210	R	From:		87-6	16				NA		NA		12/14/200
614)				To:		87-6	31		1						
614)	1.40	210	R	From:		0,70.					NA		NA		12/14/2000
				To: From:		87-6									
614)	3.70	360	G	92%	3%	4%	0%	1%	0%	С	40	G	360	G	2001
	1.65	780	G	From: 92%	3%	87-6 5%	35 0%	1%	0%	F	80	G	770	G	2001
614)	1.00	700		To:			County Line		<u> </u>	<u>'</u>			770		2001
				From:		US 58 V	VEST								
615)	3.85	45	R						_		NA		NA		12/14/2000
	2 77	110	R	From:		US 58 I	EAST		_		NA		NA		12/14/2000
615)	2.77	110	ĸ	To:		87-6	12		1		INA		INA		12/14/2000
				From:		SR 3	35								
616	3.04	1300	G	88%	0%	3%	2%	6%	0%	F	110	G	1300	G	2001
				From:		87-7]						
616	2.77	1200	G	88%	0%	3%	2%	6%	0%	F	100	G	1200	G	2001
616	3.33	1000	G	From: 88%	0%	87-6 3 %	33 2%	6%	0%	С	100	G	980	G	2001
616)				To:		87-6			¬						
(616)	0.97	1100	G	86%	1%	2%	5%	5%	0%	F	110	G	1100	G	2001
				To: From:		87-6]						
616)	2.07	1200	G	87%	1%	2%	5%	5%	0%	F	120	G	1200	G	2001
	2.04	4000		From:	10/	87-6		E0/			110	-	1200	-	2001
616	2.84	1200	G	86%	1%	2%	5%	5%	0%	С	110	G	1200	G	2001
(616)	1.54	1300	G	From: 86%	1%	87-600 V 2%	WEST 5%	5%	0%	F	120	G	1300	G	2001
010				To:	.,,	SCL IV		0,0							
Town of Ivor				From:											
616	0.12	1800	G	86%	1%	SCL IV 2%	OR 5%	5%	0%	F	150	G	1800	G	2001
616)				To:		87-6			¬						
616	0.18	1800	G	86%	1%	2%	5%	5%	0%	F	170	G	1800	G	2001
				To: From:		87-12	201]						
616	0.13	2200	G	86%	1%	2%	5%	5%	0%	F	200	G	2200	G	2001
				From:	101	87-12		=0/	<u> </u>						
616	0.24	2500	G	86% To:	1%	2% US 460	5%	5%	0%	F	220	G	2500	G	2001
				From:		US 460 '	WEST								
616	0.20	670	G	85% To:	0%	2%	3%	9%	□ 0%	F	60	G	660	G	2001
Southameter C						NCL I	VUK		l						
Southampton County				From:		NCL I									
616	0.76	750	G	85%	0%	2%	3%	9%	0%	С	80	G	740	G	2001
				To:		87-7	51								

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Southampton County				From:		87-73			1						
616)	1.19	200	G	86%	0%	2%	3%	10%	0%	F	20	G	200	G	2001
616	3.25	250	G	From: 86%	0%	87-61° 2%	3%	9%	0%	F	40	G	250	G	2001
				To:		87-62									
617)	2.30	50	R	From:		87-61	8		_		NA		NA		12/18/2000
<u>617</u>	3.70	60	R	To: From:		87-61	6				NA		NA		12/18/2000
				To:		87-62	0								
				From:		87-61	6								
618)	1.70	180	R	To:		97.60	0		_		NA		NA		12/18/2000
618)	2.30	190	R	From:		87-60			_		NA		NA		12/18/2000
				To: From:		US 460 W US 46									
618)	2.50	80	R			03 40					NA		NA		12/18/2000
				From:		87-61	7]						
618	0.46	200	R	To:		97.63	4		_		NA		NA		12/18/2000
618	2.54	100	R	From:		87-62	4				NA		NA		12/18/2000
618				To:		87-62	1		1						, .,,_,
_				From:		87-63	5								
(619)	2.31	380	R								NA		NA		12/18/2000
				To:	Isle	of Wight C	ounty Line	;	ļ						
Town of Ivor				From:		LIC 46	0		ı						
620)	0.23	1300	G	91%	1%	US 46 2%	4%	4%	0%	F	120	G	1300	G	2001
620				To:		87-73	6		1						
Southampton County															
_	4.04	4000	_	From:	40/	87-73		40/		_	440	_	4000	0	0004
620	1.94	1300	G	91%	1%	2%	3%	4%	0%	С	140	G	1300	G	2001
	1.06	4400		From:	10/	87-63:		40/			100		1100		2001
620	1.26	1100	G	91%	1%	2%	4%	4%	0%	F	100	G	1100	G	2001
	1.06	1100		From:	10/	87-61° 2%	7 4%	40/			100		1100		2001
(620)	1.00	1100	G	91% To:	1% Isle	of Wight C		4%	0%	F	100	G	1100	G	2001
				From:		of Wight C									
621)	0.48	290	G	86%	0%	5%	0%	9%	0%	С	40	G	290	G	2001
				To: From:		87-61	6]						
621)	0.62	160	R								NA		NA		12/14/2000
				From:		87-61	8								
621)	0.35	80	R	To:		Surry Count	tr. Lina		_		NA		NA		12/14/2000
				From:					<u> </u>						
(622)	1.49	40	R	rioin.		87-61	8		_		NA		NA		12/18/2000
022)			•••	To		1.40 ME 0	7.610		_						, .,,_,,
(622)	0.18	80	R	From:		1.49 ME 8	/-018				NA		NA		12/18/2000
022				To:		WCL IV	OR								
Town of Ivor															
	0.40	420	Г.	From:		WCL IV	OR	-			NIA		NI A		10/10/0000
622	0.42	130	R	_					_		NA		NA		12/18/2000
<u></u>	0.25	120	R	From:		87-120)1				NA		NA		12/18/2000
622	0.25	130	ĸ	To:		87-120)4		1		INA		INA		12/10/2000
				1		0/-120	, ,								

Route	Length	AADT	QA	4Tire	Bus	2Axle		ıck		- QC	Design Hour	QK	AAWDT	QW	Year
Town of Ivor								TTTGII	ZIIGII		rioui				
622	0.10	230	R	From:		87-120)4				NA		NA		12/18/2000
				To: From:		87-61	6								40/00/000
622	0.42	150	R	To:		SCL IV	OR				NA		NA		12/20/2000
Southampton County				From:											
622)	3.10	190	R	rion.		SCL IV	OR				NA		NA		12/20/2000
				To: From:		87-635 NO 87-635 SO									
622)	0.30	190	R						-		NA		NA		12/20/200
				To: From:		87-61 87-62			<u> </u>						
623)	2.70	20	R			87-02	0		_		NA		NA		12/20/200
				To: From:		87-600 SC 87-600 NC									
623)	1.40	20	R						<u> </u>		NA		NA		12/20/2000
				To: From:		87-63 Surry Coun			+						
624)	0.11	210	R						- 		NA		NA		12/18/2000
				To: From:		87-61									
625)	1.50	30	R			87-62	6		_		NA		NA		12/18/2000
				To:		87-63									
626	4.40	280	R	From:		87-62	8				NA		NA		12/18/2000
020				To:		87-616 SC									
626)	5.00	130	R			87-616 NO	JK I H		_		NA		NA		12/18/2000
\bigcup				To: From:		87-603 W 87-603 E									
626	1.40	110	R	<u> </u>							NA		NA		12/18/2000
	1.50	200		To: From:		87-63	0				NIA		NIA		12/12/2007
626	1.50	200	R	To		97.64	5				NA		NA		12/18/2000
626	0.30	1300	R	From:		87-64	3				NA		NA		12/18/2000
				To:		87-63									
(627)	0.90	210	R	From:		87-63	5				NA		NA		12/18/2000
				To:		87-60			1						
628	1.38	400	G	90%	1%	SR 33	5 6%	1%	0%	F	40	G	390	G	2001
628				To: From:		87-72			—						
628	3.84	190	G	90%	1%	3%	6%	1%	0%	С	20	G	190	G	2001
	2.70	240	G	From: 80%	0%	87-607 SC 5%	13%	1%	0%	F	30	G	230	G	2001
628	2.70	240		To:	0 70	87-62		1 70	¬——	'	30		230		2001
(628)	1.70	310	G	80%	0%	5%	13%	1%	0%	С	40	G	300	G	2001
	4.00			From:	001	87-605 SC		60'	<u> </u>		46		200		0001
(628) (628)	1.93	320	G	80% To:	0% S	5% Sussex Cour	13% nty Line	2%	0%	F	40	G	320	G	2001
				From:		87-61									
629	1.90	400	R	To:		87-63	5		7		NA		NA		12/20/2000
				From:		87-63									
630	1.30	60	R	To:					_		NA		NA		12/20/2000
~				10.		87-62	0								

Route	Length	AADT	QA	4Tire	Bus	2Axle	Tr 3+Axle	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Southampton County				From:		87-64									
631)	2.00	180	R	<u> </u>					<u>-</u>		NA		NA		12/20/2000
				To: From:		87-603 E 87-603 W									
631)	3.40	140	R						<u></u>		NA		NA		12/20/2000
				To:		87-61									
632)	0.80	510	R	From:		87-64	13				NA		NA		12/20/2000
632				To:		87-64	1								
				From:		87-61	6								
633	2.00	240	R						_		NA		NA		12/20/2000
	2.50	210	R	From:		87-60)7				NA		NA		12/20/2000
633	2.30	210	K	To:		87-626 W	VEST				INA		INA		12/20/2000
	2.20	400	,	From:		87-626 E					NIA		NIA		12/20/2000
633	2.20	100	R	To:		87-60)5		7		NA		NA		12/20/2000
				From:		87-60									
634)	1.40	70	R						<u> </u>		NA		NA		12/20/2000
				To:		87-62									
625	1.70	770	G	91%	0%	87-64 5 %	1%	3%	0%	F	80	G	760	G	2001
635)	1.70	770	•	To:	0 70	87-70		370	7	'	00	0	700	0	2001
635)	3.00	1300	G	91%	0%	5%	1%	3%	0%	С	110	G	1200	G	2001
				To		87-62									
635	3.70	630	G	91%	0%	5%	1%	3%	0%	F	60	G	620	G	2001
				To: From:		87-603 E	EAST]						
635 635	0.60	620	G	91%	0%	5%	1%	3%	0%	F	70	G	610	G	2001
	4.00	400		To: From:		87-603 W	VEST]		NIA		NIA.		40/40/0000
(635)	4.20	160	R	_					_		NA		NA		12/18/2000
	1.70	160	R	From:		87-61	.4				NA		NA		12/18/2000
635)	1.70	100		To:		US 46	50								12/10/2000
635)	1.70	310	R	From:		0540	50				NA		NA		12/18/2000
				To:		87-62	20								
\bigcirc	0.00			From:		87-64	1				NIA		NIA		40/44/0000
636)	0.08	20	R	To:		Dead F	End		1		NA		NA		12/14/2000
				From:		87-63									
637)	1.60	170	R								NA		NA		12/20/2000
				To: From:		87-640 SC 87-640 NC									
637)	1.70	170	R			87-040 INC	JKIII				NA		NA		12/20/2000
				To:		87-64	15								
	4.50			From:		87-61	1				NIA		NIA		40/00/0000
638)	1.50	220	R	To:		87-640 SC	OUTH		7		NA		NA		12/20/2000
				From:		87-640 NO									
638)	3.78	240	R	To:		87-60	13		_		NA		NA		12/20/2000
				From:		Surry Coun			-						
639	0.20	60	R			Surry Couli	пу Бик		_		NA		NA		12/20/2000
				To:		Dead F	End								
\bigcirc	4.05	4=4	_	From:		87-64	1				NI 6		NI A		40/00/0000
640	1.35	150	R	To:		87-638 NO	OR TH		7		NA		NA		12/20/2000
						07-030 IN	√I/ 111								

Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	лск 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Southampton County				From:		87-638 N	ORTH		1						
640	0.65	110	R								NA		NA		12/20/2000
	1.00	400		To: From:		87-637 N	ORTH				NIA		NIA		40/00/000
640	1.20	100	R	To:		87-63	35		1		NA		NA		12/20/2000
				From:		NCL FRA									
641)	1.52	3400	G	94%	1%	3%	0%	1%	0%	F	320	G	3300	G	2001
641)	2.73	2000	G	To: From: 94%	1%	87-63 3 %	0%	1%	0%	С	200	G	2000	G	2001
				To:		87-646 N									
641)	1.24	1900	G	94%	1%	3%	0%	1%	0%	F	180	G	1900	G	2001
				From:		87-63]						
641)	0.60	1300	G	94%	1%	3%	0%	1%	0%	F	110	G	1300	G	2001
	0.20	4400		From:	40/	87-10		40/	00/		100		1100		2004
641)	0.32	1100	G	94%	1%	3% 87-63	0%	1%	0%	F	100	G	1100	G	2001
641)	0.58	990	G	86%	2%	9%	2%	1%	0%	С	90	G	980	G	2001
(641) Johnson's Mill Rd	1.33	540	G	From: 86%	2%	87-64 9%	15 2%	1%	0%	F	60	G	530	G	2001
641) doringer a will red	1.00	040	J	To:	270	87-603 E		1 70	7	•	00	Ü	000	Ü	2001
\bigcirc				From:		87-603 V	VEST		J						
641)	2.26	230	G	85% To:	2%	9% 87-61	2%	1%	0% ¬	F	30	G	230	G	2001
				From:		87-641; 87			1						
642	0.10	430	R			8/-041; 8	/-1009				NA		NA		12/18/2000
0.22				To:		87-10	01								
642)	0.38	380	R	From:		07-10	01		_		NA		NA		12/18/2000
				To:		87-646 N									
640	0.80	180	R	From:		87-646 S0	OUTH				NA		NA		12/18/2000
642	0.00	100		To:		87-63	38				IVA		INA		12/10/2000
				From:		87-64	11								
(643)	3.70	150	R								NA		NA		12/18/2000
				To: From:		87-646 B 87-646 V									
643)	1.18	90	R			67-040 V	VESI				NA		NA		12/18/2000
				To		87-10	15								
643)	0.22	120	R	From:		0, 10	10				NA		NA		12/18/2000
				To: From:		87-63	32]						
(643)	1.50	300	R						_		NA		NA		12/18/2000
<u> </u>				To:		87-64									
	1.45	270	R	From:		87-64	19				NA		NA		12/18/2000
644)	1.40	210	IX.	To:		87-64	13				IVA		INA		12/10/2000
				From:		87-62	28		Ì						
645)	2.20	110	R						_		NA		NA		12/18/2000
				To: From:		87-616 S0 87-616 No									
(645)	4.20	240	R	<u> </u>		87-010 IN	OKIII				NA		NA		12/18/2000
	2.22	400		To: From:		87-63	38				NI A		N/A		40/40/0000
645)	2.30	190	R	To:		87-62	26		_		NA		NA		12/18/2000
Town of Courtland															
	0.48	0=0	_	From:	00/	US 5		00/	00/	_	00		000		2004
(646)	0.48	870	G	93%	2%	4%	1%	0%	0%	F	90	G	860	G	2001

Route	Length	AADT	QA	4Tire	Bus	2Axle		uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Southampton County				From:	Г	ECL COURT	TAND								
646)	5.12	480	G	93%	2%	4%	1%	0%	0%	С	60	G	480	G	2001
				To: From:		87-641 NO 87-641 SO									
646)	2.17	200	R	<u> </u>		87-041 50	0111				NA		NA		12/18/200
				To: From:		87-100	6]—						
646	0.75	180	R	To:		87-645			7		NA		NA		12/18/2000
				From:		SR 35 SOI									
647)	5.44	240	R	<u> </u>							NA		NA		1997
				To: From:		SR 35 NO	RTH		_						
647)	0.12	130	R	To:		97.710	`		_		NA		NA		1997
				From:		87-719 Dead E									
648)	1.40	120	R			Dead El	ıu				NA		NA		1997
				To:		SR 35									
\bigcirc			_	From:		87-611									10/00/000
649	1.87	1000	R						_		NA		NA		12/20/2000
640	0.73	1100	G	From: 96%	1%	87-768 2%	1%	0%	0%	С	110	G	1100	G	2001
649	0.70	1100		To:	1 70	87-170		0 70	٠٠٠٠		110		1100	0	2001
649	0.09	1500	G	96%	1%	2%	1%	0%	0%	F	140	G	1500	G	2001
				To: From:		87-644	ļ		—						
649	0.33	1800	G	96%	1%	2%	0%	0%	0%	F	180	G	1800	G	2001
				To: From:		87-170]						
649)	0.79	2200	G	96% To:	1%	2%	0%	0%	0%	F	230	G	2200	G	2001
				From:		87-641									
(650)	2.84	920	R	Tron.		Dead E	na				NA		NA		12/19/2000
000				To:		US 58 EA									
(650)	2.70	900	R	From:		US 58 WI	EST				NA		NA		12/19/2000
(650)	2.70	300		To:		87-611					14/1		10.0		12/10/2000
				From:		87-653	}								
(651)	1.30	110	R								NA		NA		12/19/2000
				From:		87-609)]						101101000
651)	2.52	250	R						_		NA		NA		12/19/2000
(CF)	3.75	440	R	From:		87-757	1				NA		NA		12/19/2000
651)	0.70	440	• • • • • • • • • • • • • • • • • • • •	To:		US 58 B	US				14/1		10.		12/10/2000
				From:		87-661									
652)	3.20	130	R	·							NA		NA		12/19/2000
				To: From:		US 58			_						
652)	6.20	180	R						_		NA		NA		12/19/2000
	4.10	390	R	To: From:		SR 308	3				NA		NA		12/19/2000
652)	4.10	330	IX.	To:		87-653 NO	RTH		7		INA		IVA		12/19/2000
	4.00	4=	_	From:		87-653 SO									10/10/000
652	1.60	47	R	_					_		NA		NA		12/19/2000
	5.20	300	R	From:		87-609)				NA		NA		12/19/2000
652	5.20	300	ĸ	To:		87-651			7		INA		INA		1211312000
				From:		87-730									
653)	2.70	150	G	79%	4%	15%	1%	2%	0%	F	20	G	150	G	2001
				To:		87-661									

				S	Southan	npton Mai	ntenance	e Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	ΩK	AAWDT	OW	Year
	Longui	AADI	٩n	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QΙ	, U (VV D I	Q V V	i cai
Southampton County				From:		87-66	51								
653	3.03	120	G	79%	4%	15%	1%	2%	0%	С	10	G	120	G	2001
				To: From:		87-659 NO	ORTH		\neg —						
653	3.30	260	G	79%	4%	15%	0%	2%	0%	F	30	G	260	G	2001
				To: From:		87-66] —						
653	1.10	460	G	94%	1%	3%	0%	1%	0%	F	50	G	460	G	2001
				To: From:		87-658 SC]—						
(653)	2.18	440	G	94% To:	1%	3%	0%	1%	0%	С	45	G	430	G	2001
				10.		SCL CAP	PRON								
Town of Capron				From:		SCL CAP	PRON								
653	0.15	560	G	94%	1%	3%	1%	1%	0%	F	60	G	550	G	2001
				To: From:		US 5	8								
(653)	0.39	1700	G	94%	1%	3%	0%	1%	0%	F	150	G	1600	G	2001
				To: From:		87-74	18		—						
(653)	0.28	1000	G	94%	1%	3%	1%	1%	0%	F	110	G	980	G	2001
				To:		NCL CAI	PRON								
Southampton County				r											
650	2.41	260	G	90%	2%	NCL CAF	PRON 2%	1%	」 ○%	С	30	G	260	G	2001
(653)	2.71	200	G	30 70	2 /0			1 /0	J 0 /0	C	30	J	200	O	2001
650	2.00	160	G	From: 90%	1%	87-65 5 %	2%	1%	0%	F	20	G	160	G	2001
653	2.00	100	G	30 70	1 /0			1 70	7	'	20	J	100	O	2001
650	3.70	200	G	From: 84%	0%	87-60 3 %	9 5%	8%	0%	С	20	G	200	G	2001
653)	5.70	200	•	To:	0 70	SR 3.		070	7	O	20	J	200	O	2001
				From:		87-60			Ì						
654	0.81	90	R	<u> </u>							NA		NA		12/19/2000
				To: From:		0.81 MN 8	37-609								
654)	0.09	110	R	FIOIII.					_		NA		NA		12/19/2000
				To: From:		US 5	8		—						
(654)	0.09	110	R	FIOIII.					_		NA		NA		12/19/2000
				To: From:		0.09 MN	US 58								
(654)	0.77	380	R	110111.							NA		NA		12/19/2000
				To:		ECL CAP	PRON								
Town of Capron				From:											
654)	0.29	420	R	From:		ECL CAP	PRON				NA		NA		12/19/2000
654	0.20	720	1	т		0= 1			_		1471		14/ (12/10/2000
654)	0.23	300	R	From:		87-65	i3				NA		NA		12/19/2000
654)	0.20	300	1	т		07.74	10		_		IVA		IVA		12/13/2000
650	0.03	270	R	From:		87-74	18				NA		NA		12/19/2000
654)	0.00	210	1	To:		WCL CAI	PRON				1471		14/ (12/10/2000
Southampton County				•					•						
				From:		WCL CAI	PRON								
(654)	0.70	530	R								NA		NA		12/19/2000
<u> </u>				To: From:		87-65	55]						
(654)	0.60	240	R	To:		0= 0=			_		NA		NA		12/19/2000
				To:		87-65									
655	1.18	320	R	From:		87-65	i3		_		NA		NA		12/19/2000
655	1.10	320	ĸ	To:		87-652 E	EAST		7		INA		INA		12/13/2000
				From:		87-652 W									
655	2.00	360	R						_		NA		NA		12/19/2000
				To:		87-61	2								

Route	Length	AADT	QA	4Tire	Rue	Tr kle 3+Axle		QC	Design Hour	QK AA	AWDT	QW	Year
Southampton County				From:			 						
655)	2.00	90	R	FIOH.	8	7-612			NA		NA		12/19/2000
				To: From:	8	7-608							
655	0.80	190	R	To:	0	7-609	_		NA		NA		12/19/2000
				From:		7-658	1						
656	2.00	170	R			7-038			NA		NA		12/19/2000
				To: From:		58 EAST							
656)	0.60	160	R	1041.	US:	58 WEST			NA		NA		12/19/200
000				To:	8	7-652							
				From:	8	7-693							
657	2.60	10	R	To:	07.6	50 F A CT	_		NA		NA		12/19/2000
				From:		58 EAST 58 WEST							
657	0.90	250	R				_		NA		NA		12/19/2000
				To: From:		3 NORTH 53; 87-658							
(657)	3.60	260	R		87-02	3, 87-038			NA		NA		12/19/2000
				To:	8	7-652							
				From:	8	7-659							
658	2.60	130	R						NA		NA		12/19/2000
				From:	8	7-691							
658)	2.04	150	R						NA		NA		12/19/2000
	4.40		_	To: From:	2.04 N	ME 87-691							10/10/000
658	1.16	290	R	To:	87.65	3 NORTH			NA		NA		12/19/2000
				From:		3 SOUTH							
658	3.40	280	R						NA		NA		12/19/2000
				To: From:	8	7-609							
658	3.40	300	R	To:	CD 2	5.001/2711			NA		NA		12/19/2000
				From:		5 SOUTH 5 NORTH							
(658)	4.94	430	R						NA		NA		12/19/2000
				To:	8	7-673							
	2.40	400		From:	8	7-666			NIA		NIA		40/40/0000
659	3.10	130	R				_		NA		NA		12/19/2000
6-0	3.70	120	R	From:	87-66	5 NORTH			NA		NA		12/19/2000
(659)	3.70	120	K	To:	87-65	3 SOUTH			INA		INA		12/19/2000
\bigcirc				From:		3 NORTH							
659	4.20	180	R						NA		NA		12/19/2000
	0.07			From:	J	JS 58							40/40/000
659	2.37	300	R	To:	0	7-612			NA		NA		12/19/2000
				From:		7-659							
(660)	2.60	140	R	<u> </u>		7 037			NA		NA		12/19/2000
				To:	8	7-658							
\sim				From:	8	7-615							
661)	1.40	60	R	_			<u></u>		NA		NA		12/19/2000
	4.00	422		To: From:	8	7-722			N/ A		NIA.		40/40/2022
(661)	1.90	100	R				 _		NA		NA		12/19/2000
	0.40	440		To: From:	8	7-652	_		NIA		NIA		10/10/0000
661)	2.19	110	R	To:	Q	7-653	_		NA		NA		12/19/2000
						, 333							

Route	Length	AADT	QA	4Tire	Bus	 2Axle		ıck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Southampton County				From:					1						
(662)	7.00	130	R	Troin.		87-653)				NA		NA		12/19/200
				To:		87-615	;								
\bigcirc	7.40	40		From:		SR 186	6				NIA		NIA		40/40/000
663	7.16	49	R	To:		87-653			7		NA		NA		12/19/2000
				From:		87-663			1						
(664)	2.90	40	R						_		NA		NA		12/19/2000
				To:		87-659			<u> </u>						
005	2.50	100	R	From:		87-663	}		_		NA		NA		12/19/2000
665	2.00	100		To:		87-659 SO	UTH		1		14/1		107.		12/10/2000
	2.40	220	_	From:		87-659 NO	RTH				NA		NA		12/19/2000
665	2.40	230	R	To:		87-668 SO	UTH		7		NA		INA		12/19/2000
				From:		87-668 NO			j						101101000
665	3.55	130	R						_		NA		NA		12/19/2000
	2.80	180	R	From:		87-671					NA		NA		12/19/2000
665)	2.00	100	K	To:		87-673	}		7		INA		INA		12/19/2000
				From:		87-730									
666	0.64	380	R								NA		NA		12/19/2000
				To: From:		87-659)]						
666	3.10	290	R						_		NA		NA		12/19/2000
	0.55	470	G	To: From: 94%	1%	87-668	1%	1%	0%	С	60	G	470	G	2001
666	0.55	470	G	74 /0 To:	1 /0	4% SR 35		1 /0	7	C	00	G	470	G	2001
				From:		87-665			l						
667	1.50	90	R						_		NA		NA		12/19/2000
				To: From:		87-666 W 87-666 EA									
667)	1.19	60	R			0, 000 13	101		_		NA		NA		12/19/2000
				To: From:		SR 35 SOI SR 35 NO									
(667)	1.08	70	R			SK 33 NO.	KIH		_		NA		NA		12/19/2000
				To:		87-743	}		1						
\bigcirc			_	From:		87-666]	_		_		_	
(668)	3.55	370	G	93%	1%	4%	1%	2%	0%	С	46	G	370	G	2001
	1.46	360	G	From: 93%	1%	87-702 4%	0%	2%	0%	F	47	G	360	G	2001
(668)	1.40	300	G	To:	1 70	87-653		2 /0	7	'	77	O	300	U	2001
				From:		87-668	3								
(669)	1.50	170	R						_		NA		NA		12/19/2000
				To:		87-658	3								
Town of Bovkins				From:		SR 35									
(670)	0.30	710	R						_		NA		NA		12/19/2000
				To:		ECL Boyl	kins								
Southampton County				From:		ECL Boyl	cins								
670	0.20	710	R)			_		NA		NA		12/19/2000
				To: From:		87-132	6]——						
670	1.01	190	R						_		NA		NA		12/19/2000
				To:		87-743			 						
671	2.02	2400	G	From: 86%	0%	SR 35 1%	2%	11%	_ 0%	F	200	G	2400	G	2001
671	2.02	2700	3	To:	J /0	87-665		11/0	7	•	200	5	2-100	J	2001

				5	outnan	npton Mai					D '				
Route	Length	AADT	QA	4Tire	Bus	2Axle	Trι 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Southampton County				From:		97.66									
(671)	2.49	2500	G	86%	0%	87-66 1%	2%	11%	0%	С	210	G	2500	G	2001
677				To:		WCL NEW	SOMS								
Town of Newsoms				From:											
(671)	0.17	3100	G	86%	0%	WCL NEW 1%	2%	11%	0%	F	240	G	3000	G	2001
071)	• • • • • • • • • • • • • • • • • • • •	0.00		To		87-67			¬	•					
(671)	0.60	2800	G	83%	0%	2%	4%	11%	0%	F	230	G	2700	G	2001
				To:		ECL NEW	SOMS								
Southampton County				From:		ECL NEW	00110		1						
(671)	2.12	2700	G	83%	0%	ECL NEW 2%	4%	11%	0%	С	230	G	2700	G	2001
				To		87-67	4		1						
671)	1.71	3100	G	From: 83%	0%	2%	4%	11%	0%	F	250	G	3100	G	2001
				To: From:		87-680 W	/EST		1—						
671)	2.99	3600	G	86%	0%	1%	4%	8%	0%	С	300	G	3600	G	2001
				To: From:		87-65]						
671)	0.85	4200	G	86%	0%	1%	4%	8%	0%	F	340	G	4100	G	2001
				From:		87-68]						
671)	0.77	4700	G	88%	0%	3%	2%	7%	0%	F	390	G	4600	G	2001
	0.00	- 400		From:	00/	87-68		70/			400		F400		0004
671)	0.86	5400	G	88%	0%	3%	2%	7%	0%	С	460	G	5400	G	2001
674)	0.14	8800	G	From: 88%	0%	US 58 EB F 3%	RAMPS 2%	7%	0%	F	720	G	8700	G	2001
671)	0.14	0000	G	To:		US 58 WB I		1 /0	7	'	720	J	0700	O	2001
				From:		87-66									
(672)	1.87	130	R						_		NA		NA		12/21/2000
				To:		SCL NEW	SOMS								
Town of Newsoms				From:		SCL NEW	SOMS								
(672)	0.01	590	R			BCLINEW	501115				NA		NA		12/21/2000
				To:		87-673 W	/EST								
Southampton County				From:		07 (72 F	A CIT		1						
672	2.17	300	R	rioni.		87-673 E	ASI				NA		NA		12/21/2000
672				To:		87-674 NO	OR TH								
672) 672)	2.80	100	R	From:		87-074 INC	ЖП				NA		NA		12/21/2000
				To: From:		87-68	0		_						
(672)	2.50	100	R	Piolii.							NA		NA		12/21/2000
				To:		87-68	4								
	0.20	470	•	From:		orth Carolina			00/	_	20		170	-	2001
673)	0.20	170	G	83%	1%	10%	3%	2%	0%	F	20	G	170	G	2001
	3.75	160	G	From: 83%	1%	87-68 10%	3%	2%	0%	С	20	G	160	G	2001
673	3.73	100	G	00 70	1 /0			2 /0	7	C	20	J	100	O	2001
	2.69	280	G	From: 83%	1%	87-677 NO 10%	<u> 3%</u>	3%	0%	F	30	G	280	G	2001
673				To		87-672 E			¬—						
673	0.20	320	G	From: 83%	1%	10%	3%	3%	0%	F	40	G	310	G	2001
				To:		SCL NEW									
Town of Newsoms				r					-						
672	0.02	640	G	85%	2%	SCL NEW 3%	SOMS 8%	2%	」 ○%	F	70	G	630	G	2001
<u>(673)</u>					£ /0			- /0	¬						
673	0.41	770	G	From: 85%	2%	87-672 W	8%	2%	0%	С	80	G	760	G	2001
673				To:		87-140									

				S	outhan	npton Mair									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Town of Newsoms								iiiali			iloui				
673)	0.38	1100	G	85%	2%	87-140 3%	8%	2%	0%	F	120	G	1100	G	2001
673	0.09	920	G	85% To:	2%	87-67 3% NCL NEW:	7%	2%	0%	F	90	G	910	G	2001
Southampton County				•					•						
673)	0.20	680	G	85%	2%	NCL NEWS	8%	2%	0%	F	70	G	670	G	2001
673)	2.38	200	G	From: 90%	1%	87-659 4% SR 35	2%	3%	0%	С	20	G	200	G	2001
674)	3.40	180	R	From:		87-74: 87-673 SO	3		<u> </u>		NA		NA		12/21/2000
674)	2.00	180	R	From:		87-673 NO 87-672 SO	ORTH		 		NA		NA		12/21/2000
674)	2.85	160	R	From:		87-672 NC	ORTH		<u> </u>		NA		NA		12/21/2000
674)	1.15	40	R	From:		87-73 87-68			_ <u> </u>		NA		NA		12/21/2000
675)	2.10	410	R	From:		87-65	8		<u>-</u>		NA		NA		12/21/2000
<u>(676)</u>	0.44	380	R	From:		Dead E					NA		NA		12/31/2000
				To:		87-71- 87-673 SO									
677)	2.40	140	R	To:		87-673 NO			1		NA		NA		12/31/2000
678)	2.30	100	R	From:		87-68- 87-67			_ 		NA		NA		12/31/2000
679	1.70	80	R	From:		87-68	4				NA		NA		12/31/2000
679	0.20	70	R	From:		87-680 W	EST] 		NA		NA		12/31/2000
679	0.70	80	R	From:		87-680 E. 87-68			_ 		NA		NA		12/31/2000
(680)	0.60	49	R	From:	No	orth Carolina	State Line		<u>;</u>		NA		NA		12/31/2000
680	2.70	200	R	From:		87-679 W 87-679 E			<u> </u>		NA		NA		12/31/2000
680	4.35	190	R	From:		87-68- 87-671 W] 		NA		NA		12/31/2000
680	2.15	40	R	From:		87-671 E.	AST		<u> </u>		NA		NA		12/31/2000
(681)	1.40	100	R	From:		87-68					NA		NA		12/31/2000
<u> </u>				To:		87-73	4								

Route	Length	AADT	QA	4Tire	Bus	npton Mair		uck		QC	Design	Uĸ	AAWDT	O\\\/	Year
Southampton County	Longin	עעטו	wм	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	ωr		۷۷V	i cai
	2.20	400		From:		87-683	3				NIA		NΙΔ		12/21/2000
(682)	2.30	100	R	To:		87-680)		1		NA		NA		12/31/2000
				From:		87-674	1								
683	4.40	240	R	To:		87-684	1		1		NA		NA		12/31/2000
				From:		87-673									
(684)	2.95	190	G	85%	3%	7%	2%	3%	0%	С	20	G	180	G	2001
				To: From:		87-683]						
684 Monroe Rd	3.03	360	G	85%	3%	7%	2%	3%	0%	F	40	G	360	G	2001
(684) Monroe Rd	2.37	600	G	From: 85%	3%	87-720 7 %	2%	3%	0%	F	70	G	590	G	2001
(664) Mem 33 T.G	2.01			To:		87-687 SO			¬						2001
(684) Sycamore Church Rd	1.60	550	G	92%	1%	3%	1%	3%	0%	С	47	G	540	G	2001
				To: From:		87-688 SO	UTH]						
684 Dogwood Bend Rd	1.33	520	G	92%	1%	3%	1%	3%	0%	F	40	G	510	G	2001
	0.02	1200	R	From:		87-771]		NIA		NIA		12/15/2000
684	0.02	1300	ĸ	To:		US 25	8		1		NA		NA		12/15/2000
				From:	No	orth Carolina		;							
(685)	1.60	110	R						_		NA		NA		12/15/2000
				To: From:		87-686									
686	2.47	140	R	rioni.		87-680)		_		NA		NA		12/15/2000
000				To: From:		87-685	5		1						
(686)	2.10	320	R	From:							NA		NA		12/15/2000
				To: From:		US 25	8]						
686	1.40	150	R	To:	No	orth Carolina	State I inc		7		NA		NA		12/15/2000
				From:	110	Dead E									
(687)	0.80	150	R								NA		NA		12/15/2000
				To: From:		US 25	8]						
687	3.10	80	R						_		NA		NA		12/15/2000
607	0.40	240	R	From:		87-689)				NA		NA		12/15/2000
(687)	0.40	240	IX.	To		0.40 MN 8	7 690				INA		IVA		12/13/2000
687)	0.10	250	R	From:		0.40 MIN 8	7-009				NA		NA		12/15/2000
				To: From:		87-111	0]						
(687)	1.43	250	R						_		NA		NA		12/15/2000
				To: From:		87-684 SO 87-684 NO									
(687)	1.76	1300	G	92%	1%	4%	1%	1%	0%	С	110	G	1300	G	2001
<u> </u>				From:		87-671]						
687)	2.34	630	R	To		US 58 B	US		1		NA		NA		12/15/2000
$\overline{}$	4.55		_	From:		US 58							***		1014-15
687)	1.33	1000	R	To:		87-641			7		NA		NA		12/15/2000
				From:		US 58			1						
(688)	2.24	450	R			3220			_		NA		NA		12/15/2000
				To: From:		87-687	7]						
688	1.90	630	R	To:		07 (04 NO	DTH		_		NA		NA		12/15/2000
						87-684 NO	KIH								

					Southampton Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Southampton County				From:	87-684 SOUTH					
(688)	0.90	410	R	<u> </u>	07 001 500 111			NA	NA	12/15/2000
				To:	US 258					
\bigcirc				From:	87-687					
689	2.30	180	R	To:	110.250	_		NA	NA	12/15/2000
				From:	US 258	1				
(690)	1.10	220	R	r tom.	SR 189			NA	NA	12/15/2000
(090)				To:	US 258					, .,,_
				From:	87-658					
(691)	0.50	180	R			_		NA	NA	12/15/200
				To:	US 58					
\bigcirc	0.00	400	_	From:	87-775			NIA	NIA	40/45/000
692	0.90	120	R	To:	US 58 BUS	_		NA	NA	12/15/2000
				From:		1				
693)	3.53	240	R	T TOMI.	87-665			NA	NA	12/15/2000
(093)				To:	SR 35	1				
				From:	Dead End					
694)	1.05	60	R					NA	NA	12/15/2000
				To: From:	US 58					
694)	0.21	190	R	rioin.				NA	NA	12/15/2000
				To:	87-653					
\bigcirc				From:	US 58					
695	0.10	200	R	To:	97.652	_		NA	NA	12/15/2000
				From:	87-652					
600	1.20	140	R	From:	SR 35			NA	NA	12/15/2000
696)	1.20	140	11	To:	87-658	7		147.	10.0	12/10/2000
				From:	87-612					
697)	1.30	80	R		*****			NA	NA	12/15/2000
				To:	Sussex County Line					
				From:	87-683					
698)	1.80	70	R	т	0.7.470	_		NA	NA	12/15/2000
				To:	87-672					
	0.60	60	R	From:	Dead End			NA	NA	12/15/2000
(699)	0.00	00	K	To:	87-609	1		INA	ING	12/13/2000
				From:	87-615					
(700)	0.10	80	R	<u> </u>	07 013			NA	NA	12/15/2000
				To:	Dead End					
				From:	North Carolina State Line					
(701)	1.50	440	R	_		_		NA	NA	12/14/2000
				To:	SCL Branchville					
Town of Branchville				From:	SCL Branchville					
(701)	0.30	440	R		SCL Bianchivine			NA	NA	12/14/2000
(701)				To	CD 194	_				
(701)	0.15	410	R	From:	SR 186			NA	NA	12/14/2000
				To:	87-730					
Southampton County										
_				From:	87-659					40
(702)	3.95	40	R					NA	NA	12/14/2000
				To: From:	87-712]				
702)	0.95	150	R	. —		_		NA	NA	12/14/2000
				To:	87-668					

Route	Length	AADT	QA	4Tire	Bus 2Axle		ıck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Southampton County				From:	SR 35									
(703)	2.00	80	R		SK3	<u>'</u>				NA		NA		12/14/2000
(100)				To:	87-67	3								
_				From:	US 58	}								
(704)	1.67	90	R							NA		NA		12/14/200
				To:	87-65	2								
\bigcirc				From:	87-63:	5								
705)	0.40	120	R	To:	07.61	1		-1		NA		NA		12/14/200
					87-61			-						
	1.92	1200	G	From: 97%	NCL FRAN 1% 2%	IKLIN 0%	0%	」 0%	С	140	G	1200	G	2001
706)	1.92	1200	G	91 70 To:	87-63:		0%	7 0%	C	140	G	1200	G	2001
				From:										
707	0.30	120	R		North Carolina	State Line				NA		NA		12/14/200
707	0.00	120		To:	87-67	3		7		10.		10.		12/11/200
				From:	87-67-			i						
708)	2.30	280	R	L.	0, 0,					NA		NA		12/14/200
(100)				To:	87-67	3								
Town of Newsoms														
				From:	87-67	1								
709	0.64	380	R							NA		NA		12/14/200
				To:	NCL New	soms								
Southampton County								-						
	0.00	200	_	From:	NCL New	soms		_		NIA		NIA		40/44/000
(709)	2.36	380	R	To:	87-67-	1		1		NA		NA		12/14/200
				From:										
<u> </u>	2.50	110	R	Fiolii.	87-63	3				NA		NA		12/14/200
710	2.50	110	K	To:	87-61	6		1		INA		INA		12/14/2000
				From:										
(744)	1.50	230	R		US 58	<u>i</u>				NA		NA		12/14/200
711)	1.00	200		To:	Greensville Co	ounty Line		7		10.		10.		12/11/200
				From:	87-66:			1						
(712)	2.07	160	R	<u> </u>	87-00.	,				NA		NA		12/14/200
(112)				To:	87-70	2		1						
				From:	87-64	7								
713)	0.40	120	R		0, 0.	·				NA		NA		12/14/200
(10)				To:	SR 35	j								
				From:	SR 18	9								
714)	1.53	1400	G	95%	1% 3%	0%	1%	0%	С	140	G	1400	G	2001
				To:	SCL FRAN	KLIN								
				From:	Sussex Cour	ıty Line								
715)	1.70	60	R					_		NA		NA		12/14/2000
				To:	87-612	2								
_				From:	87-74	3								
716)	3.67	70	R							NA		NA		12/14/2000
$\overline{}$				To:	87-66	5								
				From:	87-61	3	-							
717)	1.60	100	R							NA		NA		12/14/2000
				To:	Dead E									
$\overline{}$				From:	US 58	3								
718)	0.07	60	R							NA		NA		12/14/2000
				To: From:	0.07 MN U	JS 58]						
718)	0.93	46	R					_		NA		NA		12/14/2000
\ /				To:	87-65	,		1						

					outnam	pton Maint					Declara				
Route	Length	AADT	QA	4Tire	Bus	2Axle :	Tru 3+Axle		2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Southampton County								iiiaii	LIIGII		i ioui				
719	0.47	180	R	From:		87-653					NA		NA		12/14/2000
				To: From:		SR 35]						
719	0.14	120	R						_		NA		NA		12/14/2000
	0.25	110	R	From:		87-647					NA		NA		12/14/2000
719	0.20	110		To:		Dead En	d				IVA		IVA		12/14/2000
				From:		87-684									
720	0.70	240	R	To:		Dead En	d		7		NA		NA		12/14/2000
				From:		87-671									
721)	0.90	150	R			0, 0,			_		NA		NA		12/14/2000
				To:		Dead En	d								
	1.20	260	R	From:		87-661					NA		NA		12/14/2000
722	1.20	260	ĸ	To:		US 58			7		INA		INA		12/14/2000
				From:		87-663									
723	1.80	130	R								NA		NA		12/20/2000
				To:		Dead En									
724)	1.20	150	R	From:		87-653					NA		NA		12/20/2000
(724)	1.20	100		To:		87-668					1471		10.0		12/20/2000
				From:		Dead En	d								
725)	0.37	70	R	т		07.604			_		NA		NA		12/20/2000
				To: From:		87-684									
727)	0.50	40	R	rioni.		SR 35					NA		NA		12/20/2000
(121)				To:		Dead En	d								
				From:		87-628									
728)	1.60	70	R	To:		97.616			7		NA		NA		12/20/2000
				From:		87-616 87-672									
729	0.80	20	R	<u> </u>		87-072					NA		NA		12/20/2000
				To:		Dead En	d								
			_	From:		eensville Cou]	_		_		_	
(730)	2.60	120	G	88%	0%	8%	2%	2%	0%	F	10	G	120	G	2001
	3.67	270	G	From: 88%	0%	87-653 8%	1%	2%	0%	F	20	G	270	G	2001
(730)	3.07	270	G	7.	0 70			Z 70	7	Г	20	G	270	G	2001
(730)	2.29	430	G	From: 88%	0%	87-663 8%	1%	2%	0%	С	46	G	420	G	2001
730				To		87-666			٦						
730	0.05	500	G	From: 88%	0%	8%	1%	2%	0%	F	50	G	490	G	2001
				To:	N	CL BRANCE	IVILLE								
Town of Branchville				From:	NT.	CL DD ANGE	D/II I F		1						
(730)	0.37	870	G	88%	0%	CL BRANCE 8%	1%	2%	0%	F	80	G	860	G	2001
(730)				To:		SR 186									
Southampton County				r											
(731)	2.60	110	R	From:		87-674			_		NA		NA		12/20/2000
(731)				To:		87-675									
(731)	1.54	360	R	From:		6/-0/3					NA		NA		12/20/2000
		-		To:		SR 35									
				From:		Dead En	d								
732	0.20	70	R	To:		201615	15.1		_		NA		NA		12/20/2000
				To:	(0.20 MN Dea	a End								

Route	Length	AADT	QA	4Tire	Bus 2Axle	Tru 3+Axle	uck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Southampton County				From:	0.20 MN De	ead End								
732)	0.20	49	R		0.20 1411 (20	7444 12114		_		NA		NA		12/20/2000
				To:	87-60	9								
\bigcirc	0.00	400		From:	Dead E	nd				NIA		NIA		40/00/000
733	0.90	120	R	To:	87-65	3		1		NA		NA		12/20/2000
				From:	87-67									
734)	2.17	360	R	<u>L</u>	07-07.			_		NA		NA		12/20/2000
				To:	87-67	1								
				From:	SR 308; 8'									
735	1.80	360	G	85%	1% 9%	2%	4%	0%	С	40	G	360	G	2001
(705)	0.74	350	G	From: 85%	1% 9%	2%	4%	0%	F	40	G	350	G	2001
735)	0.74	330	G	To:	Sussex Cour		7 70	7 070	'	40	J	330	O	2001
				From:	87-61			Ì						
736)	0.33	330	R	•				_		NA		NA		12/20/2000
				To:	87-62	0								
\bigcirc				From:	Dead E	nd								
737)	0.25	280	R	To:	07.71	-		7		NA		NA		12/20/2000
				From:	87-61			+						
738)	0.65	48	R	110	87-63	5				NA		NA		12/20/2000
(730)	0.00		•••	To:	Dead E	nd								,_,,_,,
				From:	87-65	0		T						
739	0.10	110	R							NA		NA		12/20/2000
				To:	Dead E	nd								
\bigcirc	0.45			From:	Dead E	nd				NIA		NIA		40/00/000
740	0.15	680	R	To:	87-64	7		7		NA		NA		12/20/2000
				From:	Dead E			1						
741)	0.13	160	R	<u> </u>	Dead E	iiu				NA		NA		12/20/2000
				To:	US 58 B	SUS								
				From:	Dead E	nd								
(742)	0.92	90	R							NA		NA		12/20/2000
				To: From:	0.92 MN OF I	Dead End]						
(742)	0.80	250	R							NA		NA		12/20/2000
				From:	US 58	8		_						
(742)	0.28	190	R	To:	HG 50 D	NI IC		7		NA		NA		12/20/2000
				From:	US 58 B			+						
743	4.50	200	R		North Carolina	state Line	;	_		NA		NA		12/20/2000
743				To	87-66	7								
743	1.00	360	R	From:	6/-00	<u>'</u>				NA		NA		12/20/2000
				To:	87-67	1								
				From:	US 58 B	SUS								
744)	0.13	50	R	_				_		NA		NA		12/19/2000
				To:	Dead E									
745	0.07	100	R	From:	87-65	U		_		NA		NA		12/19/2000
745)	0.07	100	11	To:	Dead E	nd		7		14/1		11/1		12, 10,2000
				From:	US 58 B									
746)	0.10	200	R	_				_		NA		NA		12/19/2000
				To:	Cul-de-	Sac								
\bigcirc			_	From:	Dead E	nd								1011-1
747)	0.20	80	R	To:	770 =	0		_		NA		NA		12/19/2000
				To:	US 58	5								

Town of Cauron	12/19/200	AAWDT	i loui	LIIAII	AUVIC DAVXIC LIIGII				
Table Color Colo									Town of Capron
Southamnton County		NΑ	NΔ	_	87-654	<u> </u>	200	0.21	740
Table	12/19/200	14/3	IVA	1	87-653	_		0.21	(748)
Table Tabl	12/19/200			1					Southamnton County
1.90		NA	NA	_	87-709	<u> </u>	110	2 25	740
Total Tota		10.1			87-731			2.20	(749)
State Stat]	87-653	<u> </u>			
Total Tota	12/19/200	NA	NA	٦	07.660		46	1.90	(750)
Total Tota				1					
Dead End NA	12/19/200	NA	NA	_]	US 460	<u> </u>	40	0.10	(751)
To S7-653 NA					Dead End				
Total Tota					Dead End	<u></u>			
Total Tota	12/19/200	NA	NA	7	07.652		30	0.60	(752)
Total Tota									
Town of Canron Town	12/13/200	NA	NA		8 /-686	<u> </u>	110	0.43	753
Town of Canron Town				1	0.43 ME 87-686	To			(100)
Dead End	12/13/200	NA	NA	_1	0.43 IVIL 67-000		80	0.29	(753)
Total Carron Tota					Dead End	To:			
Town of Canron Town					Dead End			_	
Town of Canron Town	12/13/200	NA	NA	7	97.619		70	0.45	(756)
To 190 R									
Town of Canron From Dead End NA NA NA NA NA NA NA N	12/13/200	NA	NA		03 38	<u> </u>	190	2.00	(757)
Town of Capron Town					87-651				
Town of Canron					Dead End				
Town of Canron From SR 35	12/13/200	NA	NA	7	07.651		40	0.67	(758)
Town of Canron				1					
Town of Canron	12/13/200	NA	NA	_	SK 33	<u> </u>	430	0.32	759
Total Continue					87-666				(100)
761 0.35 220 R NA									Town of Capron
Te 87-654 To 87-654	12/13/200	NΔ	NΔ		US 58	<u> </u>	220	0.35	
To NA NA NA NA NA NA NA N	12/10/200	14/ (147.	1	87-654		220	0.00	(101)
Tre 87-761 Southampton County (763) 0.35 50 R From: 87-659 NA NA NA From: 87-649 NA NA NA					87-653	From:			
Southampton County	12/13/200	NA	NA	-			160	0.07	(762)
763 0.35 50 R NA					87-761	To:			
763 0.35 50 R NA NA NA 767 0.05 80 R 87-649 NA NA NA					87-659	From:			Southampton County
From: 87-649 NA NA	12/13/200	NA	NA		07 007	. <u>-</u>	50	0.35	(763)
(767) 0.05 80 R NA NA					Dead End	To:			
(767) 0.05 80 R NA NA NA	10/10/000				87-649	<u> </u>		0.05	\bigcirc
Dette Ente	12/13/200	NA	NA	7	Dead End		80	0.05	(767)
From: 87-649				1					
768) 0.05 130 R NA NA	12/13/200	NA	NA	_	V/ V//		130	0.05	(768)
To: Dead End					Dead End	To:			
From: 87-684	1011015				87-684	<u> </u>	400	0.00	\bigcirc
0.20 160 R NA NA NA US 258	12/13/200	NA	NA	7	US 258		160	0.20	(770)
From: 87-684				- 					
(771) Howell's Corner Rd 0.09 40 G 64% 8% 8% 8% 10% 0% C 10 G 40		40	10	0% C		<u></u>	40	0.09	(771) Howell's Corner Rd
To: US 258	G 2001								<u> </u>

					Southampton N					D				
Route	Length	AADT	QA	4Tire	Rue	Tr le 3+Axle		 2Trail	QC	Design Hour	QK A	AAWDT	QW	Year
Southampton County							TITUII	211011		Tioui				
(772)	0.17	200	R	From:	Des	ad End				NA		NA		12/13/2000
772	0.17		.`	To:	87	7-650								12,10,2000
				From:	U	S 58								
(775)	0.42	210	R	To:	HC	EO DIJIC		_		NA		NA		12/13/2000
				From:		58 BUS -1003		1						
(1001)	0.10	360	R		67	-1003				NA		NA		12/13/2000
				To:	87	-1002								
1001)	0.15	350	R	Troni.						NA		NA		12/13/2000
				To:		7-642								
(1000)	0.09	120	R	From:	87	-1001				NA		NA		12/13/2000
(1002)	0.00	120	.,	To:	8	7-641						107.		12/10/2000
				From:	87	-1010								
1003	0.15	430	R							NA		NA		12/13/2000
				To: From:	87	-1001								40/40/000
(1003)	0.10	330	R	To:	Q'	7-641		7		NA		NA		12/13/2000
				From:		-1008								
(1004)	0.07	80	R	<u> </u>	67	-1000				NA		NA		12/13/2000
				To:	8	7-641								
\bigcirc	0.00			From:	Dea	ad End				NIA		NIA		40/40/000
1005	80.0	60	R	To	87	-1006		1		NA		NA		12/13/2000
				From:		-1005								
1006	0.06	110	R							NA		NA		12/13/2000
				To: From:	87	-1008								
1006	0.07	260	R							NA		NA		12/13/2000
				To: From:	87	7-641								404404000
1006	0.40	180	R	To:	8'	7-646		1		NA		NA		12/13/2000
				From:		-1008								
(1007)	0.07	70	R							NA		NA		12/20/2000
				To:		7-641								
	0.07	40	R	From:	Dea	ad End				NA		NA		12/20/2000
(1008)	0.07	40	IX	To:	07	1006		_		14/5		IVA		12/20/2000
1008	0.07	90	R	From:	8/	-1006				NA		NA		12/20/2000
				To: From:	87	-1007								
1008	0.07	100	R					_		NA		NA		12/20/2000
				To:		-1004								
	0.20	110	R	From:	87-64	1; 87-642				NA		NA		12/20/2000
(1009)	0.20	110	K	To:	Dea	ad End		7		INA		INA		12/20/2000
				From:	87	7-641								
(1010)	0.20	430	R					-		NA		NA		12/20/2000
				To: From:	87	-1003								
(1010)	0.05	200	R	To:	D-	ad End		1		NA		NA		12/20/2000
				From:		ad End ad End		<u> </u>						
(1015)	0.06	30	R		De	ar Edil		_		NA		NA		12/20/2000
				To:	87	-1016		—						
1015)	0.84	200	R	From:				_		NA		NA		12/20/2000
				To:	8	7-643	-							

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Design Hour	QK AAWDT	QW Year
Southampton County				From:	Cul-de-Sac	1				
(1016)	0.06	60	R		Cul-uc-buc			NA	NA	12/20/2000
<u> </u>				To:	87-1015					
\bigcirc	0.05			From:	Cul-de-Sac					10/00/000
(1017)	0.35	120	R	To:	87-1015	7		NA	NA	12/20/2000
				From:	87-714	1				
(1101)	0.16	970	R	<u> </u>	8/-/14			NA	NA	12/20/200
				To:	Dead End					
				From:	87-1103					
(1102)	0.28	140	R	To:		_		NA	NA	12/20/200
				From:	Dead End					
(400)	0.04	210	R	From:	87-714			NA	NA	12/20/200
(1103)	0.04	210	1	To:	07.1103	7		14/1	107	12/20/2000
(1100)	0.17	80	R	From:	87-1102			NA	NA	12/20/2000
(1103)	• • • • • • • • • • • • • • • • • • • •		• • •	To:	Dead End					, ,
				From:	Dead End					
1104	0.26	270	R			_		NA	NA	12/20/2000
				To:	87-714					
	0.04	400		From:	Dead End			NIA	NIA	40/00/000
(1110)	0.21	190	R	To:	87-687	7		NA	NA	12/20/2000
				From:	87-687	1				
(1111)	0.06	240	R		87-087			NA	NA	12/20/2000
				To:	87-1112					
				From:	Dead End					
(1112)	0.09	120	R					NA	NA	12/20/2000
				To: From:	87-1111]				
(1112)	0.08	70	R	To:		_		NA	NA	12/20/2000
				10.	Dead End					
Town of Ivor				From:	87-622					
(1201)	0.11	240	R	<u> </u>	0, 022			NA	NA	12/20/2000
				To: From:	87-1203	—				
(1201)	0.11	270	R	rioin.				NA	NA	12/20/2000
				To: From:	87-1204]				
(1201)	0.09	350	R			_		NA	NA	12/13/2000
				To:	87-616					
	0.11	240	ь	From:	87-1203			NA	NA	12/12/2000
(1202)	0.11	210	R	_		_		INA	INA	12/13/2000
	0.09	310	R	From:	87-1204			NA	NA	12/13/2000
1202	0.00	310	1	To:	87-616	7		IVA	TVA	12/10/2000
				From:	87-1201					
(1203)	0.16	200	R	<u> </u>				NA	NA	12/13/2000
				To: From:	87-1202	—				
(1203)	0.10	150	R			_		NA	NA	12/13/2000
				To:	Dead End					
	2.12		_	From:	87-622					4011010000
(1204)	0.13	340	R			_		NA	NA	12/13/2000
	0.45	200		To: From:	87-1201			NIA.	- NIA	40/40/000
(1204)	0.15	200	R	To:	87-1202			NA	NA	12/13/2000
					0/-1202					

Route	Length	AADT	QA	4Tire	Bus OA H OA H AT II		QC	Design	QK A	AAWDT	QW	Year
Town of Ivor	Ŭ				2Axle 3+Axle 1Trail	2Trail		Hour				
			_	From:	Dead End							101101000
(1205)	0.03	110	R	To:	87-620			NA		NA		12/13/2000
				From:	Dead End							
(1206)	0.08	240	R			_		NA		NA		12/13/2000
				To:	87-616							
Town of Bovkins				From:	SR 35	I						
(1301)	0.12	560	R	<u> </u>	SK35			NA		NA		12/13/2000
				To: From:	87-1307							
(1301)	0.08	260	R					NA		NA		12/13/2000
<u> </u>				To: From:	87-1310							
(1301)	0.07	160	R	To:	87-1311	_		NA		NA		12/13/2000
				From:	Dead End							
1302	0.05	40	R		Dead End			NA		NA		12/13/2000
				To: From:	87-1303	T						
(1302)	0.06	210	R					NA		NA		12/13/2000
				To:	SR 35							
	0.13	120	R	From:	87-1302			NA		NA		12/13/2000
1303	0.13	120	IX.	To:	87-1312	1		INA		INA		12/13/2000
				From:	87-1305							
(1304)	0.23	240	R			_		NA		NA		12/13/2000
				To	87-1307							
	0.36	210	R	From:	SR 35			NA		NA		12/13/2000
1305	0.50	210	IX	To:	SR 186 EAST	1		IVA		INA		12/10/2000
\bigcirc	0.40	0.40		From:	SR 186 WEST			NIA		NIA		40/40/000
1305	0.12	240	R	To:	87-1304	1		NA		NA		12/13/2000
				From:	SR 35							
(1306)	0.12	1200	R		****			NA		NA		12/13/2000
				To: From:	87-1307							
1306	0.09	370	R					NA		NA		12/13/2000
^				To: From:	87-1310							
(1306)	0.06	270	R					NA		NA		12/13/2000
4000	0.08	190	R	From:	87-1311	_		NA		NA		12/13/2000
(1306)	0.00	190		To:	Dead End	1		11/7		14/7		12/13/2000
			•	From:	87-1301							
(1307)	0.06	150	R			-		NA		NA		12/13/2000
<u> </u>				To: From:	87-1306]						
(1307)	0.07	140	R			_		NA		NA		12/13/2000
$\overline{}$	0.00	240	Б	To: From:	87-1309			NIA		NI A		10/10/0000
(1307)	0.02	210	R	To:	87-1304	7		NA		NA		12/13/2000
				From:	87-1305	1						
(1308)	0.11	220	R			_		NA		NA		12/13/2000
				To:	SR 35							
\bigcirc	2.22	400	_	From:	87-1307					N.1.4		40/40/225
(1309)	0.08	180	R	_		_		NA		NA		12/13/2000
	0.07	150	R	From:	87-1310	_		NA		NA		12/13/2000
(1309)	0.07	190	ĸ	To:	87-1311			14/4		INA		12/13/2000

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AA	WDT	QW	Year
Town of Bovkins				r -								
(1309)	0.03	90	R	From:	87-1311			NA	1	NA		12/13/200
(1309)	0.00			To:	Dead End							
				From:	87-1301							
(1310)	0.06	100	R					NA	1	NA		12/13/200
				To: From:	87-1306							
(1310)	0.07	140	R					NA	1	NA		12/13/200
<u> </u>				To: From:	87-1309							
1310	0.03	160	R	To:	Dood End	_		NA	ſ	NA		12/13/200
				From:	Dead End 87-1301	1						
(1311)	0.05	80	R		87-1301			NA	1	NA		12/13/20
				To:	87-1306							
1311)	0.07	90	R	From:	67-1500	_		NA	1	NA		12/13/20
				To:	87-1309							
Southampton County												
	0.10	710	R	From:	Dead End			NA	ı	NA		12/19/20
(1312)	0.10	710	K	To:	WCL Boykins	7		INA	'	N/A		12/13/20
Town of Bovkins					2 = 2 /	<u> </u>						
				From:	WCL Boykins							
(1312)	0.09	710	R	To:	GD 45 NODEN	_		NA	1	NA		12/19/20
				From:	SR 35 NORTH SR 35 SOUTH							
(1312)	0.06	170	R			_		NA	1	NA		12/19/20
				To:	87-1313							
\bigcirc				From:	Dead End							
(1313)	0.09	100	R	To:	87-1312	_		NA	ſ	NA		12/19/20
				From:	87-1317							
(1314)	0.14	60	R		6/-131/			NA	1	NA		12/19/20
(1014)				To:	87-1305							
(1314)	0.10	70	R	From:	67-1303			NA	1	NA		12/19/20
				To:	Dead End							
				From:	Dead End							
1315)	0.10	60	R					NA	1	NA		12/19/20
<u> </u>				From:	87-1305]						
(1315)	0.05	40	R	То:	D. I.F. I	_		NA	1	NA		12/19/20
				From:	Dead End	1						
(1316)	0.06	50	R	110mi	Dead End	_		NA	ı	NA		12/19/20
(1310)	0.00			To:	87-1305							,,
				From:	87-1315							
(1317)	0.05	NA						NA	1	NA		
				To: From:	87-1314]						
1317)	0.09	90	R			_		NA	1	NA		12/19/20
				To	SR 186							
Southampton County				From:	87-1325							
1318)	0.05	110	R	<u> </u>	07-1323	_		NA	1	NA		12/19/20
				To:	NCL Boykins							
Town of Bovkins												
	0.02	440	-	From:	NCL Boykins			NIA.				12/10/20
(1318)	0.02	110	R	To:	SR 35	1		NA	Г	NA		12/19/200
					DIX JJ	_1						

					Southamp						Design				
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Hour	QK	AAWDT	QW	Year
Southampton County				From:					1						
(1319)	0.02	180	R	crom:		Dead E	end		_		NA		NA		12/19/2000
				To:	I	WCL BOY	KINS								
Town of Bovkins				From:	7	WCL BOY	ZVINC		1						
(1319)	0.09	230	R			WCL BUT	KINS		_		NA		NA		12/19/2000
				To:		87-130	03								
\bigcirc			_	From:		SR 3:	5								101101000
(1320)	0.04	20	R	To:		Dead E	End		1		NA		NA		12/19/2000
				From:		SR 3:			1						
(1321)	0.15	120	R				-				NA		NA		12/19/2000
<u></u>				To: From:		87-132	22								
(1321)	0.18	220	R						_		NA		NA		12/19/2000
				To:		SR 3:									
4000	0.02	50	R	From:		87-132	21				NA		NA		12/19/2000
(1322)	0.02	30	- 1	To:		Dead E	End				14/1		10.		12/10/2000
Southampton County															
	0.11	50	-	From:		SR 18	36				NIA		NIA		40/40/0000
(1323)	0.11	50	R	To:		Dead E	End		7		NA		NA		12/19/2000
Town of Bovkins						Deua	JII C								
				From:		Dead E	End								
(1324)	0.20	30	R	To:		SR 3:	5		_		NA		NA		12/19/2000
				From:		87-13									
(1325)	0.01	100	R			8/-13	12				NA		NA		12/19/2000
1020				To:	1	NCL BOY	KINS								
Southampton County															
	0.13	100	R	From:		NCL Boy	ykins				NA		NA		12/19/2000
(1325)	0.10	100		To:		87-13	18								12/10/2000
_				From:		Dead F	End								
(1326)	0.06	280	R						_		NA		NA		12/19/2000
				To:		87-67									
(1327)	0.09	NA		From:		Dead E	End		_		NA		NA		
(1327)	0.00	N/A		To:		SR 18	36								
				From:		Dead F	End								
(1401)	0.35	40	R	_					_		NA		NA		12/19/2000
				To:	W	VCL NEW	SOMS								
Town of Newsoms				From:	V	VCL NEW	SOMS								
(1401)	0.40	90	R								NA		NA		12/19/2000
				To: From:		87-67	'3]						
(1401)	0.35	230	R			-			_		NA		NA		12/19/2000
				To:		Dead F									
(100)	0.38	200	R	From:		87-67	'3				NA		NA		12/19/2000
1402				To:	E	ECL NEW	SOMS		1						
Southampton County															
	0.07	400	1	From:	E	ECL NEW	SOMS				NIA.		NIA		10/10/0000
(1402)	0.27	130	R	To:		Dead E	End		1		NA		NA		12/19/2000
						Deau E	.1IU								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Town of Newsoms				From:	87-1405						
(1403)	0.06	300	R	<u> </u>		_		NA	NA		12/19/2000
\bigcirc	0.12	400		To: From:	87-671]		NΙΛ	NΙΛ		12/10/2000
(1403)	0.13	180	R	To:	87-709			NA	NA		12/19/2000
Southampton County				From:							
(1404)	0.14	350	R	From:	87-671			NA	NA		12/19/2000
				To:	WCL NEWSOMS						
Town of Newsoms				From:	WCL NEWSOMS						
(1404)	0.30	360	R		WCL NEWSOMS	_		NA	NA		12/19/2000
				To:	87-673						
	0.13	160	R	From:	Dead End			NA	NA		12/19/2000
(1405)	0.13	100	K	To:	97.1402			INA	IVA		12/19/2000
(1405)	0.08	110	R	From:	87-1403			NA	NA		12/15/2000
				To: From:	Dead End; Gap Terminus						
(1405)	0.10	70	R			_		NA	NA		12/15/2000
				To:	87-709						
Town of Courtland				From:	SR 35						
(1501)	0.09	320	R					NA	NA		12/15/2000
	2.22	440		To: From:	87-1503]					40/45/0000
(1501)	0.09	110	R	To:	87-1504	7		NA	NA		12/15/2000
				From:	SR 35						
(1502)	0.09	300	R			_		NA	NA		12/15/2000
<u> </u>				To: From:	87-1503]					
1502	0.09	250	R			_		NA	NA		12/15/2000
	0.09	220	R	To: From:	87-1504			NA	NA		12/15/2000
1502	0.09	220	K	To:	87-1505			INA	INA		12/13/2000
				From:	87-646						
(1503)	0.20	340	R					NA	NA		12/15/2000
	0.05	440	_	From:	87-1508			NIA	NIA		40/45/0000
(1503)	0.05	140	R					NA	NA		12/15/2000
(1503)	0.05	160	R	From:	87-1514			NA	NA		12/15/2000
(1303)				To	87-1502						
(1503)	0.10	170	R	From:	07 1302			NA	NA		12/15/2000
				To: From:	87-1501]					
(1503)	0.20	130	R	т	07.1520	_		NA	NA		12/15/2000
				To: From:	87-1529 87-1508						
(1504)	0.10	70	R		87-1308			NA	NA		12/15/2000
				To: From:	87-1502	1					
(1504)	0.10	50	R			_		NA	NA		12/15/2000
				To:	87-1501						
(1505)	0.14	160	R	From:	87-646			NA	NA		12/15/2000
1303)			••	To	87-1508	—					
1505	0.10	140	R	From:	07-1300	_		NA	NA		12/15/2000
				To:	87-1502						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Town of Courtland				From:		1				
(1506)	0.12	80	R	110m.	87-1507	_		NA	NA	12/15/2000
1000				To:	87-611					
				From:	87-1522					
(1507)	0.08	46	R					NA	NA	12/15/2000
\bigcirc				From:	87-1506					4044=4000
(1507)	0.03	8	R	To:	Dead End	¬		NA	NA	12/15/2000
				From:	SR 35	<u> </u>				
(1508)	0.08	250	R		SK 33			NA	NA	12/15/200
				To: From:	87-1503					
1508	0.09	120	R	From:	0. 1000			NA	NA	12/15/200
				To: From:	87-1504					
1508	0.09	100	R	From:	0			NA	NA	12/15/2000
				To:	87-1505					
\bigcirc				From:	87-611					
(1509)	0.09	910	R					NA	NA	12/15/2000
	0.40	=00		From:	87-1510					10/15/000
(1509)	0.10	780	R					NA	NA	12/15/2000
$\overline{}$	0.40	200		From:	87-1515	_		NIA	NIA.	40/45/000
(1509)	0.10	690	R	To:	87-646	\neg		NA	NA	12/15/2000
				From:	US 58 BUS	1				
1510	0.20	580	R		CS 36 BCS	→		NA	NA	12/15/200
				To:	87-1509					
				From:	87-646					
(1511)	0.11	470	R	т	VIO 40 DVIO	_		NA	NA	12/15/2000
				To:	US 58 BUS	<u> </u>				
	0.06	40	R	From:	Dead End			NA	NA	12/15/2000
(1512)	0.00	40		To:	SR 35	\neg		147 (10.0	12/10/200
				From:	Dead End					
(1513)	0.08	120	R			_		NA	NA	12/15/2000
				To:	US 58 BUS					
	0.00	00	_	From:	SR 35			NIA	NIA	12/15/2000
1514)	0.08	80	R	To:	87-1503	7		NA	NA	12/15/2000
				From:	Dead End					
(1515)	0.07	80	R		Dette Ente			NA	NA	12/15/2000
				To:	87-1509					
\bigcirc				From:	87-1526					
(1516)	0.08	250	R					NA	NA	12/15/2000
	0.04			From:	87-1517					10/15/000
(1516)	0.24	290	R	To:	US 58 BUS	_		NA	NA	12/15/2000
				From:	87-1518					
(1517)	0.10	70	R		07-1310			NA	NA	12/19/2000
				To	87-1516	¬				
(1517)	0.05	20	R	From:	37 1310	_		NA	NA	12/19/2000
				To:	Dead End					
				From:	Dead End					
(1518)	0.14	30	R					NA	NA	12/19/2000
				To: From:	87-1521]				
(1518)	0.22	200	R	To:	05.1515	_		NA	NA	12/19/2000
				To:	87-1517					

					outnam		intenance Tru			Design				
Route	Length	AADT	QA	4Tire	Bus		3+Axle		QC	Hour	QK	AAWDT	QW	Year
Town of Courtland				From:				 						
1518)	0.21	280	R	FIOII.		87-15	017			NA		NA		12/19/2000
	0.17	220		To: From:		87-15	520]—		NA		NΙΔ		12/10/2000
(1518)	0.17	330	R	To:		07.15	110	_		INA		NA		12/19/2000
(1518)	0.09	410	R	From:		87-15	019			NA		NA		12/19/2000
				To:		US 58	BUS							
\bigcirc	0.05	40	-	From:		87-15	518			NIA		NIA		12/10/2000
(1519)	0.05	40	R	To:		Dead 1	End	7		NA		NA		12/19/2000
				From:		87-15								
1520	0.14	90	R					_		NA		NA		12/19/2000
				To: From:		Dead 1								
(1521)	0.54	830	R	FIOII.		87-15	526	_		NA		NA		12/19/2000
(1521)				To:		US 58	BUS							
\sim				From:		US 58	BUS							
(1522)	0.40	1400	R	To:		87-6	11	_		NA		NA		12/19/2000
				From:		87-15								
(1523)	0.15	170	R	<u> </u>		07-13	.22			NA		NA		12/19/2000
				To:		Dead 1	End							
Southampton County				From:		US 58	RUS	1						
(1524)	0.24	80	R	<u> </u>		05 50	Bes			NA		NA		12/19/2000
				To:		Dead 1	End							
\bigcirc	0.17	420	_	From:]	ECL COUR	RTLAND			NA		NΙΔ		12/10/2000
1525	0.17	130	R	To:		US 58	BUS	7		INA		NA		12/19/2000
				From:		Cul-de								
1526	0.11	130	R							NA		NA		12/19/2000
				To: From:		87-15	533]—						
1526	0.19	240	R	To:		SCL Cou	urtland	_		NA		NA		12/19/2000
Town of Courtland						SCL Cot	irtianu							
_				From:		SCL Cou	ırtland							
1526	0.22	240	R	To:	97	7-1521; Gap	Torminus	_		NA		NA		12/19/2000
				From:			p Terminus							
(1526)	0.53	230	R	To:				_		NA		NA		12/19/2000
				From:		Dead 1								
(1528)	0.08	170	R	rioin.		87-15	30			NA		NA		12/19/2000
1020				To:		87-15	522							
Southampton County				r		0= :-	.02							
(1529)	0.15	40	R	From:		87-15	003	_		NA		NA		12/19/2000
1023	5.10		••	To:		Cul-de-	-Sac	1						
				From:		US 58	BUS							
1530	0.10	170	R	To:		D11	End	_		NA		NA		12/19/2000
T						Dead 1	ENU	1						
Town of Courtland				From:		Dead	End							
(1531)	0.18	960	R	To		an -	15	 _		NA		NA		12/19/2000
				To:		SR 3	55							

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Southampton County				From:	US 58 BUS	<u> </u>		-		
(1532)	0.14	50	R		05 36 B05			NA	NA	12/19/2000
				To:	Dead End					
\bigcirc	0.40	00	_	From:	87-1526			NIA	NIA	42/40/2000
(1533)	0.12	30	R	To:	Cul-de-Sac			NA	NA	12/19/2000
				From:	87-1533	1				
(1534)	0.03	40	R			<u></u>		NA	NA	12/19/2000
				To:	Cul-de-Sac					
Town of Courtland				From:	87-1522					
(1535)	0.10	20	R			_		NA	NA	12/19/2000
				To:	Dead End					
Southampton County				From:	87-1526					
(1536)	0.19	170	R					NA	NA	12/19/2000
				To:	Cul-de-Sac					
Town of Branchville				From:	Dead End					
(1601)	0.38	30	R					NA	NA	12/19/2000
				To:	87-730					
(1000)	0.18	20	R	From:	87-730			NA	NA	12/19/2000
1602	0.10	20		To:	SR 186			14/ (10.1	12/10/2000
Southampton County										
	0.18	180	R	From:	87-649			NA	NA	12/19/2000
(1701)	0.10	100	K	To:	07.1700	_		INA	INA	12/19/2000
(1701)	0.08	230	R	From:	87-1702			NA	NA	12/20/2000
(1701)				To:	87-687					
				From:	87-1701					
(1702)	0.11	170	R	To:	87-649	7		NA	NA	12/20/2000
				From:	87-687	1				
1703	0.26	250	R		67-067			NA	NA	12/20/2000
				To: From:	87-1712	—				
(1703)	0.06	70	R					NA	NA	12/20/2000
				To:	Dead End					
(1704)	0.05	30	R	From:	Dead End			NA	NA	12/20/2000
1704)	3.00		• • • • • • • • • • • • • • • • • • • •	To:	87-1709					
(1704)	0.15	110	R	From:	0/-1/07	_		NA	NA	12/20/2000
				To:	87-649					
	0.00	400	-	From:	87-1706			NIA.	NI A	40/00/0000
1705	0.09	100	R			_		NA	NA	12/20/2000
(1705)	0.07	310	R	From:	87-1707			NA	NA	12/20/2000
(1705)	0.07	3.0		To	87-644			17/1	11/7	12,20,2000
				From:	87-649					
1706	0.07	970	R					NA	NA	12/20/2000
	0.00	0.10		To: From:	87-1707]		N. A	A1A	40/00/0000
(1706)	0.09	910	R	_		_		NA	NA	12/20/2000
(700)	0.09	810	R	From:	87-1705	_		NA	NA	12/20/2000
(1706)				To:	87-1714					
		_		_		_				

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail	 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Southampton County				From:											
(1706)	0.12	660	R	Tion.		87-17	14				NA		NA		12/20/2000
	0.10	500		To: From:		87-17	07				NIA		NIA		12/20/2000
(1706)	0.10	590	R	To:		07.17	2.1		_		NA		NA		12/20/2000
(1706)	0.18	300	R	From:		87-17	51				NA		NA		12/20/2000
				To:		87-17	30								
(1707)	0.14	120	R	From:		87-17	06				NA		NA		12/20/2000
(1707)	••••		• • •	To		87-17	05								
1707	0.07	250	R	From:		0, 1,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				NA		NA		12/20/2000
				To: From:		87-17	14]						
1707	0.22	130	R	To:		87-17	06		_		NA		NA		12/20/2000
				From:		87-17			1						
(1708)	0.10	210	R						_		NA		NA		12/20/2000
				To:		87-64									
1700	0.10	110	R	From:		Dead I	End				NA		NA		12/20/2000
(1709)	0.10		.`	To		87-17	08								12/20/2000
(1709)	0.07	70	R	From:		07 17	<i>3</i> 0				NA		NA		12/20/2000
				To: From:		87-17	28								
(1709)	0.10	120	R	To:		07.17	0.4		_		NA		NA		12/20/2000
				From:		87-17									
(1710)	0.20	410	R			07-70					NA		NA		12/20/2000
				To: From:		87-17	11								
1710	0.20	340	R								NA		NA		12/20/2000
	0.24			From:		87-17	29]		NIA		NIA		40/00/0000
(1710)	0.34	90	R	To		07.17			_		NA		NA		12/20/2000
(1710)	0.08	150	R	From:		87-17	11				NA		NA		12/20/2000
				To:		87-70	16								
\bigcirc	0.00		_	From:		87-17	10				NIA		NIA		40/00/0000
(1711)	0.23	80	R	To:		87-17	10		\neg		NA		NA		12/20/2000
				From:		87-17									
1712	0.09	80	R	To:		0= 1=			_		NA		NA		12/20/2000
				From:		87-17 Dead I									
(1713)	0.05	60	R			Deau I	ina				NA		NA		12/20/2000
				To: From:		87-17	12								
1713	0.29	240	R			07.60			_		NA		NA		12/20/2000
				To: From:		87-68 87-17									
(1714)	0.11	60	R			0/-1/	50				NA		NA		12/20/2000
				To:		87-17	07								
	0.18	420	В	From:		NCL FRAI	NKLIN				NA		NA		12/20/2000
1715	U.10	130	R	To:		07.15	17		_		INA		INA		12/20/2000
1715	0.09	80	R	From:		87-17	1 /		_		NA		NA		12/20/2000
				To:		Dead I	End								

Route	Length	AADT	QA	4Tire	Bus 2Axle	3+Axle	ıck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Southampton County				From:	87-64	1 1								
1717)	0.08	570	R	•						NA		NA		12/20/2000
	0.00	460		To: From:	87-17	15]		NΙΛ		NΙΛ		12/20/200
1717	0.08	460	R	To	07.17	22		_		NA		NA		12/20/200
1717)	0.30	320	R	From:	87-17	33				NA		NA		12/20/200
				To:	Cul-de-	Sac								
\bigcirc	0.05		_	From:	87-17	09				NIA		NIA		40/04/000
1728	0.05	30	R	To:	Cul-de-	Sac		1		NA		NA		12/21/200
				From:	Dead I									
1729	0.04	50	R					_		NA		NA		12/21/200
				To:	87-17									
1720	0.06	170	R	From:	87-17	31				NA		NA		12/21/200
1730				To	87-17	32								
1730	0.12	70	R	From:	07 17.	<u>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</u>				NA		NA		12/21/200
				To: From:	87-17	06]						
1730	0.11	60	R	To:	D 11			_		NA		NA		12/21/2000
				From:	Dead I 87-17									
(1731)	0.09	180	R		87-17	J6				NA		NA		12/21/200
				To: From:	87-17	30								
1731)	0.09	130	R	rion.				<u> </u>		NA		NA		12/21/200
				To: From:	87-17-	40		_						
1731	0.09	70	R					_		NA		NA		12/21/2000
	0.08	240	R	To: From:	87-17	39		_		NA		NA		12/21/2000
1731	0.00	240	IX.	To:	87-64	14				14/-3		IVA		12/2 1/2000
				From:	87-17	30								
(1732)	0.06	47	R	To:	0.1.1	0		_		NA		NA		12/21/2000
				From:	Cul-de- 87-17									
(1733)	0.08	90	R		8/-1/	1 /				NA		NA		12/21/2000
				To:	Dead I	End								
\bigcirc	0.00		_	From:	Cul-de-	Sac				NIA		NIA		40/04/000
(1735)	0.06	30	R	To:	87-17	17		1		NA		NA		12/21/2000
				From:	Cul-de-			Ì						
(1739)	0.08	70	R							NA		NA		12/21/2000
				To:	87-17									
(1740)	0.06	70	R	From:	Cul-de-	Sac				NA		NA		12/21/2000
1140				To	87-17	31								
(1740)	0.07	70	R	From:	07 17.	<u> </u>				NA		NA		12/21/2000
\bigcup				To:	Cul-de-									
	0.06	NA		From:	87-01731(B)/87	/-01739(U)/	/			NA		NA		
(1741)	0.00			To:	Cul-de-	Sac/				11/71		1 1/-1	_	
				From:	SR-00035(B)/API	PROXIMA	TE							
9390)	0.45	NA		To:	110 000=	10(D)/		_		NA		NA		
				From:	US-0005			<u> </u>						
9573)	0.10	190	R	<u> </u>	CAPRON EL	LIVI SCH		_		NA		NA		12/13/2000
(· · · ·)				To:	US 5	-								

Route	Length	AADT	QA	4Tire	Bus	2Ayle		uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Southampton County				From:	THE P				Z I I all		rioui				
(9901)	0.16	590	R	. 70111.	HUN	ITERDALE I	ELEM SC	н	_		NA		NA		12/13/2000
				To:		87-641									
Town of Ivor				From:		IVOR ELEM	I SCH								
9953	0.08	380	R	To:					_		NA		NA		12/13/2000
Town of Courtland				10.		87-616									
$\widehat{}$	0.44	200		From:		87-150	5				NIA		NIA		40/40/0000
9954	0.11	330	R	To:	COU	JRTLAND E	LEM SCI	Н			NA		NA		12/13/2000
Southampton County				From:		ap 101									
9955)	0.12	220	R	rion.		SR 186)				NA		NA		12/13/2000
				To:	В	OYKINS ELI	EM SCH								
City of Franklin				From:		Hunterdale	Rd								
North Dr	0.08	930	G	97%	2%	0%	1%	0%	0%	С	130	G	980	G	2001
				To: From:		Morton :									
Oak Street	0.51	1100	G	97%	2%	0%	1%	0%	0%	F	210	G	1200	G	2001
143)				To:		South S									
(3902) Maplewood Ave	0.47	1000	G	97%	2%	Thomas 0%	St 1%	0%	0%	F	160	G	1000	G	2001
Maplewood Ave				To:		Washingto	n St								
903 Pretlow St	1.12	2000	G	From:		SCL Franl	klin				210	G	2100	G	2001
Pretlow St	1.12	2000	G	To		Morton	C+				210	G	2100	G	2001
903 Pretlow St	0.15	3400	G	From:		Wiorton	31				340	G	3500	G	2001
<u> </u>				To: From:		.15 MN Mor			<u> </u>						
9903 Pretlow St	0.07	3500	G	92%	1%	4%	1%	1%	0%	С	340	G	3700	G	2001
(3903) Pretlow St	0.32	4200	G	From: 92%	1%	Laurel S	1%	1%	0%	F	400	G	4500	G	2001
Pretiow St				To:		South S	t								
(3904) Armory Dr	0.70	14000	G	95%	0%	WCL Fran	klin 0%	2%] 0%	F	1400	G	15000	G	2001
(3904) Armory Dr	0.70	14000	<u> </u>	To	0 70	Bailey D		2 /0	7	ļ	1400	G	13000	G	2001
(3904) Armory Dr	0.44	16000	G	95%	0%	2%	0%	2%	0%	F	1600	G	17000	G	2001
$\overline{}$				To: From:		College l]						
3904 Armory Dr	0.56	7600	G	95%	0%	2%	0%	2%	0%	С	790	G	8000	G	2001
(3904) Armory Dr	0.09	8000	G	95%	0%	Gardner 2%	0%	2%	0%	F	790	G	8400	G	2001
Armory Dr				To: From:		Second A	ve								
Second Ave	0.23	7500	G	96%	0%	Armory l	0%	1%	0%	F	750	G	7900	G	2001
				To: From:		High S]						
3904 Second Ave	0.15	5600	G	96% To:	0%	2%	0%	1%	0%	С	570	G	5800	G	2001
				From:		US 258 Ma MAGNOLI									
(3905) High St	0.15	280	G	86%	1%	1%	3%	9%	0%	F	40	G	290	G	2001
	2.22			From:	001	BIRCH S		001	<u> </u>				400		
(3905) High St	0.06	440	G	86%	2%	1%	3%	8%	0% ¬	С	49	G	460	G	2001
(3905) High St	0.30	3800	G	From: 86%	2%	South S 1%	3%	8%	0%	F	380	G	4000	G	2001
145				To:		2Nd St									

				5	Southan	npton Mai	ntenance	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru	ıck	OT!	QC	Design	QK	AAWDT	QW	Year
City of Franklin						ZAXIE	3+Axle	Tirali	2Trail		Hour				
				From:		2nd A									
3905 High St	0.10	4000	G	86% To:	2%	1%	3%	8%	0%	F	410	G	4200	G	2001
				From:		4Th A US 58 4T			+						
3905 High St	0.20	2000	G	93%	1%	2%	3%	1%	0%	С	200	G	2100	G	2001
				To: From:		Beamai	n St		—						
(3905) High St	0.19	3500	G	93%	1%	2%	3%	1%	0%	F	460	G	3600	G	2001
143				To: From:		Homestea			_						
(3905) High St	0.39	3200	G	94%	1%	Homester 2%	1%	1%	0%	С	360	G	3300	G	2001
145				To:		Fairview	Rd								
O High Ch	4.07	4000	•	From:	40/	Fairviev		40/		_	200	0	4700	0	2004
(3905) High St	1.37	1600	G	94% To:	1%	2% NCL Fra	1%	1%	0 %	F	200	G	1700	G	2001
				From:		South									
(3907) College Dr	0.19	7500	G	96%	1%	1%	1%	2%	0%	С	720	G	7900	G	2001
(3907) College Dr				To		Maplewoo									
(3907) College Dr	0.28	8900	G	96%	1%	1%	1%	2%	0%	F	850	G	9300	G	2001
(3907) College Dr				To		Armory									
(3907) College Dr	0.14	11000	G	From: 96%	1%	1%	1%	2%	0%	F	1200	G	11000	G	2001
College Dr				To		SR 379 Ste			¬						
(3907) College Dr	0.62	11000	G	96%	1%	1%	0%	2%	0%	F	1100	G	11000	G	2001
College Dr College Dr				To		Sycamor									
3907 College Dr	0.12	11000	G	From: 96%	0%	1%	0%	2%	0%	F	1100	G	11000	G	2001
145				To:		Clay									
O Ulumbandala Dd	0.40	40000	_	From:	00/	Bus US 58		20/		0	000	0	11000	0	2004
Hunterdale Rd	0.19	10000	G	96%	0%	1%	0%	2%	0%	С	980	G	11000	G	2001
A Llumtardala Dd	0.60	5000		From:	00/	Fairview	7 Dr 0%	2%	0%	F	550	G	NA		2001
(3907) Hunterdale Rd	0.60	5900	G	96%	0%	1%		2%	U% —	Г	550	G	INA		2001
(3907) Hunterdale Rd	0.71	5900	G	From: 96%	0%	North	0%	2%	0%	F	640	G	6200	G	2001
(3907) Hunterdale Rd	0.71	5900	G	70: To:	0 70	NCL Fra		270	7 0%	Г	040	G	0200	G	2001
				From:		South			İ						
Roosevelt St	0.19	390	G	96%	1%	3%	0%	1%	0%	F	46	G	410	G	2001
145				To:		Maplewoo	d Ave								
				From:		Clay	St								
(3910) Homestead Rd	0.42	500	G	96%	1%	3%	0%	0%	0%	С	60	G	520	G	2001
				To:		High									
(3911) Gardner St	0.22	1300	G	96%	1%	Armory 3%	Dr 0%	0%	0%	F	150	G	1300	G	2001
(3911) Gardner St	0.22	1300	J	90 70 To:	1 /0	Charles		U /0	7 0 /0		150	3	1300	3	2001
				From:		Hunterda			İ						
(3912) Fairview Dr	0.25	5800	G	98%	0%	1%	1%	0%	0%	F	540	G	6100	G	2001
145				To		Crescen	t Dr		٦						
(3912) Fairview Dr	0.66	4600	G	98%	0%	1%	1%	0%	0%	С	480	G	4800	G	2001
145				To:		High	St								
\sim				From:		Clay									
3913 Southampton Rd	0.21	440	G	98%	0%	1%	0%	0%	0%	F	49	G	460	G	2001
				To:		Cypress									
(3914) Banks St	0.20	2200	_	From:	10/	Morton		1%		0	240	_	2500	0	2004
(3914) Banks St	0.38	3300	G	97% To:	1%	1% South	1% St	1 70	□ 0%	С	340	G	3500	G	2001
				From:		Banks									
(3915) Morton St	0.30	1400	G	93%	2%	3%	1%	1%	0%	F	140	G	1500	G	2001
(3915) Morton St				To:		Oak S									

Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
City of Franklin						ZAXIE	3+Axle	Tirali	2 i raii		Hour				
				From:		Oak St	reet								
(3915) Morton St	0.23	1300	G	93%	2%	3%	1%	1%	0%	С	160	G	1400	G	2001
				To:		Pretlov	v St								
(3916) Crescent Dr				From:		Fairviev									
	0.66	640	G	92%	3%	4%	0%	1%	0%	С	90	G	670	G	2001
				To:		North	Dr								
Beamen St.				From:		High St	reet								
	2.12	NA									NA		NA		
				To: From:		Fontaine									
Bruce St.	0.40	4000	_	From:		South	St				400	_	4000	0	0004
	2.12	1200	G	To:		0.10			_		120	G	1300	G	2001
				From:		Cool Spri South									
Delk St.	2.12	1400	G	<u> </u>		South	Dt.		_		170	G	1400	G	2001
		. 700	_	To:		Marine	r St.					Ŭ	. 100	9	
Fontaine St.				From:		Beamer									
	2.12	310	G						<u></u>		48	G	330	G	2001
				To:		Norflee	t St								
Forest Pine Rd.				From:		Homeste	ad Rd								
	2.12	1000	G								100	G	1000	G	2001
				To: From:		Dead I									
Laurel St.	0.40	500	_	From:		Bolling	St.				00	0	000	0	2004
	2.12	590	G	To					_		60	G	620	G	2001
				From:		Ashton Hunterda									
Magnolia Ave	2.12	120	G	<u> </u>		Trunterda	iie Ku				20	G	120	G	2001
	2.12	120	J	To:		Dead I	∃nd		1		20	O	120	O	2001
Meadow Lane				From:		Clay									
	2.12	120	G								10	G	130	G	2001
				To:		Sycamor	re Rd								
Old Sedley Rd				From:		Hunterda	ıle Rd								
	2.12	870	G								110	G	910	G	2001
				To:		Myrtle									
Park Circle	0.40		_	From:		Meadov	v La				40	_		•	0004
	2.12	70	G	To:		CI.	G,		_		10	G	70	G	2001
				From:		Clay									
Redwood Ave	2.12	100	G			AUUSEVEIL	Bucci		_		10	G	100	G	2001
	2.12	.00	•	To:		Wilson S	Street				.0	_	.00	9	2001
Robin Hood Rd.				From:		Pine A									
	2.12	220	G	<u> </u>					_		30	G	240	G	2001
				To:		Cypress	Ave								
Robin Hood Rd.				From:		Pine A									
	2.12	50	G								9	G	60	G	2001
				To:		WCL Fra									
Walnut St.				From:		Elm St	reet								
	2.12	650	G						_		70	G	680	G	2001
				To:		South	St								