2001

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

Jurisdiction Report 19

Charlotte County
Town of Charlotte C.H.
Town of Drakes Branch
Town of Kevsville
Town of Phenix

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the Design Hour estimate:

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

Special Routes

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

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

					Charlo	tte Maint	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail		Hour		_ ,		
Charlotte County				From:	Med	cklenburg C	County Line								
(15)	7.39	2000	G	87%	0%	3%	1%	8%	0%	F	170	G	1900	G	2001
~				To: From:		R 92 Barnes]						
15	3.24	2200	G	87%	0%	3%	1%	8%	0%	F	210	G	2200	G	2001
~~				From:		360 Near V		4=0/			-10			_	
15	3.88	6600	G	66%	10%	7%	2%	15%	1% 	F	510	G	6500	G	2001
	6.60	6100	G	From: 66%	10%	SR 47 Kraft 7%	on Gate 2%	15%	1%	F	470	G	6100	G	2001
15	0.00	6100	G	00 /6	10 /6			13 /0	1 /0		470	G	0100	G	2001
(F)	3.36	6000	G	From: 65%	8%	S US 15 2%	Bus 1%	23%	2%	F	470	G	5900	G	2001
15	5.50	0000	G	00 /0	0 70			25 /0	7 2 70	'	470	J	3900	O	2001
(15)	2.04	5400	G	From: 65%	8%	SR 40 Ke	ysville 1%	23%	1%	F	440	G	5300	G	2001
(15)	2.04	3400	J	7 J					7	'	440	J	3300	J	2001
(F)	1.66	3500	G	From: 89%	1%	360 North 6	of Keysville 1%	6%	0%	F	300	G	3500	G	2001
[15]	1.00	3300	G	To:			County Line		7 0 / 0	'	300	J	3300	O	2001
Rus				From:		JS 15 S of I			i						
Bus (15)	2.93	1500	G	90%	1%	4%	1%	5%	0%	F	150	G	1500	G	2001
\bigcirc				To:		CL Keys	sville								
Town of Kevsville															
Bus	0.72	4500	NI.	90%	10/	CL Keys	sville 1%	E0/		N	150	NI	1500	N	2001
15	0.73	1500	N	90%	1%	4%		5%	0%	N	150	N	1500	N	2001
Bus				From:		S SR	40								
(15)	0.56	5700	G	90%	1%	4%	1%	5%	0%	F	460	G	5700	G	2001
Bus				To: From:		N SR	40								
15	0.37	4400	G	90%	1%	4%	1%	5%	0%	F	410	G	4400	G	2001
				To:		CL Keys	sville								
Charlotte County															
Bus	1 24	4400	N.	From:	10/	CL Keys	sville 1%	E0/		N	410	NI.	4400	N	2001
[15]	1.34	4400	N	90% To:	1%	4% IS 15 N of I		5%	□ 0%	N	410	N	4400	N	2001
				From:		ampbell Co									
40	6.74	1400	G	83%	1%	4%	1%	12%	1%	F	120	G	1400	G	2001
40				To:		WCL Ph	nenix								
Town of Phenix															
	0.07	4.400		From:	40/	WCL Ph		400/			400		4.400		0004
40	0.97	1400	N	83%	1%	4%	1%	12%	1%	N	120	N	1400	N	2001
	0.00			From:	40/	19-72		400/	40/		400		0000		0004
40	0.62	2000	G	83% To:	1%	4% ECL Ph	0%	12%	1 %	F	180	G	2000	G	2001
Charlotta Countri						LCLIII	VIIIA								
Charlotte County				From:		ECL Ph	enix								
40	0.78	2000	N	83%	1%	4%	0%	12%	1%	Ν	180	Ν	2000	Ν	2001
$\overline{\underline{}}$				To: From:	19	9-746 East	of Phenix]						
40)	4.38	2100	G	83%	1%	4%	1%	12%	1%	F	160	G	2100	G	2001
				To:	V	VCL Charlo	otte C.H.								
Town of Charlotte C.H.				From:	τ	VCL Charle	otta C LI		1						
40	0.98	2100	N	83%	1%	4%	1%	12%	1%	N	160	N	2100	N	2001
40)				To											
40	0.10	4200	G	From: 83%	1%	W SR 4%	47 1%	12%	1%	F	360	G	4100	G	2001
40	0.10	00	•	To	. 70			/0	¬ · /	•	000	J		9	_001
40	0.94	2100	G	From: 82%	1%	E SR -	0%	12%	1%	F	170	G	2000	G	2001
(40)	0.04		_	To:		ECL Charlo		. = /0	٦	•		J	_000	•	_00.

Route Length AADT QA 4Tire Bus TUCK- AAW TTrail 2Trail CC Design OK AAWDT OW Veal						Charlo	otte Maint	enance A	rea							
Charlotte County	Douto	Longth	AADT	04	4Tiro	Due		Tru	ıck		. 00	Design	OK	AAMDT	0111	Voor
Town of Charlette Cunstry	Roule	Lengui	AADI	QA	41116	Du5	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QN	AAWDI	QVV	real
Town of Kressille	Charlotte County				Erom		EGL GL 1	" CH		1						
Town of Kessville	40	7 58	2100	N					12%	1%	N	170	N	2000	N	2001
Town at Kexxille	40)	7.00	2100	•••		1 70			12 /0	7 ' "		170	.,	2000	.,	2001
40	Town of Kovevillo				•											
Bug	—				From:		WCL Key	ysville								
Bulb	(40)	0.54	2100	N	82%	1%	4%	0%	12%	1%	Ν	170	Ν	2000	N	2001
440 165 0.56 5700 G 90% 1% 4% 1% 5% 0% F 480 G 5700 G 2001 440 0.40 3000 G 90% 0% 4% 1% 5% 0% F 240 C 2900 G 2001 440 0.85 3000 N 100 100 100 100 100 100 100 447 2.70 1600 G 82% 1% 4% 1% 5% 0% F 140 G 1600 G 2001 447 2.70 1600 G 82% 1% 4% 1% 12% 0% F 140 G 1600 G 2001 447 2.70 2.00 G 82% 1% 4% 1% 12% 0% F 230 G 2200 G 2001 447 2.70 2.00 2.200 N 82% 1% 4% 1% 12% 0% F 230 G 2200 G 2001 447 2.70 2.70 2.70 2.70 G 2					To:		W US 15	5 Bus		7——						
SCI_Exystile Section	\sim	0.56	5700	G		1%	4%	1%	5%	0%	F	460	G	5700	G	2001
Accordance Acc	40 (15)	0.00	0,00	Ū		170				¬ ~~	•	100	Ū	0,00	Ü	2001
Charlatte Cumty		0.40	2000	G		Λ0/			E0/	00/		240		2000		2001
Charlotic County	40)	0.40	3000	G		070			3%	7 0%	Г	240	G	2900	G	2001
SCI_ Charlotte C. H. Size Size	GL 1 " G 1						Lee Rey	Svine								
40	Charloffe County				From:		ECL Key	sville								
A	40)	0.85	3000	N	90%	0%			5%	0%	Ν	240	Ν	2900	Ν	2001
47					To:	Lı	unenburg Co	ounty Line								
Charlotte County					From:	Me	ecklenburg (County Line								
Columb C	(47)	2.70	1600	G	82%	1%	4%	1%	12%	0%	F	140	G	1600	G	2001
47					To:	US	S 15-360 Kr	afton Gate								
SCL Drakes Branch SCL Charlotte C.H. SCL Drakes Branch SCL	47	6.55	2200	G					12%	0%	F	230	G	2200	G	2001
True SCL Drakes Branch SCL Drakes Branch					To:		SCL Drakes	Branch								
A	Town of Drakes Branch															
A																
47	(47)	2.09	2200	N	82%	1%	4%	1%	12%	0%	N	230	N	2200	N	2001
A7					To: From:		SR 5	9								
NCL Drakes Branch NCL	(47)	0.25	2200	G		1%	4%	1%	12%	0%	F	220	G	2200	G	2001
NCL Drakes Branch NCL					To:]	NCL Drake	s Branch								
47 3.03 2200 N 62% 1% 4% 1% 12% 0% N 220 N 2200 N 2001	Charlotte County				_											
Town of Charlotte C.H. Town of Charlotte C.H. 47 0.99 2200 N 82% 1% 4% 1% 12% 0% N 220 N 2200 N 2001		2.02	2200	N	<u> </u>				120/	00/	N.I	220	N.I.	2200	NI.	2004
Town of Charlotte C.H.	47)	3.03	2200	N					12%	7 0%	IN	220	IN	2200	IN	2001
SCL_Charlotte C.H. SCL_Cha					<u> </u>		SCL Charle	ш С.П.								
47	Town of Charlotte C.H.				From:		SCL Charle	tte C.H								
A	47	0.99	2200	N	82%				12%	0%	Ν	220	Ν	2200	N	2001
47 40 0.10 4200 G 83% 1% 4% 1% 12% 1% F 360 G 4100 G 2001 47 0.98 1400 G 82% 1% 4% 1% 12% 0% F 120 G 1400 G 2001 47 3.47 1400 N 82% 1% 4% 1% 12% 0% N 120 N 1400 N 2001 47 7.02 1300 G 82% 1% 4% 1% 12% 0% F 120 G 1200 G 2001 47 2.82 1500 G 82% 1% 4% 1% 12% 0% F 120 G 1200 G 2001 47 2.82 1500 G 82% 1% 4% 1% 12% 0% F 130 G 1500 G 2001 47 1.59 1700 G 82% 1% 4% 1% 12% 0% F 140 G 1700 G 2001 47 1.59 1700 G 82% 1% 4% 1% 12% 0% F 140 G 1700 G 2001 50					To		C CD	40								
147 0.98 1400 G 82% 1% 4% 1% 12% 0% F 120 G 1400 G 2001	47 40	0.10	4200	G		1%			12%	1%	F	360	G	4100	G	2001
1400 G 82% 1% 4% 1% 12% 0% F 120 G 1400 G 2001	47 40	00	.200	•	T	.,,			,,	¬ · · · ·	•				Ū	
NCL Charlotte C.H. Several NCL Charlotte C.H. NCL Charlotte C.H.	(17)	0.08	1400	G		1%			12%	0%	F	120	G	1400	G	2001
Charlotte County	47)	0.50	1400	G					12 /0		'	120	O	1400	U	2001
NCL Charlotte C.H. N 82% 1% 4% 1% 12% 0% N 120 N 1400 N 2001	Cl. 1 " C. 1						TYCE CIMIT									
47 3.47 1400 N 82% 1% 4% 1% 12% 0% N 120 N 1400 N 2001	Charlotte County				From:		NCL Charle	otte C.H.								
Town of Drakes Branch Town	47)	3.47	1400	N	82%				12%	0%	Ν	120	Ν	1400	Ν	2001
To 1300 G 82% 1% 4% 1% 12% 0% F 120 G 1200 G 2001					To:		19-66	50								
1.59 1700 G 82% 1% 4% 1% 12% 12% 0% F 130 G 1500 G 2001	(47)	7.02	1300	G		1%			12%	0%	F	120	G	1200	G	2001
A					To				_,,			<u>.</u>	_			
Tokar Prince Edward County Line	47	2 82	1500	G					12%	0%	F	130	G	1500	G	2001
1.59 1700 G 82% 1% 4% 1% 12% 0% F 140 G 1700 G 2001	41)	2.02	1000	3						7	•	100	J	1000	J	2001
Town of Drakes Branch SR 47 North of Drakes Branch SR 47																
Town of Drakes Branch SR 47 North of Drakes Branch O% F 110 G 1200 G 2001	(47)	1.59	1700	G		1%	4%	1%	12%	0%	F	140	G	1700	G	2001
SR 47 North of Drakes Branch SR 47 North of Drakes Branch					To:	Ap	pomattox C	ounty Line								
Section Sect	Town of Drakes Branch															
NCL Drakes Branch NCL Drakes Branch September NCL Drakes Branch NCL Drakes B		0.55	4000	_	<u> </u>						_	110	_	1000	0	2004
Charlotte County From NCL Drakes Branch	59)	0.55	1200	G					3%	J 0%	F	110	G	1200	G	2001
(59) 6.77 1200 N 93% 1% 3% 1% 3% 0% N 110 N 1200 N 2001							INCL Drake	ь ыапсп								
(59) 6.77 1200 N 93% 1% 3% 1% 3% 0% N 110 N 1200 N 2001	Charlotte County				From:	,	NCI Drako	Rranch		1						
	50	6.77	1200	N					3%	0%	N	110	N	1200	N	2001
	03	J., ,	50	••		. 70			2,0	7	• •		••	55		

					Charlo	tte Maint	enance A								
Route	Length	AADT	QA	4Tire	Bus	200	Trι 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Town of Kevsville						ZAXIE	3+Axie	IIIaii	ZITali		Houi				
	0.58	1200	N	93%	1%	WCL Ke	ysville 1%	3%	0%	N	110	N	1200	N	2001
59	0.50	1200	14	To:	1 70	SR 40 Ke		3 70		11	110	IN	1200	IN	2001
Charlotte County									•						
02	2.11	2200	G	91%	0%	cklenburg (3%	County Line 1%	4%	0%	F	220	G	2200	G	2001
92				To		S 15 Barne		.,,	¬						
92	3.80	2000	G	91%	0%	3%	1%	4%	0%	F	190	G	2000	G	2001
				To: From:		US 3	60		_						
92	0.70	490	G	93% To:	2%	3%	1%	1%	0%	F	60	G	490	G	2001
				From:		Halifax Cou									
360	1.73	5600	G	79%	1%	Halifax Cou 2%	2%	15%	1%	F	440	G	5500	G	2001
<u></u>				To: From:		SR 9	12								
360	4.64	4200	G	79%	1%	2%	2%	15%	1%	F	320	G	4100	G	2001
~~~				From:		W US			]—						
[360] [15]	3.88	6600	G	66%	10%	7%	2%	15%	1%	F	510	G	6500	G	2001
	6.60	6100	G	From: 66%	SR 10%	47 KRAFT <b>7</b> %	ON GATE 2%	15%	1%	F	470	G	6100	G	2001
[360] [15]	0.00	6100	G	00 70	1076			1370	170	Г	470	G	0100	G	2001
(360) (15)	3.36	6000	G	From: 65%	8%	S US 15 2%	1%	23%	2%	F	470	G	5900	G	2001
000 (10)				To:		SR 40 KEY									
(360) (15)	2.04	5400	G	From: 65%	8%	2%	1%	23%	1%	F	440	G	5300	G	2001
				To: From:		E US			]—						
(360)	1.75	5800	G	79% To:	1%	2%	2%	15%	1%	F	390	G	5600	G	2001
Bus Bus				From:			County Line EYSVILLE								
360 (15)	2.93	1500	G	90%	1%	4%	1%	5%	0%	F	150	G	1500	G	2001
				To:		CL Key	sville								
Town of Kevsville Bus Bus				From:		CL Key	ovillo		1						
(360) (15)	0.73	1500	N	90%	1%	4%	1%	5%	0%	N	150	Ν	1500	Ν	2001
$\hookrightarrow$				To:		S SR	40								
360 15	0.56	5700	G	90%	1%	4%	1%	5%	0%	F	460	G	5700	G	2001
				To		N SR			<b>—</b>						
Bus Bus (360) (15)	0.37	4400	G	90%	1%	4%	1%	5%	0%	F	410	G	4400	G	2001
300 (13)				To:	.,,	CL Key				-					
Charlotte County				r					_						
Bus Bus (360) (15)	1.34	4400	N	90%	1%	CL Key 4%	sville 1%	5%	0%	N	410	N	4400	N	2001
300 (13)				To:			EYSVILLE								
				From:	Me	cklenburg (	County Line	1							
600)	0.60	40	R	To:		19-60	12		_		NA		NA		07/17/2000
				From:		19-6			1						
(601)	0.70	120	R	<u> </u>		17-0.	<i>)</i> 1		_		NA		NA		1997
				To: From:		SR 9	12								
(601)	0.20	350	R						_		NA		NA		1997
				To: From:		19-6	)2		]—						
601)	0.70	380	R	To:		US 1	5		7		NA		NA		1997
				From:		19-609; 1			+						
(602)	0.10	130	R			17-007,	. > -000		<b>-</b>		NA		NA		07/17/2000
				To:		19-6	00								

Route	Length	AADT	QA	4Tire	Rus	 Axle 3+A				QC	Design Hour	QK	AAWDT	QW	Year
Charlotte County				From:		19-600		1							
602	0.99	120	R			-> 000					NA		NA		07/17/200
	0.91	50	R	To: From:	0.99	MW 19-600	)				NA		NA		07/17/200
602)	0.01			To:		19-601									
				From:		19-607									
603)	0.50	170	R	Tax		10.004					NA		NA		1997
603	1.50	90	R	From:		19-684					NA		NA		11/01/200
603	0.60	60	R	From:		19-744					NA		NA		11/01/200
				To:	Meckler	nburg County	Line								
604)	2.80	380	G	From:		19-709					47	G	380	G	2001
604)	1.50	390	R	To: From:		19-655					NA		NA		1997
				To: From:		19-651									
604)	3.40	420	R	To:	Prince Edwar	d County Lir	ne: 73-671				NA		NA		1997
				From:	Timee Edwar	19-608	10, 75 071								
605)	1.59	200	R								NA		NA		03/28/2000
	0.10	460	R	From:		19-632					NA		NA		03/28/200
605)	0.10	700		To:		S 15 SOUTH					14/4		IVA		00/20/2000
605)	1.06	220	R	From:	US	S 15 NORTH					NA		NA		03/28/200
	0.50	130	R	To: From:		19-627					NA		NA		03/28/2000
605)	0.50	130	K	To:	0.50	0 MS 19-627					INA		INA		03/20/2000
(605)	0.27	100	R	From:							NA		NA		03/28/2000
				To: From:		nburg County	Line								
(606)	2.00	300	R	From:		19-637					NA		NA		11/08/200
				To: From:		19-634									
606	3.50	390	R								NA		NA		11/08/200
(606)	0.70	500	R	From:		19-679					NA		NA		11/08/200
				To: From:		19-626									
606	0.72	420	R	To:							NA		NA		11/08/2000
				From:		US 15 19-746									
(607)	3.06	180	R			15 710					NA		NA		1997
	2.25	450		From:		19-641					N. A.				1007
607)	2.95	150	R	To:		10.627		1			NA		NA		1997
607)	2.10	490	G	92%	1%	19-637 <b>4</b> % <b>1</b> 9	% 2%	%	0%	С	49	G	490	G	2001
607)	1.50	260	R	From:		19-608					NA		NA		1997
				To: From:		19-631		<u> </u>							
607	0.60	140	G	92%	1%	5% 19	% 2%	% (	0%	F	20	G	140	G	2001
607)	0.85	390	R	From:		US 360					NA		NA		1997
				To:		US 15									

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Charlotte County				From:		US 1:	5								
607	0.70	420	R						_		NA		NA		1997
607)	1.70	150	R	From:		19-60	9				NA		NA		1997
	4.50	400		To: From:		19-63	5		_		NIA		N10		4007
607)	1.50	120	R	To:	Me	cklenburg C	ounty Line	;			NA		NA		1997
				From:		19-60									
608)	1.46	420	G	92%	1%	3%	2%	2%	0%	F	40	G	410	G	2001
608)	0.86	260	G	91%	1%	US 36 3%	2%	2%	0%	С	20	G	260	G	2001
				To: From:		SR 92 W SR 92 E									
608)	2.12	850	G	92%	1%	3%	2%	2%	0%	F	70	G	840	G	2001
608)	1.95	540	R	From:		19-60	5				NA		NA		1997
	0.00			To: From:		19-63	2		]——						4007
608)	0.88	390	R	To:		US 15 NO	RTH		1		NA		NA		1997
		_		From:		US 15 SO									
608)	0.25	70	R	To:		Dead E	nd		7		NA		NA		03/21/2000
				From:		19-60									
609	1.70	140	R						_		NA		NA		11/01/2000
	1.29	160	R	From:		19-63	5		]		NA		NA		11/01/2000
609	1.29	100	K	To:		1.30 ME 1	0.625				INA		INA		11/01/2000
609	0.31	250	R	From:		1.50 WE 1	<i>y</i> -033				NA		NA		11/01/2000
				To:	Me	cklenburg C	ounty Line	)							
	1.89	140	R	From:		US 1:	5				NA		NA		03/21/200
610	1.09	140		To:	Me	cklenburg C	ounty Line	;			INA		INA		03/21/2000
				From:		US 15; US									
611)	1.10	550	G	93%	1%	2%	2%	3%	0% ¬	С	60	G	540	G	2001
<b>611</b> )	1.80	320	R	From:		19-63	4				NA		NA		1997
				To: From:		19-62	5		]——						
611)	1.20	470	R	_					_		NA		NA		1997
611)	3.35	120	R	From:		19-60	7				NA		NA		1997
(01)				To:		19-60	8								
$\bigcirc$				From:		19-74			]						
612	2.20	460	G	94%	1%	3%	0%	1%	0%	F	50	G	460	G	2001
	0.69	530	G	From: 95%	1%	19-64 <b>3</b> %	0%	1%	0%	С	70	G	520	G	2001
612				To:	. , ,	19-637 NC	ORTH		Ţ						
612)	1.10	440	R	From:		19-637 E	AST		_		NA		NA		1997
012	0			To:		19-61	3						,		
612	1.30	320	R	From:		19-01.					NA		NA		1997
				To: From:		19-63	4		]—						
612	3.20	210	R	To:		CD 42	7		_		NA		NA		1997
012)	5.20	210	1	To:		SR 47	7				11/7		11/7		1991

					Chario	tte Mainte	nance A Tru				Decian				
Route	Length	AADT	QA	4Tire	Bus			1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Charlotte County				From:		19-612									
613	2.20	270	R						<u> </u>		NA		NA		10/31/2000
	2.70	410	R	To: From:		19-642	2		_		NA		NA		10/31/2000
613)				To:		SR 47 NO									
	4.50	220	R	From:		SR 47 SO	JTH				NA		NA		10/31/2000
613	4.50	220	IX.	To:		19-623	}				IVA		IVA		10/3 1/2000
				From:		SR 59									
(614)	0.50	40	R	To:					_		NA		NA		10/30/2000
				From:		Dead E									
615)	1.19	1100	G	96%	0%	ampbell Cou 2%	0%	2%	0%	F	100	G	1100	G	2001
				To		19-727									
615)	0.39	850	G	96%	0%	2%	0%	2%	0%	С	80	G	840	G	2001
				To:		19-672	<u>.</u>		1—						
615)	0.31	810	G	96%	0%	2%	0%	2%	0%	F	70	G	800	G	2001
				To: From:		19-663	}		]						
615)	1.25	650	G	96%	0%	2%	0%	2%	0%	F	60	G	640	G	2001
				To: From:		19-701			_						
615)	2.99	330	R								NA		NA		1997
	2.12	200		From:		19-664			_		NA		NΙΔ		1007
615)	2.13	360	R	To:		SR 47			7		INA		NA		1997
				From:	C	ampbell Cou									
616	1.68	140	R						_		NA		NA		03/27/2000
				To: From:		19-672 SO 19-672 NO									
616)	1.00	130	R	<u> </u>		19-0/2 NO	KIII		_		NA		NA		03/27/2000
010				To:		1.00 ME 19	9-672		1						
616)	2.97	70	R	From:					_		NA		NA		03/06/2000
				To:		19-727									
	1.20	200		From:		19-672	2				NIA		NIA		1007
617)	1.30	200	R	_					_		NA		NA		1997
(617)	1.70	260	R	From:		19-762	2				NA		NA		1997
(617)	1.70	200		To:		10.606			_		1471		107.		1001
617)	1.60	230	G	91%	0%	19-695 <b>0</b> %	0%	8%	0%	С	20	G	230	G	2001
<u> </u>				To:		SR 40			1						
617)	0.60	250	R	From:		DIC 10					NA		NA		1997
				To: From:		19-675	j		<b>_</b>						
617	2.50	320	R						_		NA		NA		1997
				To:		19-619									
	0.90	220	R	From:	C	ampbell Cou	nty Line				NA		NA		03/06/2000
618)	0.90	220	K	To:		SR 40			1		INA		INA		03/00/2000
				From:	C	ampbell Cou									
619	3.50	270	R								NA		NA		1997
				To: From:		19-620	)		}—						
619	3.00	230	R								NA		NA		1997
	0.50			From:		19-649	)		]		A.I.A.		N I A		4007
619	0.50	390	R	_					_		NA		NA		1997
	2.58	250	R	From:		19-678	3				NA		NA		1997
619	2.30	250	ĸ	To:		19-617	,		7		IVA		INA		1997
						17 017									

Route	Length	AADT	QA	4Tire	Bus		Trι 3+Axle	ıck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Charlotte County				From:		19-61			<u> </u>						
619	2.29	190	R						<b>-</b>		NA		NA		1997
(619)	0.10	60	R	To: From:		19-64	9		]		NA		NA		1997
				To: From:		19-64	8								
619	1.30	80	R	T		10.64			<b>-</b> 1		NA		NA		1997
619	1.50	100	R	From:		19-64					NA		NA		10/11/2000
619	2.55	70	R	From:		19-74	6				NA		NA		10/11/2000
<u>(619)</u>	3.00	80	R	From:		19-64			]—— -		NA		NA		10/11/2000
Town of Drakes Branch				10.		19-637 W	EST								
(619)	0.41	230	G	97%	0%	19-637 E.	AST 0%	0%	0%	F	20	G	220	G	2001
		200		To: From:	0 70	19-120			7						
619	0.56	480	G	97% To:	1%	1% SR 47	0%	0%	0%	С	48	G	470	G	2001
Charlotte County				. 1					ī						
(620)	2.80	20	R	From:		19-61	9				NA		NA		08/28/2000
				To:	Halifa	x County Li		ind	1						
621)	1.68	30	R	From:		Dead E	nd				NA		NA		03/08/2000
				To:		19-67	2								
(622)	1.10	130	R	From:		US 15 SO	UTH				NA		NA		1997
(622)	1.10			To		19-639	9								1001
622	1.02	220	R	From:	IIS 15 N	I; US15 BU		mine	<b>-</b> ' -		NA		NA		1997
$\overline{}$				From:	US	15 Bus; Gap	Terminus					_		_	
622	1.10	660	G	88% To:	0% Lu	2% menburg Co	2% unty Line	9%	0% T	С	70	G	660	G	2001
Town of Drakes Branch									Ī						
(623)	1.07	1200	G	94%	1%	SR 47 2%	1%	3%	0%	С	200	G	1200	G	2001
023)				To:		L DRAKES									
Charlotte County				From:	EC	L DRAKES	RD A N/CH		1						
623	1.67	450	G	94%	1%	2%	1%	3%	0%	F	46	G	450	G	2001
	3.00	370	R	From:		19-69	2		]—		NA		NA		1997
(623)	3.00	370	ĸ	To		19-63	0				INA		INA		1997
623)	1.00	370	R	From:					<b>-</b>		NA		NA		1997
623	0.70	540	R	To: From:		19-61	3				NA		NA		1997
				To: From:		US 15	5								
623	1.40	250	R	To:	т				- ¬		NA		NA		1997
				From:	Lu	sR 92; 19	•								
624)	1.00	230	R						<u></u>		NA		NA		1997
				To:		US 15									
625	2.30	110	R	From:		19-63	7			· <u> </u>	NA		NA	_	1997
(020)	2.00	110		To:		19-61			7		14/1		14/1		1001

					Charlotte Maintenance Area			Design		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC	Hour	QK AAWDT	QW Year
Charlotte County				From:	US 15					
626	0.70	250	R			<b>-</b> 		NA	NA	1997
626	0.50	110	R	To: From:	19-606			NA	NA	1997
	0.70	20	R	From:	0.50 MN 19-606			NA	NA	11/01/2000
626	0.70	20	K	To:	Dead End			INA	INA	1 1/0 1/2000
				From:	Dead End					
627)	1.30	190	R	To:	LIC 15 NORTH	_		NA	NA	1997
				From:	US 15 NORTH US 15 SOUTH					
(627)	1.90	420	R			_		NA	NA	1997
				To: From:	19-605					
(629)	0.50	480	R	From:	SR 40			NA	NA	1997
628	0.00	400		To:	Lunenburg County Line					1007
_				From:	Lunenburg County Line					
(629)	1.30	380	R			_		NA	NA	1997
				To: From:	US 15 BUS SOUTH US 15 BUS MID	+				
(629)	0.46	320	R					NA	NA	1997
				To:	SCL Keysville					
Town of Kevsville				From:	SCL Keysville	1				
(629)	0.24	320	N		SCL Reysville			NA	NA	1997
020				To:	US 15 BUS NORTH					
Charlotte County				From:	****					
(630)	1.78	390	R	From:	US 15			NA	NA	1997
630	1.70			To:	Lunenburg County Line					1007
				From:	19-601					
(631)	1.00	140	R	. —		_		NA	NA	07/17/2000
				To: From:	US 15 SOUTH US 15 NORTH					
(631)	1.00	590	R	•		<u></u>		NA	NA	07/17/2000
				To: From:	SR 92; 19-624					
631)	1.80	370	R					NA	NA	07/17/2000
				To: From:	US 360					07/17/000
631)	0.30	250	R	To:	19-607	_		NA	NA	07/17/2000
				From:	19-605	1				
632	1.60	270	R	<u> </u>	17 005			NA	NA	03/28/2000
				To: From:	19-608					
632	4.45	150	R			_		NA	NA	03/28/2000
				To:	19-640					
623	1.70	90	R	From:	19-608 SOUTH			NA	NA	03/28/2000
633	1.70	30	11	To	10.702	_		IVA	IVA	03/20/2000
633	1.20	160	R	From:	19-702			NA	NA	03/28/2000
000				To:	19-608 NORTH					
				From:	19-611					
634)	0.30	450	R					NA	NA	03/21/2000
	• • • • • • • • • • • • • • • • • • • •			To: From:	19-679	]				00/01/22
634)	2.80	300	R					NA	NA	03/21/2000
	1.40	210	R	From:	19-606			NA	NA	03/21/2000
634)	1.40	∠10	ĸ	To:	19-612			INA	INA	03/21/2000

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Charlotte County				From:		19-609	9								
(635)	0.60	30	R						<del>-</del>		NA		NA		11/01/2000
				To:		19-60									
636)	0.70	60	R	From:		19-740	6				NA		NA		08/28/2000
				To: From:	Dea	d End; Gap	Terminus								
636	1.10	70	R						_		NA		NA		1997
				To:		19-64:									
(627)	2.99	420	G	96%	0%	19-60° 2%	7 0%	2%	<b>」</b> ○%	F	40	G	420	G	2001
637)	2.00	720		To:	070	19-612 SO		270	¬	'			420		2001
637)	3.56	480	G	95%	0%	2%	1%	2%	0%	F	50	G	470	G	2001
				To:		19-642 W	EST		1—						
637)	2.66	840	G	95%	0%	2%	1%	2%	0%	С	90	G	820	G	2001
				To: From:		19-619 W			}—						
637)	0.01	1200	G	95% To:	0%	2%	1%	2%	0%	F	120	G	1200	G	2001
				10:	W	/CL Drakes	Branch								
Town of Drakes Branch				From:	W	/CL Drakes	Branch								
637)	0.13	1200	N	95%	0%	2%	1%	2%	0%	N	120	Ν	1200	Ν	2001
				To: From:		19-619 E	AST		]						
637	0.36	900	R						_		NA		NA		1997
	0.38	1100	R	To: From:		19-120	)7				NA		NA		1997
637)	0.30	1100	K	To:		SR 47; SI	R 59		7		INA		INA		1991
Charlotte County															
	0.40		-	From:	App	omattox Co	ounty Line				NIA		NIA		0.4/4.4/0.000
638	0.10	60	R						_		NA		NA		04/11/2000
(20)	1.70	46	R	From:		19-69	1				NA		NA		04/06/2000
638)	•			To		06-628	0								0 00. 2000
638)	2.40	130	R	From:		00-026	0				NA		NA		1997
				To:		06-725; 19	9-725								
				From:		19-62	3								
639	1.90	90	R	To:		19-622	2		_		NA		NA		1997
				From:											
640	1.15	80	R			Dead E	na				NA		NA		03/21/2000
040				To:	1	.15 ME De	ad End								
640	0.15	140	R	From:	1	.15 WIL DC	au Enu		_		NA		NA		1997
				To: From:		19-632	2		1—						
640	0.71	230	R	rioiii.							NA		NA		1997
				To: From:		US 15 NO US 15 SO	RTH		+						
640	0.20	140	R			03 13 30	0111				NA		NA		1997
				To:	Mec	klenburg C	ounty Line	;							
$\bigcirc$	A ==		_	From:		19-60	7								400=
641)	3.72	170	R	To:		19-612	2		_		NA		NA		1997
				From:		19-612									
642)	0.28	390	R	L		19-740	U		_		NA		NA		10/17/2000
				To:		19-64:	5		7						
642)	2.60	250	R	From:					<b>_</b>		NA		NA		10/17/2000
				To:		19-643	3		Ī						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Charlotte County				From:	19-643							
(642)	1.11	300	R		17-0+3	<u> </u>		NA		NA		10/17/2000
				To: From:	19-637 SOUTH 19-637 NORTH							
(642)	2.00	190	R					NA		NA		10/17/2000
				To:	19-613							
643)	1.70	100	R	From:	19-746			NA		NA		11/08/2000
643				To:	1.70 ME 19-746	٦						
643)	0.57	70	R	From:	1.70 1122 17 7 10	<u>-</u>		NA		NA		11/08/2000
				To:	19-642							
644	0.80	370	R	From:	19-615			NA		NA		1997
644)	0.00		.,	To:	Campbell County Line							1007
644)	0.50	300	R	From:	Campoen County Line			NA		NA		1997
				To:	Appomattox County Line							
$\bigcirc$	4.40	400	_	From:	19-642			NIA		NIA		40/47/0000
645)	1.10	180	R	_		_		NA		NA		10/17/2000
645	0.63	200	R	From:	1.10 MN 19-642			NA		NA		10/17/2000
645)			.`	To:	1.73 MN 19-642	٦						
645)	1.35	220	R	From:	1.75 WIN 19-042			NA		NA		10/17/2000
				To: From:	19-619							
645	1.57	290	R					NA		NA		10/17/2000
			_	To: From:	19-786							
645	0.30	510	R	To:	WCL Charlotte C.H.	7		NA		NA		10/17/2000
Town of Charlotte C.H.				<u> </u>	WCL Charlotte C.II.	<u> </u>						
				From:	WCL Charlotte C.H.							
645)	0.25	510	R			_		NA		NA		10/17/2000
(645)	0.48	730	R	From:	19-1106			NA		NA		10/17/2000
(645)	0.10	700	.,	To:	SR 40							10/11/2000
Charlotte County												
646	0.75	50	R	From:	19-606			NA		NA		11/08/2000
646)			.`	To:	Dead End							
				From:	19-619							
647)	2.10	80	R	To:	10.746	7		NA		NA		10/11/2000
				From:	19-746 19-746							
648)	3.29	50	R		17-740			NA		NA		08/28/2000
				To: From:	3.29 MN 19-746	1—						
648)	2.29	30	R			_		NA		NA		08/28/2000
				To:	19-619	<u> </u>						
649	2.00	130	R	From:	19-619			NA		NA		1997
049				To:	2.00 MS 19-619	٦						
649	1.80	70	R	From:	2.00 1110 17-017	_		NA		NA		08/28/2000
				To: From:	19-678 NORTH							
649	0.50	130	R		19-678 SOUTH	_		NA		NA		1997
			-	To	19-678	7						
649	0.62	120	R	From:		_		NA		NA		08/28/2000
				To:	0.62 ME 19-678							

Route	Length	AADT	QA	4Tire	Rus	3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Charlotte County				From:	0.62 ME									
649	0.30	60	R	<u> </u>		-, -, -		_		NA		NA		1997
	2.16	49	R	To: From:	0.92 ME	19-678		_		NA		NA		08/28/2000
649	2.10	43	Κ	To:	3.09 ME	19-678		<b>_</b>		INA		INA		00/20/2000
649	1.01	80	R	From:	3.07 IVIL	17-070				NA		NA		1997
	2.50	040		To: From:	19-6	19				NIA		NIA		1007
649	2.50	310	R	To:	10.7	47		_		NA		NA		1997
649	2.50	380	G	95%	0% 2%	1%	2%	0%	С	40	G	380	G	2001
				To: From:	SR 4	0		]						400=
649	3.00	520	R	To:	10.6	-0		_		NA		NA		1997
(649)	1.57	310	R	From:	19-6	50				NA		NA		1997
				To: From:	SR 47 V SR 47 E									
649	0.70	150	R		SIC 4/ I	2151				NA		NA		1997
	2.24			To: From:	19-6	39				<b></b>				1007
649	3.84	230	R	To:	SR 47 No	ORTH		1		NA		NA		1997
				From:	19-60									
650	2.74	80	R							NA		NA		09/20/2000
	1.15	160	R	To: From:	19-64	19		]		NA		NA		09/20/2000
650	1.10	100		To	19-6	50				1471		107		00/20/2000
(650)	3.58	170	R	From:	17 0	30		<b>_</b>		NA		NA		09/20/2000
				To:	NCL CHARL	OTTE CH								
Town of Charlotte C.H.				From:	NCL CHARL	OTTE CH								
(650)	1.12	330	R					_		NA		NA		09/20/2000
				To:	SR 4	.7								
Charlotte County				From:	19-60	)4								
651	1.50	160	R	To:	19-654 N	ODTH		_		NA		NA		1997
				From:	19-654 N									
(651)	1.70	46	R							NA		NA		10/23/2000
(SE4)	0.80	90	R	From:	19-6:	53		_		NA		NA		1997
<b>651</b>	0.00			To	0.80 ME	19-653		¬						1001
(651)	1.40	210	R	From:				<b>_</b>		NA		NA		1997
				To: From:	19-652 S 19-652 N									
651)	0.56	210	G	97%	0% 1%	1%	1%	0%	С	30	G	210	G	2001
				To:	US 1	.5								
	1.64	60		From:	19-6:	54				NA		NA		10/23/2000
652	1.04	60	R	To:	1 (5 MF	10 654				11/7		INA		
652	0.66	100	R	From:	1.65 ME	17-054				NA		NA		1997
				To: From:	19-6:	53								
652	2.20	320	R							NA		NA		1997
	0.00	0.40		To: From:	19-651 S	OUTH		]		NI A		NI A		1007
652	0.60	340	R	To:	Prince Edward	County Line	e	1		NA		NA		1997
					Damaid	Lill	-							

Route	Length	AADT	QA	4Tire	BusTruck		- QC	Design	QK AAWDT	QW Year
	Lengui	AADI	Q,A	41116	2Axle 3+Axle 1Tra	il 2Trail	QU	Hour	QIC AAWDI	QW Teal
Charlotte County				From:	SR 40					
653	1.60	230	R					NA	NA	10/24/2000
				To: From:	19-652					
(653)	1.20	50	R	To:	10.651			NA	NA	10/23/2000
				From:	19-651					
(GEA)	2.23	340	R	Tioni.	SR 59			NA	NA	1997
654)				To:	SR 40 EAST					
$\bigcirc$	0.70	252	_	From:	SR 40 WEST					1007
654)	3.70	250	R					NA	NA	1997
	0.75	160	R	From:	19-651 NORTH			NA	NA	1997
654	0.73	100	K					INA	NA.	1997
(CFA)	1.45	230	R	From:	19-749			NA	NA	1997
654)	1.43	230	IX	To:	Prince Edward County Line			INA	IVA	1337
				From:	19-604					
(655)	1.88	150	R	•				NA	NA	10/23/2000
				To: From:	19-658					
655)	1.70	230	R	110111.				NA	NA	10/23/2000
				To:	19-671					
$\bigcirc$	0.50		_	From:	SR 40					10/01/0000
656	2.50	60	R	To:	19-604			NA	NA	10/24/2000
				From:	19-649	<u> </u>				
(657)	0.80	90	R		19-049			NA	NA	09/20/2000
007)				To:	Dead End					
				From:	19-709					
658	4.41	250	R					NA	NA	10/23/2000
				To:	19-655					
	0.00	470	_	From:	19-660			NIA	NIA	05/00/2000
659	0.60	170	R	To:	19-671			NA	NA	05/09/2000
				From:	19-650					
(660)	1.55	240	R	<u> </u>	17-030			NA	NA	1997
				To:	SR 47 SOUTH					
600	3.10	350	R	From:	SR 47 NORTH			NA	NA	1997
660	3.10	330	IX.					INA	IVA	1001
660	0.80	230	R	From:	19-659			NA	NA	1997
660	0.00	200		To:	19-671			147.	101	1001
				From:	SR 47					
661)	5.12	170	R					NA	NA	04/11/2000
				To:	Prince Edward County Line; 73-671					
$\bigcirc$				From:	SR 47					
662	0.50	110	R	To:	19-691	_		NA	NA	04/06/2000
				From:						
663	3.80	180	R		19-615			NA	NA	1997
000				To:	Appomattox County Line					
				From:	19-666					
664)	1.70	160	R					NA	NA	1997
				To: From:	19-665					
664	1.30	80	R			<u> </u>		NA	NA	04/11/2000
				To:	19-615					

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Design Hour	QK	AAWDT	QW	Year
Charlotte County				. 1				TITAL	ZIIGII		rioui				
(665)	3.47	290	R	From:		19-727	7				NA		NA		04/11/2000
000				To:		SR 47	1								
	1.26	200	_	From:		19-727	7				NIA		NIA		1007
666	1.36	360	R	т		10.50			_		NA		NA		1997
666	2.75	480	R	From:		19-72					NA		NA		1997
				To:		SR 47	1								
$\bigcirc$	2.47	00	_	From:		19-727	7				NIA		NIA		4007
667)	3.17	80	R	To:		SR 40	)		1		NA		NA		1997
Town of Phenix															
	0.09	160	R	From:		SR 40	)				NA		NA		1997
(668)	0.09	100	K	To:		0.00 ME C	D 40		7		INA		INA		1997
(668)	0.26	60	R	From:		0.09 ME S	K 40				NA		NA		03/13/2000
				To:		ECL PHE	NIX								
Charlotte County				From:		ECL PHE	NIY		ı						
(668)	1.95	50	R	<u> </u>		LCL I IIL	11121				NA		NA		03/13/2000
				To:		19-667									
600	0.50	60	R	From:		Dead E	nd				NA		NA		03/13/2000
669	0.00			To:		19-700	<u> </u>				1471		10.0		00/10/2000
669	0.30	80	R	From:		19-700	,				NA		NA		03/13/2000
				To:		SR 40	١								
670	0.80	20	R	From:		19-617	7				NA		NA		03/16/2000
670	0.00	20	IX.	To:		Dead E	nd				IVA		IVA		03/10/2000
_				From:		73-665; 73									
671)	1.88	160	G	93%	1%	5%	1%	1%	0%	С	20	G	150	G	2001
	1.10	45		From: 93%	2%	19-660 <b>4</b> %	0%	0%	0%	F	10		45	G	2001
671)	1.10	45	G	93%	2%			0%	U% <b>-</b>	Г	10	G	45	G	2001
(671)	4.92	200	G	From: 93%	1%	19-659 <b>4</b> %	0%	1%	0%	F	30	G	200	G	2001
				To:		73-667; 73	-671								
$\bigcirc$	2.40	200	_	From:		19-678	3				NIA		NIA		02/27/2000
672	2.10	630	R	т		10.00			_		NA		NA		03/27/2000
672)	1.60	170	G	From: 93%	2%	19-693 <b>2</b> %	2%	1%	1%	С	30	G	170	G	2001
072				To: From:		SR 40 W	EST								
672)	1.30	460	G	93%	2%	SR 40 EA 2%	2%	1%	1%	F	46	G	460	G	2001
012				To:		19-68			1						
672)	7.30	260	G	93%	2%	2%	2%	1%	1%	F	30	G	260	G	2001
				To: From:		19-727	7								
672	1.20	120	R	To:		19-61:			1		NA		NA		1997
				From:		Dead E									
673	0.50	60	R						_		NA		NA		03/06/2000
				To:		19-617									
(674)	1.30	130	R	From:		19-672	2				NA		NA		03/06/2000
674	1.30	130	ĸ	To:		SR 40	)		1		INA		INA		03/00/2000

					Charlo	tte Maint	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	OK	AAWDT	OW	Year
	Longui	, v-10-1	Q,A	71110	203	2Axle	3+Axle	1Trail	2Trail	æ0	Hour	ωi	, , , , , , , , , ,	<b>3€ V V</b>	i Cui
Charlotte County				From:		19-61	.7								
675)	0.87	330	R								NA		NA		07/17/2000
			_	To: From:		19-67	76								
675	0.80	410	R	To:		SCL Ph	eniv		_		NA		NA		07/17/2000
Town of Phenix						JCL III	<u> </u>								
				From:		SCL Ph	enix								0=11=10000
675)	0.60	410	R	To:		SR 40; 19	-1001		7		NA		NA		07/17/2000
Charlotte County						,.,.,									
	1.10	400	-	From:		19-67	15				NIA		NIA		07/47/2000
676	1.10	100	R	To:		Dead I	End		7		NA		NA		07/17/2000
				From:		Dead I									
(677)	1.10	190	R						<del>-</del>		NA		NA		08/28/2000
				To:		19-61									
670	0.45	110	R	From:		Dead I	End				NA		NA		1997
678	0.43	110	IX	To:		19-649 SC	OUTH		7		INA		INA		1997
	4.00	200	-	From:		19-649 N					NIA		NIA		4007
678	1.20	280	R						_		NA		NA		1997
679)	0.80	420	R	From:		19-72	24				NA		NA		1997
678	0.00	420		To:		19-61	0								1001
678)	0.60	350	G	From: 96%	1%	1%	1%	1%	0%	С	40	G	350	G	2001
				To: From:		19-67	'2								
(678)	3.10	470	G	96%	1%	1%	1%	1%	0%	F	47	G	460	G	2001
				To:		SR 4									
	2.80	90	R	From:		19-63	34				NA		NA		1997
679	2.00	90	K	To:		19-60	06		7		INA		INA		1991
				From:		US 15 I	BUS								
(680)	1.41	260	R						_		NA		NA		1997
				To:		19-65			<u> </u>						
694	1.30	120	R	From:		19-67	'2				NA		NA		03/08/2000
681)	1.00	120	11	To:		Dead I	End		1		10.		147 (		00/00/2000
				From:		19-64	19								
682	0.10	440	R						_		NA		NA		1997
				To: From:		SR 4			<u> </u>						
(683)	0.25	160	R	rioin.		19-68	56		_		NA		NA		1997
				To:	Me	cklenburg C	County Line		1						
				From:		US 1	5								
(684)	1.70	120	R	To:		10.66	12		_		NA		NA		1997
				From:		19-60			+						
685)	0.50	70	R			19-00	10		_		NA		NA		07/17/2000
				To:		US 360 V									
685)	0.65	20	R	From:		US 360 I	EAST		_		NA		NA		07/17/2000
685				To:		19-60	)7								
				From:		19-602; 1	9-609								
686	0.40	210	R								NA		NA		07/17/2000
	•			To: From:		19-68	33		]				***		07/17/67
686	0.80	120	R	To:		19-60	17		_		NA		NA		07/17/2000
						19-00	' '		1						

					Charlotte Ma	intenance.	Area							
Route	Length	AADT	QA	4Tire	Bus		uck		QC	Design	OK	AAWDT	OW	Year
	Lengui	ו עאא	ΨM	71110	2A)	de 3+Axle	1Trail	2Trail	QC.	Hour	ωn	AAVVDI	۷V	ı cai
Charlotte County				From:	De	ad End								
687	1.00	140	R							NA		NA		11/01/2000
-				To: From:	1	9-630		]—						
(687)	0.20	70	R					_		NA		NA		11/01/2000
				To: From:		ad End								
688	0.52	120	R	T tolli.	De	ad End		_		NA		NA		10/24/2000
688	0.02			To	1	9-754								
(688)	0.38	270	R	From:	1	<del>9-734</del>				NA		NA		1997
				To:	WCL K	EYSVILLE								
Town of Keysville				From:										
(688)	0.07	330	R	From:	WCL K	EYSVILLE				NA		NA		1997
(688)	0.07	330		To:	S	R 40		7		147.		147.		1007
Charlotte County														
	0.00		_	From:	S	R 47				NIA		NIA		0.4/4.4/0000
(689)	0.60	30	R	To:	1	9-649		1		NA		NA		04/11/2000
				From:		ad End								
(690)	0.50	40	R		DC	au Enu				NA		NA		07/17/2000
				To	0.50 M	E Dead End		<b></b>						
(690)	0.03	60	R	From:	0.00 111	D D Cua Dia				NA		NA		1997
				To:	Į	JS 15								
				From:	1	9-638								
691)	1.20	70	R							NA		NA		04/06/2000
	2.00	400		To: From:	1	9-701				NIA		NIA		4007
(691)	3.00	130	R	To:	Prince Edw	ard County Li	ne	7		NA		NA		1997
Prince Edward County					Timee Edw	ard County En	ic							
Frince Edward County				From:	Charlotte	County Line								
(691)	0.10	130	N	To:				_		NA		NA		1997
				10.		R 47								
Charlotte County				From:	S	SR 47		1						
(692)	0.70	240	R							NA		NA		1997
				To:	1	9-623								
$\bigcirc$	2.22		_	From:	1	9-619								1007
693)	2.80	180	R	To:	1	9-672		1		NA		NA		1997
				From:		9-672								
694)	0.10	220	R		1	<i>)</i> -072				NA		NA		1997
				To:	1	9-617								
				From:	1	9-617								
695)	2.80	70	R	To:	1	9-727		_		NA		NA		03/06/2000
				From:										
696 696	0.10	30	R		1	9-665		_		NA		NA		04/06/2000
				To: From:	1	9-703								
(696)	0.15	20	R	From:	1	, 105			· <u> </u>	NA		NA		04/06/2000
				To:	S	R 47								
				From:	SR 4	7 SOUTH								
(697)	0.10	50	R							NA		NA		1998
			_	To: From:	0.10 1	MN SR 47		_						
697)	0.41	40	R	To:	CD 4	NORTH		_		NA		NA		04/11/2000
					SK 4	NORTH								

						laintenance								
Route	Length	AADT	QA	4Tire	Bus	T xle 3+Axle			QC	Design Hour	QK	AAWDT	QW	Year
Charlotte County					ZF	IXIE STAXIE	HIIAII	ZIIali		Houi				
	0.00			From:	Γ	ead End				NIA		NIA		00/00/0000
698)	0.90	60	R	To:		19-746		7		NA		NA		08/28/2000
				From:		ead End								
699	0.80	100	R							NA		NA		1997
				To:		SR 47								
$\bigcirc$	4.40	400	_	From:	Ε	ead End								00/07/000
700	1.40	190	R	To:		19-727		╗		NA		NA		03/27/2000
				From:		19-615								
701)	1.55	160	R			17 010				NA		NA		04/06/2000
				To: From:		19-736		<b>—</b>						
701)	1.35	70	R	rioii.						NA		NA		04/06/2000
				To:		19-691								
$\bigcirc$	0.50	4=		From:		19-633				NIA		NIA		00/00/0000
702	0.50	47	R	To:	Γ	ead End		7		NA		NA		03/28/2000
				From:		ead End								
703)	0.70	30	R			cau Enu		_		NA		NA		04/06/2000
<u></u>				To:		19-696								
				From:	19-7	27 SOUTH								
704)	0.57	20	R	To:	10.7	27 NODELL		_		NA		NA		03/13/2000
				From:		27 NORTH		1						
(705)	0.50	110	R	rioin.	L	ead End				NA		NA		03/21/2000
705)				То:		SR 92								
				From:		SR 40								
706	0.60	50	R	p				<b>—</b>		NA		NA		03/13/2000
				To:		19-669								
(707)	0.72	60	R	From:	19-	671 WEST				NA		NA		10/23/2000
707)	0.72	00	1	To	0.72	NE 10 (71		_		INA		IVA		10/20/2000
707)	1.48	120	R	From:	0.72	ME 19-671				NA		NA		1997
(101)				To:		19-760								
(707)	0.17	180	R	From:		19-700				NA		NA		1997
				To:		73-671								
				From:	D	ead End								
(708)	0.60	60	R	To:		10.672		_		NA		NA		03/08/2000
				10.		19-672								
Town of Charlotte C.H.				From:		SR 47								
(709)	0.48	1100	G	95%		% 1%	2%	0%	С	120	G	1100	G	2001
				To:	NCL CH	ARLOTTE CH	[							
Charlotte County				From:	NCI CE	IARLOTTE CH	ſ							
709	0.92	730	G	95%		% 1%	2%	0%	F	80	G	730	G	2001
				To		19-604								
709	1.33	260	R	From:		. **		_		NA		NA		09/20/2000
				To:		SR 40								
	4.0-			From:		SR 47								460=
710	1.35	120	R					_		NA		NA		1997
	0.00	400		To: From:	1.35	ME SR 47				NI C		NI A		4007
710	2.80	160	R	To:		US 15		_		NA		NA		1997
						UU 1J								

					Charlotte	<u>Mainte</u>	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	ıck 1Trail	2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Charlotte County				From:		Dead Er	ad								
(711)	1.00	80	R			Deau El	iu		_		NA		NA		03/06/2000
				To:		19-617	7								
Town of Kevsville				From:		US 15 BI	US		1						
(712)	1.02	340	R						<del>-</del>		NA		NA		1997
				To:	NO	CL KEYS	VILLE								
Charlotte County				From:	NO	CL KEYS	VILLE		_						
(712)	1.22	210	R								NA		NA		1997
	0.65	470		From:	Lune	nburg Cou	ınty Line		_		NIA		NIA		1007
712	0.65	170	R	To:		1 0			_		NA		NA		1997
(712)	1.59	290	R	From:	Lune	nburg Cou	anty Line				NA		NA		1997
(12)				To:	1	US 15 US	360								
$\bigcirc$	0.05	400	_	From:		19-606	ó				NIA		NIA		1007
713	0.35	130	R						_		NA		NA		1997
(713)	1.20	230	R	From:		19-730	)				NA		NA		1997
(13)				To:		SR 47			1						
Town of Kevsville				From:		10.712			1						
(714)	0.10	450	R			19-712	2				NA		NA		1997
				To: From:		19-716	5		<del></del>						
(714)	0.02	180	R						_		NA		NA		1997
				To: From:		Dead Er									
(715)	0.06	20	R	<u> </u>		Dead Er	na		_		NA		NA		06/20/2000
				To: From:		19-757	7		<b>—</b>						
715)	0.07	690	R						_ _		NA		NA		06/20/2000
				To: From:		US 15 BI									
(716)	0.35	440	R			19-714					NA		NA		10/26/2000
				To: From:		19-712	2		1						
716	0.20	230	R						_		NA		NA		10/26/2000
				To:		Dead Er	nd								
Charlotte County				From:		Dead Er	nd								
(717)	0.45	60	R	To:		19-360	`		7		NA		NA		07/17/2000
Town of Keysville						19-300	)								
				From:		US 15 BI	US								10/00:
(718)	0.08	690	R	To:		19-712	)		7		NA		NA		10/23/2000
Charlotte County						17-/12	*								
	0.50	400	_	From:		19-674	1				NIA		NIA		02/09/2022
719	0.50	100	R	To		Dead Er	nd		7		NA		NA		03/08/2000
				From:		Dead Er									
(720)	0.65	60	R	т					_		NA		NA		04/11/2000
				To: From:		19-615									
(721)	0.80	70	R			19-666	)		_		NA		NA		03/06/2000
				To:		Dead Er	nd								

					Charlo	tte Mainte	enance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tru		OT!	QC	Design	QK	AAWDT	QW	Year
Town of Kevsville	-					ZAXIe	3+Axle	ııraıl	2Trail		Hour				
722	0.07	180	R	From:		Dead E	End				NA		NA		06/20/2000
				To:		19-75	7		<b>—</b>						
722	0.05	820	R	To:		110 15 F	N I G		_		NA		NA		06/20/2000
Charlotte County				10.		US 15 E	<u>sus</u>								
_	4.00			From:		19-67	'8				NIA		NIA		02/00/2000
723)	1.00	60	R	To:		Dead E	End				NA		NA		03/08/2000
				From:		19-67	8								
724)	1.00	90	R	To:		Dead E	End		7		NA		NA		03/08/2000
				From:		06-725; 1									
(725)	0.13	70	R	To:	an				_		NA		NA		10/26/2000
				From:	SR	47; PR EDV									
(726)	1.80	90	R			031.	3		<u>-</u>		NA		NA		03/21/2000
				To:		19-60	8								
Town of Phenix				From:		SR 40; 19	-1008								
727)	0.28	1400	G	93% To:	0%	2%	1%	4%	0%	F	160	G	1400	G	2001
Charlotte County				***		NCL Ph	enix								
	4.00	4.400		From:	00/	NCL Ph		40/			400		1.100		0004
(727)	4.02	1400	N	93%	0%	2%	1%	4%	0%	N	160	N	1400	N	2001
(727)	4.03	770	G	93%	0%	19-78 <b>2</b> %	1%	4%	0%	F	60	G	760	G	2001
				To: From:		19-672 SC	OUTH								
727)	1.37	1100	G	93%	0%	2%	1%	4%	0%	F	90	G	1100	G	2001
	0.94	1600	G	From: 93%	0%	19-61 <b>2</b> %	5 1%	4%	0%	С	140	G	1600	G	2001
727)	0.34	1000		To:		pomattox C		7 70	7 070		140		1000		2001
$\overline{}$				From:		19-65	0								00/00/000
(728)	0.45	60	R	To:		Dead E	End		7		NA		NA		09/20/2000
				From:		Dead E									
729	0.60	70	R	To:		19-67	22		_		NA		NA		03/27/2000
				From:		19-67									
730	0.15	160	R						_		NA		NA		1997
	0.04	440		From:		US 1	5		]——		NIA.		NIA.		4007
730	0.04	110	R	Tar		10.50			_		NA		NA		1997
730	1.21	49	R	From:		19-76	13				NA		NA		11/01/2000
				To:		Dead E	End								
Town of Kevsville				From:		19-75	7								
731)	0.07	120	G	91% To:	0%	5% US 15 BUS	1%	3%	0%	С	20	G	120	G	2001
Charlotte County						00 13 BUS	, SK 40		1						
	0.75			From:		Dead F	End				N/A		N/A		02/00/2022
(732)	0.75	60	R	To:		19-66	66_				NA		NA		03/06/2000
<u> </u>				From:		Dead F									
733	0.58	30	R	To:		10.77			7		NA		NA		04/11/2000
						19-66	4								

											Design				
Route	Length	AADT	QA	4Tire	Bus			1Trail		QC	Hour	QK	AAWDT	QW	Year
Charlotte County				From:		19-617	,								
(734)	0.80	60	R	To:					_		NA		NA		03/06/2000
Town of Keysville				10.		Dead En	ıa								
	0.08	80	R	From:		US 15 BU	JS				NA		NA		1997
(735)	0.06	80	K	To		19-789					INA		INA		1997
(735)	0.02	40	R	From:		19-709			<u> </u>		NA		NA		1997
				To:		Dead En	nd								
Charlotte County				From:		19-701									
(736)	0.90	80	R	To:		Dead En	nd.		_		NA		NA		04/06/2000
				From:		Dead En									
(737)	0.30	80	R	<u> </u>					_		NA		NA		11/08/2000
				To: From:		19-612									
(738)	0.22	40	R	Ploin.		SR 47			_		NA		NA		09/20/2000
				To:		SR 47									
Town of Kevsville				From:		SR 59									
(739)	0.12	200	R						<u>-</u>		NA		NA		10/30/2000
				To:		19-765									
Charlotte County				From:		SR 47									
(740)	0.33	90	R	To:		SR 47			7		NA		NA		10/31/2000
				From:		19-612									
(741)	0.25	70	R						=		NA		NA		10/18/2000
				To: From:		Dead En									
(742)	0.55	60	R			Dead En	iū				NA		NA		10/23/2000
				To:		19-654									
743)	0.50	170	R	From:		Dead En	nd				NA		NA		09/20/2000
(743)				To:		SR 40									
	0.55		_	From:		19-603					NIA		NIA		44/04/0000
(744)	0.55	90	R	To:	Mec	klenburg Co	ounty Line	:	1		NA		NA		11/01/2000
				From:		Dead En									
745	0.20	100	R	To:		19-622			_		NA		NA		10/30/2000
				From:	Н	19-622 Ialifax Count									
746	6.34	680	G	88%	1%	3%	1%	7%	0%	С	70	G	670	G	2001
				To: From:		19-642			<u> </u>						
746	3.76	500	G	88%	1%	3%	1%	7%	0%	F	50	G	500	G	2001
746)	2.06	490	G	From: 88%	1%	19-649 <b>3</b> %	1%	7%	0%	F	50	G	490	G	2001
				To:		SR 40									
	0.00	00	Б	From:		Dead En	nd				NA		NIA		03/09/2000
747)	0.80	80	R	To:		19-617					NA.		NA		03/08/2000
				From:	•	19-678		•							
748)	0.35	30	R	To:		Dead En	nd.		_		NA		NA		03/08/2000
				<u> </u>		Dead En	ıu		1						

					Charlotte	Maintei	nance A	rea							
Route	Length	AADT	QA	4Tire	Duc	2Axle			OTroil	QC	Design	QK	AAWDT	QW	Year
Charlotte County						ZAXIE	3+Axie	TITAL	ZITAII		Hour				
	0.25	40	R	From:		19-654					NIA		NA		10/23/2000
749	0.25	40	ĸ	To:		Dead En	ıd		$\neg$		NA		INA		10/23/2000
				From:		Dead En									
750	1.10	60	R			D vad Di					NA		NA		11/08/2000
				To:		19-746									
				From:		Dead En	ıd								
751)	0.90	90	R	To:		SR 40			-1		NA		NA		07/17/2000
				From:					_						
752	0.70	70	R			Dead En	ıu				NA		NA		1997
(132)				To:		SR 47									
				From:		19-801									
753	0.30	20	R						_		NA		NA		04/05/2000
				To:		Dead En	ıd								
$\bigcirc$	0.40			From:		Dead En	ıd								40/04/0000
754)	0.40	70	R	To:		19-688			_		NA		NA		10/24/2000
				From:					1						
755)	0.15	40	R	110.111		SR 40					NA		NA		10/30/2000
(733)				To:		Dead En	ıd		Ī						
				From:	Can	pbell Cour	nty Line								
756	1.80	130	R						_		NA		NA		1997
				To:		19-672									
Town of Kevsville				From:		19-765			1						
(757)	0.03	330	R	<u> </u>		19-703			_		NA		NA		1997
(757)				To:		19-772 EA			Ī						
	0.40	400	_	From:		19-772 WI		00/		0	50	0	450	0	0004
757	0.42	460	G	94%	0%	2%	0%	3%	0%	С	50	G	450	G	2001
	0.14	400	R	From:		19-731					NA		NA		1997
757)	0.14	180	K	To:		19-722			$\neg$		INA		INA		1991
				From:		Dead En			1						
(758)	0.11	40	R			D cua Di			_		NA		NA		06/20/2000
				To		19-757			7						
(758)	0.09	160	G	From:							20	G	160	G	2001
				To: From:		US 15 BU	JS		7						
(758)	0.09	610	R	rioii.					_		NA		NA		1997
				To:		19-712									
Charlotte County				From:		10.60= 71.	am.								
(750)	0.12	260	R	rioiii.		19-637 EA	AST		_		NA		NA		10/18/2000
(759)	0.12			To:	19-6	12; 19-637	WEST						10.		10/10/2000
				From:		Dead En									
760	0.18	47	R						_		NA		NA		10/23/2000
				To:		19-707									
$\bigcirc$	0.05			From:		Dead En	ıd								40/40/0000
761)	0.85	40	R	To:		19-637			1		NA		NA		10/18/2000
				From:					_						
762)	3.25	90	R	<u> </u>		19-617					NA		NA		03/27/2000
				To:		19-672									
				From:		Dead En	ıd								
763	0.70	70	R								NA		NA		1997
				To:		19-730									

						Charlo	tte Mainte	enance A	rea							
Route	Length	AADT	QA	4Ti	re	Bus	2010	Trι 3+Axle		 2Trail	QC	Design Hour	QK	AAWDT	QW	Year
Charlotte County									TTTall	ZTrall		Hour				
(764)	0.45	60	R	From:			Dead E	End				NA		NA		07/17/2000
(704)				To:			SR 9	2								
Town of Kevsville				From:			19-79	5								
765	0.05	250	R									NA		NA		10/26/2000
	0.15	280	G	From: 95	0/2	0%	SR 5	2%	1%	0%	F	49	G	280	G	2001
765)	0.13	200		To:	70	0 70	19-75		1 /0	7				200		2001
765	0.15	180	G	95	%	1%	2%	2%	1%	0%	С	20	G	180	G	2001
Charlotte County				To:			US 15 BUS	; SR 40								
	0.40		_	From:			Dead E	End				NIA		NIA		00/00/000
(766)	0.40	30	R	To:			19-67	2		7		NA		NA		03/06/2000
				From:			Dead I	and								
767)	0.02	NA		To:			19-64	2		7		NA		NA		
				From:			Dead I									
768	0.02	NA		To:			19-64	2		_		NA		NA		
Town of Kevsville							19-04									
	0.23	90	R	From:			US 15 E	BUS				NA		NA		07/17/2000
(769)	0.23	30	Α.	To:			Dead I	End		1		INA		INA		07/17/2000
Charlotte County				From:			D11	·								
(770)	0.35	100	R	L			Dead E	ena				NA		NA		03/13/2000
				To:			19-64	9								
Town of Kevsville				From:			19-71	6								
(771)	0.10	80	R	_						_		NA		NA		10/26/2000
(771)	0.10	20	R	From:			19-79	6				NA		NA		10/26/2000
				To:			Dead E	End								
Charlotte County				From:			SR 5	9								
(772)	0.05	120	G	96	%	0%	3%	1%	1%	0%	F	10	G	120	G	2001
	1.59	450	G	From:	0/_	0%	19-77 <b>2%</b>	8 1%	1%	0%	F	40	G	440	G	2001
(772)	1.55	450		To:	70	0 70	SCL Key		1 /0		<u>'</u>	+0		440		2001
Town of Kevsville				From:			SCL Key	avilla								
772	0.38	450	N	96	%	0%	2%	1%	1%	0%	N	40	N	440	N	2001
				To: From:			19-757 W			<u> </u>						
772	0.10	580	G	96'	%	0%	2% US 15 E	1% BUS	1%	0%	С	60	G	570	G	2001
				From:			19-77									
773	0.05	170	R	To:			SR 5	0		_		NA		NA		10/30/2000
				From:			Dead F									
(774)	0.16	60	R	То:						_		NA		NA		10/30/2000
Charlotte County				10.			19-77	3								
	0.05	00		From:			Dead E	end				NIA		NIA		00/20/2022
(775)	0.25	90	R	To:			19-70	9		1		NA		NA		09/20/2000
		_	_			_	_		_		_		_			_

					Charlot	te Maint	enance A	Area							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	Design	ΩK	AAWDT	OW	Year
	Longui	, 4-12-1	<b>α</b> Λ	ring	Dus	2Axle	3+Axle	1Trail	2Trail	Q.O	Hour	Ser V	, u (VV D 1	J. V V	i cai
Charlotte County				From:		19-70	)9								
(775)	0.45	60	R	To:		D 11	D 1		_		NA		NA		09/20/2000
T				10.		Dead I	Ena								
Town of Keysville				From:		SR 5	i9								
(776)	0.04	230	R	To:		19-77	72		7		NA		NA		10/26/2000
Charlotte County						1, ,,									
	0.45	30	R	From:		Dead I	End				NA		NA		08/28/2000
(777)	0.43	30	K	To:		19-74	46				INA		INA		00/20/2000
				From:		Dead I	End								
778	0.50	70	R	To:		10.75	72		_		NA		NA		10/30/2000
				From:		19-77 Dead I									
(779)	0.40	80	R	<u> </u>		Deau I	EHU		_		NA		NA		11/08/2000
				To:		19-74	46								
	0.20	<b>50</b>	-	From:		Dead I	End				NIA		NIA		10/24/2000
(780)	0.20	50	R	To:		19-65	54				NA		NA		10/24/2000
Town of Keysville															
	0.00	40	,	From:		Dead I	End				NIA		NIA		10/20/200
(781)	0.09	40	R	To:		SR 4	10		7		NA		NA		10/30/2000
Charlotte County															
	0.63	00	R	From:		Dead I	End				NA		NA		1997
(782)	0.03	90	ĸ	To:		SR 4	10		7		INA		INA		1997
				From:		Dead I									
(783)	0.30	60	R						_		NA		NA		03/06/2000
				To: From:		19-72									
(784)	0.90	140	R	110iii.		Dead I	End		_		NA		NA		10/31/2000
				To:		19-61	13								
	0.75		_	From:		Dead I	End								00/00/000
(785)	0.75	60	R	To:		19-67	72		7		NA		NA		03/08/2000
				From:		Dead I									
(786)	0.60	210	R						_		NA		NA		08/30/2000
				To:		19-64	45								
Town of Kevsville				From:		19-71	16								
787	0.09	130	R						<del></del>		NA		NA		10/26/2000
				From:		19-79	96								
787	0.05	2	R	To:		Dead I	End		_		NA		NA		1996
Charlotte County						Dedu	Liiu								
	2.12		_	From:		SR 4	7								10/01/00=
(788)	0.40	60	R	To:		Dead I	End		_		NA		NA		10/31/2000
Town of Kevsville						20001									
	2.22		_	From:		Dead I	End				<b>.</b>				40/00/000
(789)	0.06	70	R	To:		19-73	35		╗		NA		NA		10/23/2000
Charlotte County						19-73	, ,								
				From:		Dead I	End								101
(790)	0.50	60	R	To:		19-67	78		7		NA		NA		10/09/2001
						19-0/	10		_1						

Route	Length	AADT	QA	4Tire	Truck		QC	Design	QK AAWDT	QW Year
Charlotte County	g				2Axle 3+Axle 1Trail	2Trail		Hour		
	0.22	50	R	From:	SR 59			NA	NA	08/30/2000
(791)	0.22	30	IX.	To:	Dead End	7		INA	IVA	00/30/2000
				From:	Dead End					
792	0.60	70	R					NA	NA	03/08/2000
<u> </u>				To:	19-672					
$\bigcirc$				From:	Dead End					
793)	0.70	80	R	To:	CD 47	<b>-</b>		NA	NA	04/06/2000
				From:	SR 47					
(794)	0.40	40	R	1 tolli.	Dead End			NA	NA	04/11/2000
(794)	0.10			To:	19-649	7			10.	0 1/1 1/2000
Fown of Kevsville						-				
				From:	Dead End					
(795)	0.08	70	R			_		NA	NA	10/26/2000
				To:	19-765					
	0.08	40	R	From:	US 15 BUS			NA	NA	1997
796	0.06	40	K			_		INA	INA	1997
	0.12			From:	19-787			NA	NΙΔ	1007
796	0.12	60	R	To:	19-771	7		NA	NA	1997
Cl. 1.44 C. 4					17-//1					
Charlotte County				From:	US 360					
(797)	0.20	80	R					NA	NA	1997
				To:	Dead End					
				From:	19-606					
(798)	0.10	90	R			_		NA	NA	1997
				To:	Dead End					
	0.41	440	_	From:	Dead End			NA	NIA	10/20/2000
799	0.41	110	R	To:	19-623	1		INA	NA	10/30/2000
				From:						
(800)	0.30	40	R		Dead End	_		NA	NA	1997
(800)			••	To:	72 ((4 PR FD CI	_				
(800)	0.44	150	R	From:	73-664; PR ED CL			NA	NA	1997
(800)	<b></b>	.00	••	To:	19-671					
				From:	Dead End					
(801)	0.08	20	R					NA	NA	04/05/2000
<u> </u>				To:	19-753	1				
801)	0.67	60	R	From:				NA	NA	04/05/2000
				To:	Campbell County Line					
				From:	19-699					
802	0.19	NA		_		_		NA	NA	
				To:	Dead End					
	0.04	50	_	From:	Dead End			NIA	NIA	44/04/0000
805)	0.21	50	R	To	19-606	_		NA	NA	11/01/2000
				From:						
(810)	0.50	80	R		Dead End			NA	NA	03/21/2000
0.00				To:	19-608	1				
				From:	US 15					
(820)	0.34	70	R	<u> </u>				NA	NA	10/23/2000
				To:	Dead End					
Town of Kevsville										
	0.40	NIA		From:	C6US-00015(B)/			NI A	RIA.	
823)	0.10	NA		To:	19-00824(R)/	7		NA	NA	
					17-00024(K)/					

-						Truck			Design				
Route	Length	AADT	QA	4Tire	Rue	Truck -Axle 1Trail		QC	Hour	QK	AAWDT	QW	Year
Town of Kevsville				From:	Dead End/								
824)	0.15	NA							NA		NA		
				To: From:	19-00823(L)	/							
(825)	0.35	60	R	110111.	19-826				NA		NA		10/30/2000
				To:	SR 59								
Charlotte County				From:	19-825		1						
826)	0.04	40	R				_		NA		NA		1997
				To:	WCL KEYSVII	LLE							
Town of Kevsville				From:	WCL KEYSVI	LLE							
826)	0.10	90	R	To:	SR 59		_		NA		NA		10/30/2000
Charlotte County					SK 37		I						
	0.20			From:	19-645				NIA		NIA		40/44/2000
(830)	0.30	30	R	To:	Dead End		1		NA		NA		10/11/2000
Town of Phenix													
(1001)	0.43	90	R	From:	Dead End				NA		NA		1997
(1001)				To: From:	19-1007		<b>—</b>						
(1001)	0.07	310	R						NA		NA		1997
				To: From:	SR 40; 19-67								
(1002)	0.14	220	R	rioin.	SR 40; 19-67	5	_		NA		NA		1997
				To:	19-1005								
	0.07	70	R	From:	SR 40				NA		NA		1997
(1003)	0.07	70		To:	19-1004		_		INA		INA		1991
(1003)	0.07	110	R	From:	19-1004				NA		NA		1997
				To: From:	19-1005								
1003	0.06	30	R	To:	19-1006		_		NA		NA		03/13/2000
				From:	Dead End		<u> </u>						
(1004)	0.23	80	R		Dodd End				NA		NA		1997
				To: From:	19-727		]						
1004	0.09	60	R						NA		NA		1997
(1004)	0.08	20	R	From:	19-1003				NA		NA		1997
1004)				To:	19-1013								
	2.22		_	From:	Dead End								4007
(1005)	0.09	80	R				_		NA		NA		1997
(1005)	0.09	180	R	From:	19-1002				NA		NA		1997
				To:	19-727		<b>—</b>						
1005)	0.16	80	R						NA		NA		1997
				To: From:	Dead End								
(1006)	0.15	30	R		Dead End				NA		NA		03/13/2000
				To: From:	0.15 ME Dead	End	<u> </u>						
1006	0.21	80	R	To:			_		NA		NA		1997
				From:	19-727 Gap Terr Dead End; Gap Te								
1006	0.04	30	R	To:	10 1000		_		NA		NA		03/13/2000
					19-1003								

					Charlotte Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW	Year
Town of Phenix				From:	19-1001						
(1007)	0.09	60	R	<u></u>	19-1001			NA	NA		1997
				To:	19-1008						
				From:	19-1007						
1008	0.07	200	R	. —		_		NA	NA		1997
				To:	SR 40; 19-727						
	0.05	30	R	From:	Dead End	_		NA	NA	r	3/13/2000
(1009)	0.03	30	IX.	To:	19-675	7		INA	INA	U	13/13/2001
				From:	Dead End						
(1010)	0.05	20	R					NA	NA		1997
				To: From:	0.05 ME Dead End	]					
1010	0.19	70	R					NA	NA		1997
<u> </u>				To:	19-727						
$\bigcirc$	0.07			From:	19-675						1007
1011)	0.07	60	R			_		NA	NA		1997
$\overline{}$	0.07			From:	SR 40	_	NIA.	NIA.		1007	
(1011)	0.07	60	R	To:	19-1004	7		NA	NA		1997
				From:	SR 40						
(1012)	0.05	50	R		SK 40			NA	NA		1997
				To:	19-1013						
				From:	19-1012						
(1013)	0.06	20	R	_		_		NA	NA	0	3/13/200
				To	19-1004						
Town of Charlotte C.F	I			From:	Dead End						
(1101)	0.34	100	R		Dead End	_		NA	NA	0	8/30/2000
				To:	SR 47						
1102)				From:	SR 47						
	0.11	46	R	. —		_		NA	NA		1997
				To:	Dead End						
	0.56	330	R	From:	SR 47	_		NA	NA		1997
(1103)	0.00	330	11	To:	SR 40	7		14/1	10.0		1007
				From:	Dead End						
(1104)	0.19	90	R					NA	NA		1997
				To:	19-709						
$\bigcirc$				From:	19-1103						
1105	0.06	NA		To:	Dead End	_		NA	NA		
				From:							
(1106)	0.50	270	R		Dead End	_!		NA	NA	C	8/30/200
1100				To:	19-645						
				From:	SR 40						
(1107)	0.09	120	R			_		NA	NA		1997
				To	19-1103						
$\cap$	0.19	00	Б	From:	Dead End			NA	NIA	_	-
1108	0.19	80	R	To:	SR 40			INA	NA	U	8/30/2000
				From:	19-709						
(1109)	0.25	100	R		17-107	_		NA	NA		1997
				To:	Dead End						
				From:	Dead End						
1110	0.15	80	R	т. Г		_		NA	NA		1997
				To:	SR 47						

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		QC	Design Hour	QK AAWDT	QW Year
Town of Charlotte C.H.				From:	SR 40					
(1111)	0.65	640	R		SK 40			NA	NA	1997
				To:	SR 47					
$\bigcirc$				From:	Dead End					
1113	0.25	250	R	To:	19-1111	7		NA	NA	08/30/2000
				From:	19-1111	<u> </u>				
(1114)	0.22	240	R		17-1111			NA	NA	08/30/2000
				To:	19-1111					
Town of Drakes Branch				From:	D 15 1	1				
(1201)	0.12	150	R	rioiii.	Dead End			NA	NA	08/30/2000
(1201)	•			To:	19-619					00,00,200
				From:	SR 47					
(1202)	0.20	240	R			_ _		NA	NA	08/30/2000
				To:	Dead End					
	0.02	E40	В	From:	19-619		NI	NΙΔ	NIA	10/21/200
(1203)	0.03	540	R	To:	SR 47	7		NA	NA	10/31/2000
				From:	19-619					
1204	0.24	310	R		17 017			NA	NA	10/31/2000
				To:	SR 47					
$\sim$				From:	SR 47					
(1205)	0.25	160	R					NA	NA	07/10/2000
				From:	0.25 ME SR 47					0=1101000
(1205)	0.25	40	R	To:	Dead End	7		NA	NA	07/10/2000
				From:	SR 47					
1206	0.25	210	R		SR 47	_	NA	NA	NA	10/31/2000
				To:	Dead End					
		180		From:	19-619					
(1207)	0.21		R	_		_	NA T	NA	NA	10/31/2000
				To:	19-637					
	0.06	40	R	From:	Dead End		J NA		NA	08/30/2000
(1208)	0.00	40	IX	To:	19-619	7		INA	IVA	00/30/2000
				From:	Cul-de-Sac					
(1209)	0.16	80	R					NA	NA	08/30/2000
				To:	19-623					
$\bigcirc$	0.45		_	From:	Dead End					40/44/000
(1210)	0.15	30	R			_		NA	NA	10/11/2000
$\bigcap$	0.01	220		From:	19-1212			NΙΔ	NA	10/11/2000
(1210)	0.01	330	R	To:	SR 47	7		NA	NA	10/11/2000
				From:	Dead End					
(1211)	0.06	40	R	-	Dette Ente			NA	NA	08/30/2000
				To	19-623					
				From:	19-1210					
(1212)	0.12	220	R	To	B 15 1	_		NA	NA	10/11/2000
				To: From:	Dead End	<u> </u>				
(1212)	0.06	90	R	a rout.	Dead End			NA	NA	10/11/2000
(1213)				To:	SR 47					
Charlotte County										
	0.00	400	_	From:	19-654			NI A	<b>.</b>	04/04/0000
9091)	0.23	100	R	To:	EUREKA ELEM SCH	7		NA	NA	04/04/2000
					EUREKA ELEWI SCII					-

					Onano	ALC IVIAITIE	chance /	ica							
Route	Longth	AADT	QA	4Tire	Bus		Tru	Truck		- QC	Design	QK	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	QW	Year
Roule	Length	AADI	QA	41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QN	AAWDT	QW	real
Charlotte County															
				From:		US 1	.5								
(9092)	0.06	NA							_		NA		NA		
				To:		Cul-de-	-Sac								
Town of Charlotte C.H.				From:		10.6	1.5		ı						
	0.08	730	R	Tioni.		19-64	15				NA	NA	NΔ		04/04/2000
(9093)	0.00	730	K	To:		Dead I	End		7		INA		INA		04/04/200
				<u> </u>		Dead	Liid								
Charlotte County				From:		Dead I	End		ī						
9477)	0.06	140	R	L		Dead 1	- Ind				NA		NA		04/05/2000
3477				To:		SR 4	0								
Town of Charlotte C.H.															
TOWN OF CHAPTOTIC CALL				From:		SR 4	17								
(9504)	0.03	NA							_		NA		NA		
				To:	CEN	TRAL HIG	H SCHOO	L							
Town of Phenix															
				From:		19-72	27								
(9729)	0.09	200	R	_					_		NA		NA		04/04/2000
				To:		Dead I	End								
Charlotte County				From:		10.00									
	0.09	190	R	1 tolli.		19-60	)6				NA		NA		04/04/2000
(9730)	0.09	190	ĸ	To:	D	BACON EL	EM CCII		<del>-</del>		INA		INA		04/04/2000
1					В	DACON EL	EWI SCH								