2003

Virginia Department of Transportation Daily Traffic Volume Estimates

Jurisdiction Report

19

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

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

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

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

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

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

QW: Quality of AAWDT:

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

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

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

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					Charlotte	Maintenance Area				
Rou	te	Length	AADT	QA	Year	Route	Length	AADT	QA	Year
Charlotte (County					Charlotte County				
\sim	From:	Mecklenburg County Line		╛╴	2002	From:	ECL Charlotte C.H.	2222	」	2002
[15]		7.39	1200	F	2003	40	7.58 WCL Keysville	2200	N T	2003
	To: From:	SR 92 Barnes Junction		}			WCL Keysville			
15		3.24	2100	F	2003	Town of Kevsville	WCL Keysville		1	
	To: From:	US 360 Near Wylliesburg		1—		- (a)	0.54	2200	N	2003
15	Tioni.	3.88	5100	F	2003	40			- ''	2000
	To:	SR 47 Krafton Gate				Bus From:	W US 15 Bus			
(15)	From:	6.60	4900	⊢ F	2003	40 (15)	0.56	5700	F	2003
15	. —			- ·	2000	To:	E US 15 BUS		1	
$\overline{}$	From:	BUS US 15 South of Keysvil			0000	From:	0.40	3400	F	2003
15		3.36	4600	F	2003	40 To:	ECL Keysville	0-100	1	2000
	To: From:	SR 40 Keysville]		G1 1 1 1 G	ECE ROSVING		1	
15		2.04	4800	F	2003	Charlotte County From:	ECL Keysville		1	
\smile	To	US 360, BUS US 15 North of Ke	vsville	1		- (40)	0.85	3400	N	2003
15	From:	1.66	3300	F	2003	To:	Lunenburg County Line		7	
15	To:	Prince Edward County Line		٦ ٔ		From:	Mecklenburg County Line			
Bus	From:	US 15 S of Keysville		1			2.70	1900	F	2003
15)		2.93	1500	F	2003	47		1900	, '	2003
(15)	To:	CL Keysville	1300	٦'	2003	From:	US 15-360 Krafton Gate			
		CE Reysvine				- (47)	6.55	2600	F	2003
Town of K Bus	evsville From:	CL Keysville		1		To-	SCL Drakes Branch			
~~~		0.73	1500	N	2003	Town of Drakes Bra				
[15]				- ''	2000	From	SCL Drakes Branch	2000	J	0000
Bus	From:	S SR 40				47)	2.09	2600	N	2003
15		0.56	5700	F	2003	From	SR 59		}	
	To:	N SR 40		<b></b>			0.25	2600	F	2003
Bus 15	From:			_		To:	NCL Drakes Branch			
<b>15</b> ∫		0.37	4100	, F	2003	Charlotte County			_	
	In:	CL Keysville				From:	NCL Drakes Branch			
Charlotte (							3.03	2600	N	2003
Bus	From:	CL Keysville	4400	┙	0000	Tn·	SCL Charlotte C.H.			
[15]	To:	1.34	4100	¬ N	2003	Town of Charlotte C	.н.			
		US 15 N of Keysville		<u> </u>		From:	SCL Charlotte C.H.			
	From:	Campbell County Line		」_		(47)	0.99	2600	N	2003
(40)		6.74	1300	, F	2003	From:	S SR 40			
	10:	WCL Phenix		1		- (47) (40)	0.10	4700	F	2003
Town of P	henix						N SR 40		1	
	From:	WCL Phenix	1000	┙	0000	From:	0.98	3000	F	2003
40		0.97	1300	N	2003	47)	NCL Charlotte C.H.		1	2000
$\overline{\overline{}}$	From:	19-727		}		Cl. 1.4. C 4				
(40)		0.62	2000	_ F	2003	Charlotte County From:	NCL Charlotte C.H.			
$\overline{}$	To:	ECL Phenix				- (47)	3.47	3000	N	2003
Charlotte (	County					To	10.660		7	
	From:	ECL Phenix		J		From:	19-660 7.02	1600	F	2003
(40)		0.78	2000	N	2003	47	7.02	1600		2003
	To: From:	19-746 East of Phenix		<del>-</del>		From	19-649 Madisonville		<u> </u>	
(40)	rioit.	4.38	2100	F	2003	(47)	2.82	1700	F	2003
	To:	WCL Charlotte C.H.				To:	Prince Edward County Line		<u> </u>	
Town of C	harlotte C.H	·		-			Charlotte County Line 1.59	1900	J F	2003
	From:	WCL Charlotte C.H.				- 47	Appomattox County Line	1300	7	2003
(40)		0.98	2100	N	2003	<u></u>	**		1	
$\smile$	To:	W SR 47		1		Town of Drakes Bra		h	1	
(40)	From:	0.10	4700	F	2003		SR 47 North of Drakes Branch 0.55	2000	J F	2003
40	~			- ·		59 _{To}	NCL Drakes Branch	2000	ז '	2000
	From:	E SR 47	2222		2022	<u> </u>	11CL DIARCS DIGHUI		1	
40	To:	0.94	2200	F ¬	2003	Charlotte County From:	NCL Drakes Branch		1	
		ECL Charlotte C.H.		1			6.77	2000	N	2003
						59 To:	WCL Keysville	2000	٦.,	2000
							SE Rejornie		1	

Route	Length	AADT	QA	Year	Route	Length	AADT	QA	Year
Town of Kevsville	WOLK II				Charlotte County	10.600		-	
rioiii.	WCL Keysville 0.58	2000	N	2003	riom.	19-600 0.99	120	J R	06/11/2003
59 _{To-}	SR 40 Keysville	2000	ר'' ד	2003	(602)		120	- N	00/11/2003
GL 1 // G /	Sic 10 Registine				From:	0.99 MW 19-600		一	00/44/0000
Charlotte County	Mecklenburg County Line		1		(602) _{To:}	0.91	90	ı K	06/11/2003
92	2.11	2300	F	2003		19-601		<u> </u>	
- To:	LIC 15 Domos Junction		1		From:	19-607	400	٦ _	00/40/0000
From:	US 15 Barnes Junction 3.80	2100	F	2003	(603)	0.50	130	R	06/16/2003
92		2100	- '	2000	From:	19-684		]—	
From:	US 360		<u></u>		(603)	1.50	70	R	06/16/2003
(92)	0.70	460	F	2003	From:	19-744		Ъ—	
<b>V</b> 10.	Halifax County Line		<u> </u>		(603)	0.60	40	R	06/16/2003
From:	Halifax County Line		」_ ∟		To:	Mecklenburg County Line		1	
360	1.73	5300	F	2003	From:	19-709			
From:	SR 92		}—		(604)	2.80	450	F	2003
360	4.64	4200	G	2003	To:	10.655		7	
To:	W US 15		1		From:	19-655 1.50	440	R	05/07/2003
360 15	3.88	5100	F	2003	<u>(604)</u>		440	_ ^	03/01/2003
(300) (13)	CD 47 W C C 4		7		From:	19-651			0=11010000
From	SR 47 Krafton Gate 6.60	4900	F	2003	(604)	3.40	370	R	05/13/2003
(360) (15)		4900		2003	То:	Prince Edward County Line		<u> </u>	
From:	S US 15 BUS		ᅪ		From:	19-608		┚	
{ 360 } { 15 }	3.36	4600	F	2003	(605)	1.59	200	R	03/28/2000
To:	SR 40 Keysville		}—		To: From:	19-632			
360 (15)	2.04	4800	F	2003	(605)	0.10	460	R	03/28/2000
	E US 15		1		To:	US 15 SOUTH		1	
360 From:	1.75	5400	F	2003	From:	US 15 NORTH		J _	00/00/0000
To:	Prince Edward County Line	9	1		(605)	1.06	220	R	03/28/2000
Bus Bus From:	US 15 S OF KEYSVILLE				From:	19-627		]—	
(360) (15)	2.93	1500	F	2003	(605)	0.50	130	R	03/28/2000
(300) (13) _{To:}	CL Keysville		7		From:	0.50 MS 19-627		<b>٦</b> —	
T:11-			•		(605)	0.27	100	R	06/16/2003
Town of Kevsville Bus Bus From:	CL Keysville		T		To:	Mecklenburg County Line		1	
(360) (15)	0.73	1500	N	2003	From:	19-637		ī	
	S SR 40				(606)	2.00	300	R	11/08/2000
Bus Bus From:			_		To:	10.624		<b></b>	
{ 360 } { 15 }	0.56	5700	F	2003	From:	19-634 3.50	390		11/08/2000
Rus Rus From:	N SR 40		1—		(606)	3:50	390	_ ``	11/00/2000
, Das , Das ,	0.37	4100	F	2003	From:	19-679			
(360) (15) _{To:}	CL Keysville	4100	ı '	2003	(606)	0.70	500	R	11/08/2000
	OE Hojovino		1		To:	19-626		}—	
Charlotte County Bus Bus From:	CL Keysville		I		(606)	0.72	420	_ R	11/08/2000
360 (15)	1.34	4100	N	2003	To:	US 15		<u> </u>	
To:	LIC 15 N OF KEVCVII I F		1		From:	19-746			
	US IS N OF KEYSVILLE	,					460	D	03/03/2003
From:	US 15 N OF KEYSVILLE				(607)	3.06	160	11	
	Mecklenburg County Line		R	06/11/2003	(607)		160	`` }—	
From:			R	06/11/2003	From:	19-641 2.95	130	_	03/03/2003
600) _{To:}	Mecklenburg County Line 0.60 19-602		R	06/11/2003	To:	19-641 2.95		_	03/03/2003
600) To:	Mecklenburg County Line 0.60 19-602 19-631	70	] ]		From:	19-641 2.95 19-637	130	] R ]	
600) To:	Mecklenburg County Line		] ]	06/11/2003	607)	19-641 2.95 19-637 2.10		_	03/03/2003
600 To From From From From From From From Fro	Mecklenburg County Line	70	]     R 	06/16/2003	607)  To From From From From From From From Fro	19-641 2.95 19-637 2.10	130	R F F	
600 To From From From From From From From Fro	Mecklenburg County Line	70	]     R 		607 From:	19-641 2.95 19-637 2.10	130	R F F	
600)  From  601)  601  To  From  Fro	Mecklenburg County Line	70 100 350	   R   R   R	06/16/2003 06/11/2003	607)  To From From From From From From From Fro	19-641 2.95 19-637 2.10	130	R F F	2003
600)  From  601)  601  To  From  601  601	Mecklenburg County Line	70	   R   R   R	06/16/2003	607  607  To  From:  607  607  To  From:  Fr	19-641 2.95 19-637 2.10 19-608 1.50	130	R F F	2003
600)  From  601)  601  To  From  Fro	Mecklenburg County Line	70 100 350	   R   R   R	06/16/2003 06/11/2003	607  607  607  607  607	19-641 2.95 19-637 2.10 19-608 1.50 19-631 0.60	130 410 250	R F R	2003
600)  From  601)  601)  601  To  From  Fro	Mecklenburg County Line	70 100 350 370	R R R	06/16/2003 06/11/2003 06/11/2003	607  607  607  607  607  70  From:  607  607  From:  From:	19-641 2.95 19-637 2.10 19-608 1.50	130 410 250	R F R R	2003
600)  To  From  601)  601  To  From  From  601  From  602	Mecklenburg County Line	70 100 350	R R R	06/16/2003 06/11/2003	607  607  607  607  607	19-641 2.95 19-637 2.10 19-608 1.50 19-631 0.60 US 360 0.85	130 410 250	R F R R	2003 06/11/2003 2003
600)  From  601)  601)  601  To  From  Fro	Mecklenburg County Line 0.60 19-602 19-631 0.70 SR 92 0.20 19-602 0.70 US 15 19-609; 19-686	70 100 350 370	R R R	06/16/2003 06/11/2003 06/11/2003	607  607  607  607  607  70  From:  607  607  From:  From:	19-641 2.95 19-637 2.10 19-608 1.50 19-631 0.60 US 360	130 410 250	R   F   R   R   R   R   R   R   R   R	2003 06/11/2003 2003

Route	Length	AADT	QA	Year	Route	Length	AADT	QA	Year
Charlotte County					Charlotte County				
From:	19-609		_		From:	SR 47 SOUTH		」_	10/01/0000
(607)	1.70	210	R	06/11/2003	(613)	4.50	220	, R	10/31/2000
To:	19-635					19-623			
607) From:	1.50	290	R	06/11/2003	From:	SR 59		] _	00/40/0000
To:	Mecklenburg County Line				(614)	0.50	50	ı K	06/16/2003
From:	19-607					Dead End		<u> </u>	
608	1.46	280	F	2003	From:	Campbell County Line	4400	J	0000
From:	US 360				(615)	1.19	1100	F	2003
608) To:	0.86	240	F	2003	From:	19-727		}—	
	SR 92 WEST				(615) 	0.39	790	F	2003
From:	SR 92 EAST		_	2222	To:	19-672		]—	
608	2.12	730	F	2003	615)	0.31	760	F	2003
To: From:	19-605				To	19-663		1	
608	1.95	470	R	06/16/2003	From:	1.25	660	F	2003
To:	19-632				(615)			, ·	2000
608) From:	0.88	310	R	06/16/2003	From:	19-701	400	一	05/07/0000
To:	US 15 NORTH				(615)	2.99	430	R	05/07/2003
From:	US 15 SOUTH				To: From:	19-664		]—	
608) _{To:}	0.25	70	R	06/16/2003	(615)	2.13	390	R	05/07/2003
To:	Dead End				To:	SR 47			
From:	19-607			_	From:	Campbell County Line			
(609)	1.70	140	R	11/01/2000	(616)	1.68	140	R	03/27/2000
To:	19-635				To	19-672 SOUTH			
609	1.29	160	R	11/01/2000	From:	19-672 NORTH	400	٦ू	00/07/0000
To:	1.20 ME 10.625	1	i		(616)	1.00	130	R	03/27/2000
From:	1.29 ME 19-635 0.31	250	R	11/01/2000	To: From:	1.00 ME 19-672		]—	
609) _{To:}	Mecklenburg County Line	230		11/01/2000	(616)	2.97	70	_ R	05/20/2003
					To:	19-727			
From:	US 15 1.89	140		02/24/2000	From:	19-672			
(610) To:	Mecklenburg County Line	140	R	03/21/2000	(617)	1.30	210	R	05/13/2003
					To:	19-762		1—	
From:	US 15; US 360	500	_	0000	(617)	1.70	240	R	05/13/2003
(611)	1.10	520	F	2003	To:	19-695		7	
From:	19-634				From:	1.60	190	F	2003
(611)	1.80	290	R	05/03/2003	<u>(617)</u>		190		2003
To:	19-625				From:	SR 40			
(611)	1.20	320	R	05/03/2003	(617)	0.60	250	R	1997
To:	19-607	1			To: From:	19-675		]—	
From:	3.35	120	R	05/03/2003	(617)	2.50	250	R	05/20/2003
(611)	19-608		••	00/00/2000	To:	19-619			
From:	19-746				From:	Campbell County Line			
	2.20	430	F	2003	(618)	0.90	220	R	03/06/2000
612			•	2000	To	SR 40			
From	19-641		_	2222	From:	Campbell County Line		1	
(612) To:	0.69	590	F	2003	619	3.50	120	R	05/13/2003
From:	19-637 NORTH 19-637 EAST				To:	19-620		1	
(612)	1.10	390	R	06/09/2003	From:	3.00	130	J R	05/13/2003
612				00/00/2000	(619)			- '`	00/10/2000
From:	19-613	200		00/00/2002	From:	19-649	040	一	05/40/0000
612	1.30	300	K	06/09/2003	(619)	0.50	240	K	05/13/2003
To:	19-634				From:	19-678		]—	
612) From:	3.20	200	R	06/09/2003	(619)	2.58	240	R	05/20/2003
	SR 47				To:	19-617		1—	
From:	19-612				(619)	2.29	160	R	05/20/2003
613) From:	2.20	270	R	10/31/2000	Та:			_	
			l		From:	19-649		一	05/00/0000
To:	19-642				(0.40)				
613 To	19-642 2.70	410	R	10/31/2000	(619)	0.10 19-648	60	7 K	05/20/2003

			Charlotte Mai	ntenance Area					
Route	Length AADT	QA	Year	Rou	ite	Length	AADT	QA	Year
Charlotte County	10.649	1	-	<b>Charlotte</b>	County	0.50 MM 10.000		1	
	19-648 1.30 <b>50</b>	┙ R	05/20/2003		110m.	0.50 MN 19-606 0.70	5	∟ R	06/09/2003
(619)		_ ``	03/20/2003	(626)	To:	Dead End	- 3	¬ ``	00/09/2003
From:	19-647	┵			From:			+	
619	1.50 <b>60</b>	R	05/20/2003		Prom.	Dead End 1.30	260	⅃ R	06/16/2003
From:	19-746	_		(627)	To:	US 15 NORTH	200	¬ ``	00/10/2003
619	2.55 <b>60</b>	R	05/20/2003		From:	US 15 SOUTH		1	
	19-645	1		(627)	-	1.90	300	R	06/16/2003
(619)	3.00 <b>45</b>	R	05/20/2003		To:	19-605			
To:	19-637 WEST				From:	SR 40			
Town of Drakes Br	anch			(628)		0.50	480	R	05/20/2003
From:	19-637 EAST				To:	Lunenburg County Line			
(619)	0.41 <b>360</b>	F	2003		From:	Lunenburg County Line			
To:	19-1204	Т		(629)	<u> </u>	1.30	160	R	06/10/2003
(619)	0.56 <b>390</b>	F	2003		To:	US 15 BUS SOUTH			
To:	SR 47	7			From:	US 15 BUS MID			
Charlotte County				(629)		0.46	190	_ R	06/10/2003
From:	19-619				To:	SCL Keysville			
(620)	2.80 <b>20</b>	R	05/13/2003	Town of K	<u>Cevsville</u>				
To:	Halifax County Line; Dead End				From:	SCL Keysville		J	
From:	Dead End			(629)	To:	0.24	190	¬ N	06/10/2003
(621)	1.68 <b>40</b>	R	05/13/2003			US 15 BUS NORTH			
To:	19-672			<u>Charlotte</u>	County	110 15		1	
From:	US 15 SOUTH			600	110	US 15	270	┙╻	06/16/2003
622	1.10 <b>70</b>	R	06/16/2003	(630)	To:	Lunenburg County Line	210	¬ '`	00/10/2003
To:	19-639				From:			1	
622) From:	1.02 <b>290</b>	⊐ R	06/16/2003		110	19-601 1.00	140	┙╻	07/17/2000
To:	US 15 N; US15 BUS; Gap Termius	┑``	00/10/2000	(631)	To:	US 15 SOUTH	140	¬ '`	07/17/2000
From:	US 15 Bus; Gap Terminus		_		From:	US 15 NORTH		1	
622	1.10 <b>460</b>	F	2003	(631)	-	1.00	590	R	07/17/2000
To:	Lunenburg County Line				To:	SR 92; 19-624			
Town of Drakes Br	anch			621	From:	1.80	370	R	07/17/2000
From:	SR 47			(631)			0.0	¬ '`	0171172000
(623)	1.07 <b>1200</b>	_ F	2003		From:	US 360	250	┵	07/47/0000
Tn	ECL Drakes Branch			(631)	To:	0.30 19-607	250	¬ ~	07/17/2000
Charlotte County		_			From:			1	
From:	ECL Drakes Branch	<b>┙</b> ᅟ॒	2002		From:	19-605	070	┙ू	00/00/000
623	1.67 <b>480</b>	F	2003	632		1.60	270	_ K	03/28/2000
From:	19-692	┵			From:	19-608		<b>_</b>	
(623)	3.00 <b>490</b>	R	06/09/2003	(632)	_	4.45	150	_ R	03/28/2000
To: From:	19-639	$\Box$			To:	19-640			
623	1.00 <b>320</b>	R	06/09/2003		From:	19-608 SOUTH			
To:	19-613	٦		(633)		1.70	90	R	03/28/2000
623) From:	0.70 <b>470</b>	R	06/09/2003		To: From:	19-702		]	
To:	110.15	_		(633)		1.20	160	R	03/28/2000
From:	US 15 1.40 <b>270</b>	╌	06/09/2003	$\bigcirc$	To:	19-608 NORTH			
623) _{To:}	Lunenburg County Line	⊣ '`	00/03/2003	-	From:	19-611		1	
From:				634)		0.30	450	R	03/21/2000
624) From:	SR 92; 19-631 1.00 <b>280</b>	ᆜᇹ	06/11/2003	$\bigcirc$	To:	19-679		1	
(624)	US 15	¬ '`	00/11/2003	(634)	From:	2.80	300	R	03/21/2000
From:		+			To			L	
	19-637 2.30 <b>70</b>	┙╸	05/03/2003	600	From:	19-606 1.40	210		03/21/2000
625)	19-611	┐ ՝`	00/00/2000	(634)	To	19-612	210	¬ '`	JJ/2 1/2000
From:		<del></del>			From:			<del>                                     </del>	
	US 15 0.70 <b>250</b>	┙╻	06/09/2003	605		19-609 0.60	30	┙╻	06/11/2003
626		_ ^	00/03/2003	(635)	To:	19-607	30	٦ 、	00/11/2003
From:	19-606	┶	00/00/2027		I	17-007		1	
(626)	0.50 220	_ R	06/09/2003						
To:	0.50 MN 19-606								

				enance Area	Charlotte Mai				
Year	QA	AADT	Length	Route	Year	QA	AADT	Length	Route
	_		1.70 ME 19-746	Charlotte County		_		19-746	Charlotte County
05/03/2003	B J	130	0.57		05/20/2003	」 R	40	0.70	
03/03/2000	1 '`	130	19-642	(643)	03/20/2003	- '\			(636)
	一			From:	07/00/0000			Dead End; Gap Terminus	From:
05/07/2003	] 	350	19-615		05/20/2003	R	70	1.10	636) _{To:}
03/07/2003	- "	350		(644)		_		19-645	
	┢		Campbell County Line	From:		J _		19-607	From:
05/07/2003	R	300	0.50	(644)	2003	F	390	2.99	(637)
	<u>—</u>		Appomattox County Line	To:				19-612 SOUTH	To: From:
	J		19-642	From:	2003	F	480	3.56	(637)
10/17/2000	R	180	1.10	(645)		1		19-642 WEST	To
	<u> </u>		1.10 MN 19-642	To:	2003	F	760	2.67	(637)
10/17/2000	R	200	0.63	(645)		7		WCL Drakes Branch	To:
	1		1.73 MN 19-642	To:					Town of Drakes Branc
10/17/2000	R	230	1.35	From:		T		WCL Drakes Branch	From:
	7			(645)	2003	N	760	0.13	(637)
40/47/000/	一	000	19-619	From:		ъ		19-619 EAST	To:
10/17/2000	R	290	1.57	(645)	06/09/2003	∟ R	820	0.36	From:
	}—		19-786	To: From:	00/00/2000	- '`			(637)
10/17/2000	R	510	0.30	(645)				19-1207	From:
	<u> </u>		WCL Charlotte CH	To:	06/09/2003	R ¬	910	0.38	637) _{To:}
				Town of Charlotte C.I		—		SR 47; SR 59	10.
4044=40004	] _		WCL Charlotte C.H.	From		_			Charlotte County
10/17/2000	R	510	0.25	(645)	05/07/2002	7	<del></del>	Appomattox County Line	rioiii.
	_		19-1106	To: From:	05/07/2003	_ R _	70	0.10	(638)
10/17/2000	R	730	0.48	(645)		$oldsymbol{oldsymbol{eta}}$		19-691	From:
	<u> </u>		SR 40	To:	05/07/2003	R	70	1.70	638
				Charlotte County		1—		06-628	From
	]		19-606	From:	05/07/2003	R	120	2.40	638) _{To:}
06/09/2003	R	48	0.75	(646)		1		06-725; 19-725	To:
	<u> </u>		Dead End	To:		T		19-623	From:
			19-619	From:	06/16/2003	R	220	1.90	(639)
10/11/2000	R	80	2.10	(647)		1		19-622	To:
	<u> </u>		19-746	To:	_	1		Dead End	From:
			19-746	From:	06/16/2003	R	60	1.15	(640)
05/20/2003	R	60	3.29	(648)		ъ		1.15 ME Dead End	
	1—		3.29 MN 19-746	To: From:	06/16/2003	∟ R	60	0.15	(640)
05/20/2003	R	30	2.29	(648)	00/10/2003	- '`			
	1		19-619	To:				19-632	From:
	Т		19-619	From:	06/16/2003	ד	190	0.71	640 From:
05/13/2003	R	46	2.00	649		+-		US 15 NORTH US 15 SOUTH	From:
	7		2.00 MC 10.710	(649)	06/16/2003	R	100	0.20	640
05/13/2003	_	7	2.00 MS 19-619 1.80	From:		7		Mecklenburg County Line	640) _{To:}
03/13/2000	- '`	'		(649)		<del>i -</del>		19-607	From:
0=11010001			19-678 NORTH	From:	05/03/2003	R	70	3.72	641
05/13/2003	R	80	0.50	<u></u>	00.00.200	7		19-612	(641) To:
	]—		19-678 SOUTH	To: From:		$\overline{}$		10 746	
05/13/2003	R	40	0.62		10/17/2000	A B	390		
	1—		0.62 ME 19-678	To:	10/11/2000	- ·`			042
05/13/2003	R	40	0.30	(649)	10/17/2022	Ļ	250		Erom:
	1				10/1//2000	_ K	<b>∠</b> 50	2.60	(642)
05/13/2003		Δn		From:				19-643	
30/10/2000	- '\	70		<u></u>	10/17/2000	R	300	1.11	(642)
		100	3.08 ME 19-678	From:		+			
05/13/2003	R	130	1.01	(649)	10/17/2000	7 ⁻	100		
	]—		19-619	To:	10/1//2000	٦ ̈̈́	190		(642)
05/13/2003	R	310	2.50	(649)		<del>+</del>			
	<u> </u>		19-746	To:	05/02/2002	٦Ž	450		From:
					05/03/2003	٦ĸ	150		(643)
2	R R R	40 40 130	0.62  0.62 ME 19-678  0.30  0.92 ME 19-678  2.16  3.08 ME 19-678  1.01  19-619  2.50	649  649  649  649  649  649  76  From:  649  649	10/17/2000 10/17/2000 10/17/2000 10/17/2000 05/03/2003	RRRR	390 250 300 190		642)  642)  642  To From 642  To From 642

			Charlotte Ma	intenance Area			
Route	Length A	AADT QA	Year	Route	Length AAD1	QA	Year
Charlotte County	10.746	-		Charlotte County	10.651 NODWY		
Prom.	19-746 <b>2.50</b>	420 F	2003	rion.	19-651 NORTH 0.75 <b>270</b>	IJ _R	05/07/2003
(649)		420	2003	<u>(654)</u>		_ `	03/01/2003
From:	SR 40		07/00/0000	From:	19-749	ᆣ	0=//0/0000
649	3.00	520 R	05/20/2003	(654)	1.45 350	R	05/13/2003
To: From:	19-650			To:	Prince Edward County Line		
649) _{To:}	1.57	320 R	05/20/2003	From:	19-604	┙_	40/00/000
To:	SR 47 WEST			(655)	1.88 <b>150</b>	R	10/23/2000
Prom.	SR 47 EAST 0.70	60 R	05/13/2003	To: From:	19-658		
<u>(649)</u>	0.70	60 R	05/13/2003	(655)	1.70 <b>230</b>	R	10/23/2000
To:	19-689			To:	19-671		
649) To:	3.84	190 R	05/13/2003	From:	SR 40		
То:	SR 47 NORTH			(656)	2.50 <b>50</b>	R	05/07/2003
From:	19-667			To:	19-604		
650	2.74	80 R	09/20/2000	From:	19-649		
From:	19-649			(657)	0.80 <b>90</b>	R	05/20/2003
(650)	1.15	170 R	09/20/2000	To:	Dead End		
To:	19-660			From:	19-709		
(650) From:	3.58	170 R	09/20/2000	(658)	4.41 <b>250</b>	R	10/23/2000
To:	NCL Charlotte CH	<del>``</del>	00/20/2000	To:	19-655		
T. (C) 144 C				From:	19-660		
Town of Charlotte C	NCL Charlotte CH			(659) _{To:}	0.60 170	R	05/09/2000
(650) _{To:}	1.12	330 R	09/20/2000	To:	19-671		
To:	SR 47			From:	19-650		
Charlotte County				(660)	1.55 <b>170</b>	R	05/20/2003
From:	19-604			To:	SR 47 SOUTH		
(651)	1.50	170 R	05/07/2003	From:	SR 47 NORTH		
To:	19-654 NORTH			(660)	3.10 <b>310</b>	R	05/13/2003
From:	19-654 SOUTH		0=10=1000	To: From:	19-659	_	
(651)	1.70	50 R	05/07/2003	(660)	0.80 <b>170</b>	R	05/13/2003
To: From:	19-653			To:	19-671		
(651)	0.80	80 R	05/07/2003	From:	SR 47		
To:	0.80 ME 19-653			(661)	5.12 <b>170</b>	R	04/11/2000
(651)	1.40	130 R	05/07/2003	To:	Prince Edward County Line		
To:	19-652 SOUTH			From:	SR 47		
From:	19-652 NORTH			(662)	0.50 110	R	04/06/2000
(651)	0.56	180 F	2003	To:	19-691		
То:	US 15			From:	19-615		
From:	19-654			(663)	3.80 <b>130</b>	R	05/20/2003
(652)	1.64	50 R	05/13/2003	To:	Appomattox County Line		
To: From:	1.64 ME 19-654			From:	19-666		
652	0.66	100 R	05/13/2003	(664)	1.70 220	R	05/20/2003
To:	19-653			To:	10.775	_	
From:	2.20	230 R	05/13/2003	From:	19-665 1.30 <b>90</b>	╌	05/20/2003
652			00/10/2000	(664)	19-615	⊣ "	03/20/2003
From:	19-651 SOUTH		05/42/2002	From:			
(652) _{To:}	0.60 Prince Edward County Line	330 R	05/13/2003		19-727 3.47 <b>290</b>	┙╻	04/11/2000
				(665)	SR 47	→ ``	04/11/2000
From:	SR 40		10/04/0000	From:		+	
653)	1.60	230 R	10/24/2000		19-727		05/20/2002
From:	19-652			<u>(666)</u>	1.36 <b>360</b>	K	05/20/2003
(653)	1.20	47 R	05/13/2003	From:	19-721	$\beth$ —	
To:	19-651			(666)	2.75 <b>460</b>	R	05/20/2003
From:	SR 59			To:	SR 47		
(654)	2.23	400 R	05/13/2003	From:	19-727		
Tn·	SR 40 EAST			(667)	3.17 <b>160</b>	R	06/09/2003
From:	SR 40 WEST		05/40/0000	To:	SR 40		
(654)	3.70	250 R	05/13/2003				
In.	19-651 NORTH						

Route	_	Length	AADT	QA	Year	Route	Length AADT	QA	Year
Town of Pheni	X From:	SR 40		1		Charlotte County	Dead End		
(000)		0.09	50	」 R	06/09/2003		1.10 <b>190</b>	∟ R	08/28/2000
(668)	_			¬ '`	00/03/2003	(677)	19-619	¬ '`	00/20/2000
	From:	0.09 ME SR 40		┵	00/00/0000	From:	Dead End	<del>                                     </del>	
(668)	To:	0.26 ECL Phenix	30	R T	06/09/2003		0.45 <b>80</b>	$L_R$	05/13/2003
	10.	ECL Phenix				(678)	19-649 SOUTH	¬ "`	03/13/2003
Charlotte Cou	From:	ECL Phenix		1		From:	19-649 NORTH		
600		1.95	30	」 R	06/09/2003	(678)	1.20 <b>90</b>	R	05/13/2003
(668)	To:	19-667	- 50	٦ '`	00/03/2003	To:	19-724	¬	
	From:			1		(678)	0.80 230	R	05/13/2003
600		Dead End 0.50	60	」 R	06/09/2003	070)		_	
669	_			¬ '`	00/03/2003	From:	19-619 0.60 <b>340</b>	F	2003
	From:	19-706		一	00/00/0000	<u>678</u>		_ '	2003
669	To:	0.30	70	⊣ R	06/09/2003	From:	19-672	┵	
		SR 40				(678)	3.10 100	_, F	2003
	From:	19-617		」_	0=11010000		SR 40	<u></u>	
670	To:	0.80	30	¬ R	05/13/2003	From:	19-634	┛	
		Dead End				(679)	2.80 90	_ R	06/09/2003
	From:	73-665; 73-671		J _		To:	19-606		
(671)		1.88	190	F	2003	From:	US 15 BUS		
	To: From:	19-660		]—		(680)	1.41 <b>250</b>	_ R	05/20/2003
671)		1.10	40	F	2003	To:	19-652		
	To:	19-659		1		From:	19-672		
671)	From:	4.92	180	F	2003	(681)	1.30 <b>120</b>	R	03/08/2000
	To:	73-667; 73-671		1		To:	Dead End	Щ	
	From:	19-678				From:	19-649		
672		2.10	630	R	03/27/2000	(682)	0.10 <b>350</b>	R	05/20/2003
012	To:	10.602		٦ .		To-	SR 40		
670	From:	19-693 1.60	540	F	2003	From:	19-686		
672	To:	SR 40 WEST	340	ן ר	2003	(683)	0.25 <b>160</b>	R	06/11/2003
	From:	SR 40 WEST		1		To:	Mecklenburg County Line		
672	•	1.30	450	F	2003	From:	US 15		
	To:	19-681				(684)	1.70 <b>120</b>	R	1997
672	From:	7.30	230	F	2003	To:	19-603		
072)	т			¬ ·		From:	19-608		
	From:	19-727 1.20	190	R	05/07/2003	(685)	0.50 <b>45</b>	R	06/11/2003
(672)	To:	19-615	190	٦ ٦	05/07/2003	To:	US 360 WEST	_	
				+			US 360 EAST 0.65 <b>30</b>	┙╻	06/11/2003
	From:	Dead End 0.50		7 ~	05/42/2002	(685)	19-607	¬ ``	00/11/2003
673)	To:	19-617	60	٦ ٦	05/13/2003	From:		<del>+-</del>	
	From:			1			19-602; 19-609 0.40 <b>210</b>	┙╻	07/17/2000
	Tiolii.	19-672 1.30	130	┛╻	03/06/2000	(686)		'`	01/11/2000
674)	To:	SR 40	130	ר' ר	03/00/2000	From:	19-683	┵	07/47/0000
	From:					(686)	0.80 120	$\neg$	07/17/2000
	Tiolii.	19-617 0.87	330	┛╻	07/17/2000		19-607	<del></del>	
675		0.07	330	_ '`	01/11/2000	From:	Dead End	┙ͺ	44/04/0000
	From:	19-676		_		(687)	1.00 <b>140</b>	R	11/01/2000
(675)		0.80	410	¬ R	07/17/2000	From:	19-630	_	
	To:	SCL Phenix				(687)	0.20 <b>30</b>	R	06/16/2003
Town of Pheni	Eram:	CCL DI		-		To:	Dead End		
		SCL Phenix 0.60	410	┙╻	07/17/2000	From:	Dead End		
675)	To:	SR 40; 19-1001	410	┑҇	07/17/2000	(688)	0.52 <b>110</b>	R	05/20/2003
		51. 70, 17-1001		1	_	From:	19-754	Ъ—	
~ · · ·	ıntv_	19-675		1		(688)	0.38 140	R	05/20/2003
Charlotte Cou	From:					To:	WCL Keysville	7	
	From:		100	R	07/17/2000		WCE Registine		
	From:	1.10 Dead End	100	R T	07/17/2000	Town of Keysville	Web Registine		
	To:	1.10	100	R ]	07/17/2000	Town of Kevsville	WCL Keysville	<u> </u>	
Charlotte Cou	To:	1.10	100	R ]	07/17/2000	Town of Kevsville	•	 R	05/20/2003

Charlotte County	Voor					Charlotte M				
SR 47	Year	QΑ	AADT	Length	Route	Year	QA	AADT	Length	Route
688				Dead End	Charlotte County		1		SR 47	Charlotte County From:
Prince Edward County Line   Charlotte County Line   SR 47	06/20/2003	R	30		(703)	05/13/2003	R	10		(689)
690   0.50   30   R   0.6/16/2003   19-727 NORTH   19-727 NORTH   19-727 NORTH   19-727 NORTH   19-727 NORTH   19-728 NORTH				19-696					19-649	To:
690   0.50   30   R   0.6/16/2003   19-727 NORTH   19-727 NORTH   19-727 NORTH   19-727 NORTH   19-727 NORTH   19-728 NORTH				19-727 SOUTH	From:		1		Dead End	From:
Common	05/13/2003	R	20		(704)	06/16/2003	R	30	0.50	(690)
Fine   Dead End   Fine   Dea				19-727 NORTH					0.50 ME Dead End	To:
19-638				Dead End	From:	06/16/2003	R	80		From:
SR 47	06/16/2003	R	220	0.50	(705)		1			To:
SR 40   SR 4				SR 92	To:		1			From:
19-701				SR 40	From:	05/07/2003	R	60		691)
Section   Sect	05/20/2003	R	30		(706)		1		10.701	To:
Prince Edward County Line				19-669	To:	05/07/2003	R	120		
Prince Edward County   From   Charlotte County Line   SR 47					From:	00/01/2000	1 ``			To:
Charlotte County Line	05/13/2003	R	60	0.72	(707)		1		į	D.:
Charlotte County				0.72 ME 19-671	From:				Charlotte County Line	From: From:
SR 47	05/13/2003	R	130	1.48	(707)	05/07/2003	N	120	0.10	(691)
Charlotte County				19-760	To				SR 47	To:
SR 47	05/13/2003	R	240							Charlotte County
19-619				73-671	To:		J _			From:
19-619				Dead End	From:	06/09/2003	R R	200		(692)
19-619	05/13/2003	R	50	0.60	(708)					
19-672				19-672	To:	05/40/0000	l			_
19-672				е С.Н.	Town of Charlotte	05/13/2003	, K	50		(693)
Column				SR 47	From:		<u> </u>			
19-617	2003	F	1200		(709)	05/12/2002	] P	100		From
Prom   19-617     2.80   50   R   05/13/2003     709     0.92   810   F				NCL Charlotte CH	To-	05/13/2003	7 K	190		(694) _{To:}
Column   C			1	Not of the off	Charlotte County		1			F
Te   19-727   19-604     19-604       19-605     19-605       19-703     19-703     19-704     19-708     19-708     19-708     19-708     19-708     19-708     19-708     19-708     19-708     19-708     19-708     19-708     19-708     19-708     19-708     19-708     19-708     19-708     19-708     19-708     19-708     19-708     19-708     19-708     19-708     19-708   19-708     19-708     19-708     19-708     19-708     19-708   19-708     19-708     19-708     19-708     19-708     19-708   19-708     19-708     19-708     19-708     19-708     19-708   19-708     19-708     19-708     19-708     19-708     19-708   19-708     19-708     19-708     19-708     19-708     19-708   19-708     19-708     19-708     19-708     19-708     19-708   19-708     19-708     19-708     19-708     19-708     19-708   19-708     19-708     19-708     19-708     19-708     19-708   19-708     19-708     19-708     19-708     19-708     19-708   19-708     19-708     19-708     19-708     19-708     19-708   19-708     19-708     19-708     19-708     19-708     19-708   19-708     19-708     19-708     19-708     19-708     19-708   19-708     19-708     19-708     19-708     19-708     19-708   19-708     19-708     19-708     19-708     19-708     19-708   19-708     19-708     19-708     19-708     19-708     19-708   19-708     19-708     19-708     19-708     19-708     19-708   19-708     19-708     19-708     19-708     19-708     19-708   19-708     19-708     19-708     19-708     19-708     19-708   19-708     19-708     19-708     19-708     19-708     19-708   19-708     19-708     19-708     19-708     19-708     19-708   19-708     19-708     19-708     19-708     19-708     19-708   19-708     19-708     19-708     19-708     19-708     19-708   19-708     19-708     19-708     19-708     19-708     19-708   19-708     19-708     19-708     19-708     19-708     19-708   19-708     19-708     19-708     19-708     19-708     19-708   19-708     19-708     19-708     19-708     19-708     19-708   1	2003	F	810			05/13/2003	J	50		_
From   19-665	2003		010		(709)	03/13/2003	ו ר	- 30		(695)
19-003   130   R   05/20/2003   To   SR 40	00/00/0006	_	000				<del></del>			From:
19-703	09/20/2000	K	260		(709)	05/20/2003	J R	30		
Column   C						03/20/2003	, '\			(696)
To   SR 47	06/00/2005	Б	100			05/20/2002	_	20		
From:   SR 47 SOUTH	06/09/2003	ĸ	100	1.35	(710)	05/20/2003	7 K	20		(696)
Column   C							1			Eram
To   Dead End   From   Dead End	06/09/2003	R	140			05/20/2003	J	70	0.40	
Column   C						03/20/2003	, '\ ,			(697)
To:   SR 47 NORTH   To:   19-617	00/00/000	_				05/00/0000				
Dead End	03/06/2000	K	80		(711) _{To:}	05/20/2003	1 K	30		(697) _{To:}
698 0.90 40 R 05/20/2003  To: 19-746 US 15 BUS  712 1.02 230 R  NCL Keysville							<u> </u>			F
From: Dead End To: NCL Keysville				US 15 BUS	Town of Kevsville	05/20/2003	J	40		
From: Dead End To: NCL Keysville	06/10/2003	R	230		(712)	03/20/2003	ו ר	40		(698)
Dead End		i		NCL Keysville	To:					
0.80 100 R 05/07/2003 Charlotte County					Charlotte County	05/07/2003	J	100		
To: SR 47 From: NCL Keysville					From:	00/01/2000	1 ``	100		(699)
From: Dead End Total Tot	06/10/2003	R	170	Bend Road 1.22	(712) Horseshoe		ì			From:
700) 1.40 <b>190</b> R 03/27/2000 To Lunenburg County Line				Lunenburg County Line	From:	03/27/2000	R	190		700
	06/10/2003	R	130	Bend Road 0.65	(712) Horseshoe	00/21/2000	1			To:
From: 19-615 Lunenburg County Line							Ì			
	06/10/2003	R	150	Bend Road 1.59	(712) Horseshoe	04/06/2000	R	160		(701)
10.736										18:
				19-606	From:	05/07/2003	R	60		From:
1/011	06/09/2003	R	170		(713)	30/01/2000	1 .``			To:
From: 10 633			1	19-730			i			From:
From:	06/09/2003	R	260		(713)	06/16/2003	R	20		
To: Dead End To: SR 47		-			To:	22. 12. 2000	1			To:

				aintenance Area				
Route	Length <b>AADT</b>	QA	Year	Route	Length	AADT	QΑ	Year
Town of Kevsville				Charlotte County	NOT BL			
Prom:	19-712 Horseshoe Bend Road	┙ू	00/40/0000	From:	NCL Phenix	4000	」	0000
(714)	0.10 <b>370</b>	R	06/10/2003	(727)	4.02	1600	N	2003
To: From:	19-716	_		To: From:	19-783		-	
(714)	0.02 <b>290</b>	R	06/10/2003	(727)	4.03	700	F	2003
To:	Dead End			To:	19-672 SOUTH		1	
From:	Dead End			From:	1.37	980	F	2003
745	0.06 10	_ _ R	05/20/2003	(727)	1.37	300	-	2003
(715)		_ ``	00/20/2000	From:	19-615		<u> </u>	
From:	19-757	┵		(727) <u> </u>	0.94	1400	_ F	2003
(715)	0.07 <b>690</b>	_ R	06/20/2000	To:	Appomattox County Line			
To:	US 15 BUS			From:	19-650			
From:	19-714			(728)	0.45	50	R	05/20/2003
(716)	0.35 <b>440</b>	R	10/26/2000	То:	Dead End		1	
To:	10 712 H	_		From:				
From:	19-712 Horseshoe Bend Road 0.20 <b>230</b>	╌	10/26/2000	$\widehat{}$	Dead End 0.60	60	J R	05/13/2003
(716)		¬ R	10/20/2000	(729) _{To:}	19-672	60	7 ~	03/13/2003
	Dead End				19-072		<u> </u>	
Charlotte County				From:	19-713			
From:	Dead End	┙_		(730)	0.15	190	R	06/09/2003
(717)	0.45 <b>60</b>	_ R	07/17/2000	To:	US 15		1	
To:	19-360			(730)	0.04	100	R	06/16/2003
Town of Kevsville				(730)			<b>-</b> ··	00/ 10/2000
From:	US 15 BUS			From:	19-763			
(718)	0.08 <b>690</b>	_ R	10/23/2000	(730)	1.21	49	R	06/16/2003
To:	19-712 Horseshoe Bend Road			To:	Dead End			
Charlotte County				Town of Keysville				
From:	19-674			From:	19-757			
(719)	0.50 <b>70</b>	R	05/13/2003	(731) <u> </u>	0.07	100	_ F	2003
To:	Dead End			To:	US 15 BUS; SR 40			
From:	Dead End			Charlotte County				
(720) _{To:}	0.65 <b>60</b>	R	04/11/2000	From:	Dead End			
To:	19-615	1		(732)	0.75	50	_ R	05/20/2003
From:	19-666	i		To:	19-666			
	0.80 <b>90</b>	┙╻	05/20/2003	From:	Dead End			
(721) _{To:}	Dead End	¬ '`	03/20/2003	(733)	0.58	40	R	05/20/2003
	Dead End			To:	19-664		1	
Town of Kevsville	D 15 1			From:	19-617		i	
	Dead End	┙ू	00/00/0000		0.80	47	J R	05/13/2003
(722)	0.07 <b>180</b>	R	06/20/2000	(734) _{To:}	Dead End		ר' ר	03/13/2000
To: From:	19-757	]		L	Dead End			
(722)	0.05 <b>820</b>	R	06/20/2000	Town of Kevsville	LIG 15 DUIG			
To:	US 15 BUS				US 15 BUS	90	7	06/10/2003
Charlotte County				(735)	0.08	80	ĸ	06/10/2003
From:	19-678			To: From:	19-789		}—	
(723)	1.00 <b>60</b>	R	03/08/2000	(735)	0.02	9	R	06/10/2003
To:	Dead End			To:	Dead End			
From:	19-678			Charlotte County				
(724)	1.00 <b>60</b>	R	05/13/2003	From:	19-701			
724) To:	Dead End	┐ '`	00/10/2000	(736)	0.90	60	R	05/07/2003
From:		+		To:	Dead End			
	06-725; 19-638	┙ͺ	40/00/0000	From:	Dead End		1	
(725)	0.13 70	¬ R	10/26/2000		0.30	80	R	05/03/2003
To:	SR 47; Pr Edward CL			(737) _{To:}	19-612		7 ^{'`}	30,00,2000
From:	US 15			From:			<del>!                                    </del>	
(726)	1.80 46	_ R	06/16/2003		SR 47	40	٦	00/00/000
To:	19-608			(738)	0.22	40	, K	09/20/2000
Town of Phenix				10:	SR 47		1	
From	SR 40; 19-1008		_	Town of Kevsville				
(727)	0.28 <b>1600</b>	F	2003	From:	SR 59		_ L	101
To:	NCL Phenix			(739)	0.12	200	R	10/30/2000
				То:	19-765			

Route	!	Length AADT	QA		Route	Length	AADT	QA	Year
Charlotte Co	ountv				Town of Kevsville				
	From:	SR 47	」_	10/01/0000	From:	19-765		J _	0=10010000
740	To	0.33 <b>90</b>	R ¬	10/31/2000	(757)	0.03	300	¬ K	05/20/2003
		SR 47			From:	19-772 EAST 19-772 WEST		-	
	From:	19-612	_		757	0.42	380	F	2003
741)	_	0.25 <b>60</b>	_ R	06/03/2003	(757)				2000
	To:	Dead End			From:	19-731			05/00/0000
	From:	Dead End			(757) _{To:}	0.14	380	- K	05/20/2003
742		0.55 <b>40</b>	_ R	05/07/2003		19-722		<u> </u>	
	To:	19-654			From:	Dead End			
-	From:	Dead End		-	(758)	0.11	40	F	2003
743		0.50 <b>170</b>	R	05/07/2003	To: From:	19-757		1—	
	To:	SR 40			(758)	0.09	160	F	2003
	From:	19-603	1	•	To:	LIC 15 DLIC		1	
744		0.55 <b>60</b>	R	06/16/2003	From:	US 15 BUS 0.09	410	_	05/20/2003
	To:	Mecklenburg County Line			(758) _{To:}	19-712 Horseshoe Bend Roa		ר' ר	03/20/2003
	From:	Dead End	1			1)-/12 Horseshoe Bend Row	ч		
745	-	0.20 <b>80</b>	R	06/16/2003	Charlotte County	19-637 EAST		T	
(743)	To:	19-622	7		(759)	0.12	260	ן R	10/18/2000
	From:	Halifax County Line	i		To:	19-612; 19-637 WEST		7	
746		6.34 <b>750</b>	F	2003	From			+	
(746)			- ·	2000		Dead End 0.18	47	J	10/23/2000
	From:	19-642	┵	0000	(760)	19-707		ר`` ד	10/20/2000
746		3.76 <b>550</b>	F	2003	From:			<del>                                     </del>	
	From:	19-649	]—				40	┙╻	06/09/2003
746		2.06 <b>430</b>	_ F	2003	(761) _{To:}	19-637	40	٦ ٦	00/09/2003
	To:	SR 40			From			<u> </u>	
-	From:	Dead End				19-617	00	」	02/07/2000
747	<u></u>	0.80 <b>80</b>	R	03/08/2000	(762)	3.25	90	7 K	03/27/2000
	To:	19-617				19-672			
1	From:	19-678			From:	Dead End		╛	00/40/0000
748		0.35 <b>6</b>	R	05/20/2003	(763)	0.70	50	- K	06/16/2003
	To:	Dead End				19-730		<u> </u>	
	From:	19-654			From:	Dead End		╛	
749		0.25 <b>60</b>	R	05/07/2003	(764)	0.45	60	¬ R	06/16/2003
	To:	Dead End			10:	SR 92			
	From:	Dead End			Town of Kevsville				
(750)		1.10 <b>60</b>	R	11/08/2000	From:	19-795	0=0	J _	10/00/0000
(130)	To:	19-746	1		765)	0.05	250	R	10/26/2000
	From:	Dead End			To: From:	SR 59			
(751)		0.90 <b>90</b>	R	07/17/2000	(765)	0.15	130	F	2003
(/51)	To:	SR 40	ר '` ד	0771772000	To:	19-757		1	
	From:	Dead End	†		(765)	0.15	160	F	2003
750		0.70 <b>130</b>	J	05/20/2003	To:	US 15 BUS; SR 40		1	
(752)	To:	SR 47	¬ '`	03/20/2003	Charlette Country	•			
1	From:		+		Charlotte County From:	Dead End			
	r toin.	19-801 0.30 <b>20</b>	┙╻	05/07/2003	(766)	0.40	46	R	05/13/2003
(753)	To:	Dead End	¬ ``	03/07/2003	To:	19-672			
			<u> </u>		From:	Dead End			
	From:	Dead End	┙	05/00/0000	(767)	0.02	NA		
754)	To:	0.40 <b>40</b>	٦ K	05/20/2003	Тъ-	19-642		1	
		19-688			From:	Dead End			
	From:	SR 40	┚	00/40/05 = =	768	0.02	NA	_	
755)		0.15 9	¬ R	06/10/2003	(768)	19-642		1	
	To:	Dead End	<u> </u>		7D AX7 ***	17 0.2			
$\overline{}$	From:	Campbell County Line			Town of Kevsville	US 15 BUS		I	
(756)		1.80 <b>110</b>	R	05/13/2003	(769)	0.23	90	R	07/17/2000
	To:	19-672			To:	Dead End		7	
					<u></u>			•	

				Charlotte Ma	intenance Area				
Route	Length	AADT	QA	Year	Route	Length	AADT	QA	Year
Charlotte County	D 1F 1		1		Charlotte County	Dead End		1	
	Dead End 0.35	110	J R	06/09/2003		Dead End 0.30	50	┙╻	05/13/2003
(770)	19-649	110	ר ' ר	00/03/2003	(783) _{To-}	19-727	- 50	ר ר	03/13/2003
T. 617 '11	1, 0.,		1		From:	Dead End		<del>-</del>	
Town of Kevsville	19-716		I			0.90	140	A R	10/31/2000
(771)	0.10	80	R	10/26/2000	(784) _{To:}	19-613	140	ר`` ר	10/01/2000
To:	19-796		<b>1</b>		From:	Dead End		Ì	
(771) From:	0.10	20	R	10/26/2000	(785)	0.75	60	R	05/13/2003
To:	Dead End		1		To:	19-672		1	
Charlotte County					From:	Dead End			
From:	SR 59				(786)	0.60	210	R	08/30/2000
(772)	0.05	200	F	2003	To:	19-645			
To: From:	19-778		1—		Town of Keysville				
(772)	1.59	240	F	2003	From:	19-716			
To:	SCL Keysville				(787)	0.09	130	R	10/26/2000
Town of Keysville					To: From:	19-796		1—	
From:	SCL Keysville				(787)	0.05	2	R	06/10/2003
(772)	0.38	240	N	2003	To:	Dead End			
To: From:	19-757 WEST		_		Charlotte County				
772) From:	0.10	650	F	2003	From:	SR 47		J _	
To:	US 15 BUS				(788)	0.40	90	⊣ R	06/09/2003
From:	19-774		]		10.	Dead End			
(773)	0.05	100	R	05/20/2003	Town of Kevsville	Dead End		1	
To:	SR 59				(789)	0.06	90	A B	06/10/2003
From:	19-826				789) _{To:}	19-735	30	ר ר	00/10/2003
(774)	0.16	30	R	05/20/2003	Cl. 1 # C. 4				
To:	19-773				Charlotte County	Dead End		T	
Charlotte County					(790)	0.50	60	R	10/09/2001
Prom.	Dead End 0.25	40	J R	05/07/2003	To:	19-678			
(775)		40		05/07/2003	From:	SR 59			
From:	19-709		一	20/20/2022	(791)	0.22	50	R	08/30/2000
(775) _{Tol}	0.45	60	R ¬	09/20/2000	To:	Dead End			
	Dead End				From:	Dead End			
Town of Kevsville	SR 59				(792)	0.60	70	R	03/08/2000
(776)	0.04	230	∟ R	10/26/2000	To:	19-672			
To:	19-772		٦ ``	10/20/2000	From:	Dead End			
Charlotte County					(793)	0.70	90	R	05/20/2003
From:	Dead End				To:	SR 47			
(777)	0.45	30	R	05/20/2003	From:	Dead End			
To:	19-746				(794)	0.40	30	R	05/13/2003
From:	Dead End				10:	19-649			
(778) _{To:}	0.50	60	R	05/20/2003	Town of Kevsville	Dead End		1	
To:	19-772				725	0.08	60	┙╻	05/20/2003
From:	Dead End				(795)	19-765		ר ''	03/20/2003
779) _{To:}	0.40	80	R R	11/08/2000	From:	US 15 BUS			
To:	19-746		<u> </u>		(796)	0.08	310	┙ R	06/16/2003
From:	Dead End		」_		(190)			٠	
(780)	0.20	20	R R	05/07/2003	From:	19-787 0.12	50	┰	06/16/2003
10.	19-654				(796)	19-771	30	┑`	00/10/2003
Town of Kevsville	D1E-1		_		CL 1 # C ·	1,7-1,11			
$\widehat{}$	Dead End 0.09	20	L P	06/10/2003	Charlotte County From:	US 360		1	
(781) _{To:}	SR 40		ר '`	30/10/2000	(797)	0.20	140	R	05/20/2003
Charlotte Country	IV		-		To:	Dead End		1	
Charlotte County	Dead End				From:	19-606		1	
(782)	0.63	120	R	05/20/2003	(798)	0.10	120	R	06/09/2003
To:	SR 40		1		To	Dead End			
					·				

19-623	330 70 50 40	   R   R   R	06/09/2003 06/03/2003 06/03/2003
Page	70 50 40	   R   R   R	06/03/2003
Page	70 50 40	   R   R   R	06/03/2003
Trum   Dead End	70 50 40	   R   R   R	06/03/2003
Dead End   Dead End	50 40	R 	06/03/2003 06/03/2003
Composition	50 40	R 	06/03/2003
19-1004   19-1005   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1006   19-1	50 40	R 	06/03/2003
BOO   Time	40		
Dead End	40		
Dead End   Dead End		] R	
RO1		R	
801	50		06/03/2003
BO1	50		
BO1	50	i	
Press		R	06/03/2003
Record   19-699		- · ·	
1004   1004   1009   1009   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000   1000		┵	00/00/0000
	50	K	06/03/2003
		]	
Boad End	30	R	06/03/2003
Dead End/   Dead End   Tr   Dead End   Tr   Dead End   Tr   Dead End   Tr   Dead End			
Dead End/   Dead End   Tr   Dead End   Tr   Dead End   Tr   Dead End   Tr   Dead End			
NA   From   Dead End	NA	_	
Bad End   Dead End			
Bad End   Dead End			
Seal End	30	R	06/03/2003
Second   S		1	
Second   S	60	R	06/03/2003
Second   Color   Col		7	
Red End   Dead End   From   Dead End     Gap Terminus     Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Dead End   Gap Terminus   Gap T	80		06/03/2003
Town of Kevsville   Town of Kevsville   US 15 BUS   Us 19-824   Us 19-824   Us 19-824   Us 19-823   Us 19-825   Us 19-826		¬ ``	00/03/2003
Town of Kevsville		1	
Second   S		┙	00/00/0000
B24   Dead End   Dead End   To   19-727 Gap Terminus   Dead End; Gap Terminus   Dead End; Gap Terminus   Dead End; Gap Terminus   O.04   To   Dead End; Gap Terminus   O.05   O.05   O.05   O.09	20	K	06/09/2003
B24   Dead End   Dead End   To   19-727 Gap Terminus   Dead End; Gap Terminus   Dead End; Gap Terminus   Dead End; Gap Terminus   O.04   To   Dead End; Gap Terminus   O.05   O.05   O.05   O.09		]	
B24   Dead End   To:   19-727 Gap Terminus   Dead End; Gap Terminus	70	R	06/09/2003
R			
From: 19-825 To: 19-1003    19-826			
19-826   19-1003   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-1001   19-10	20	¬ R	06/03/2003
0.35 <b>30</b> R 05/20/2003 From: 19-1001 0.09			
	100	R	06/03/2003
To: 19-1008			
<u>Charlotte County</u> From: 19-825  19-1007			
(826) 0.04 <b>30</b> R 05/20/2003 (1008) 0.07	330	R	06/03/2003
To: WCL Keysville SR 40; 19-727			
From: Dond End			
Town of Kevsville  From: WCL Keysville (1009) 0.05	10	R	06/03/2003
826) 0.10 <b>40 R</b> 05/20/2003 To: 19-675			
020		i	
Dead Entire	10	┙╸	06/09/2003
From: 10 645		_ '`	00/03/2003
0.30 <b>30 R</b> 05/20/2003 From: 0.05 ME Dead End		_	
[1010] U.19	80	_ R	06/03/2003
19-721			
Town of Phenix From: Dead End  19-675			
(1011)	20	R	06/03/2003
Ta SP 40		1	
From 19-1007	20	R	06/03/2003
(1001) 0.07 <b>250 R</b> 06/03/2003		ר`` ד	55.55,2000
SR 40; 19-675		+	
38.40		٦ ٦	06/02/2002
(1012) 0.05 To: 19-1013	1 E	7	06/03/2003
19-1013	45	7	

Route	Length AAD	T QA	Year	Route	Length	AADT	QA	Year
Town of Phenix From:	19-1012			Town of Drakes Brand	SR 47			
(1013)	0.06 20	R	06/03/2003	(1205)	0.25	160	R	07/10/2000
Tn	19-1004			To:	0.25 ME SR 47		<b> </b>	
Town of Charlotte C.I				(1205)	0.25	200	R	06/09/2003
From:	Dead End	ᆜᇫ	00/00/0000	To:	Dead End			
(1101) _{To:}	0.34 100	R	08/30/2000	From:	SR 47			
	SR 47	_		(1206)	0.25	210	R	10/31/2000
From:	SR 47	$\sqcup$ $\Box$	05/07/2002	To:	Dead End			
(1102)	0.11 <b>40</b> Dead End	—, ^к	05/07/2003	From:	19-619		1	
From:				(1207)	0.21	180	R	10/31/2000
	SR 47	୴ୢ	05/07/2002	To:	19-637			
(1103)	0.56 <b>150</b> SR 40	¬ ۲	05/07/2003	From:	Dead End			
				(1208)	0.06	40	R	08/30/2000
From:	Dead End		05/07/2002	To:	19-619			
(1104) _{To}	0.19 <b>50</b>	─, ``	05/07/2003	From:	Cul-de-Sac			
From:				(1209)	0.16	80	R	08/30/200
	19-1103			To:	19-623			
(1105)	0.06 NA Dead End	_		From:	Dead End			
From:		1		(1210)	0.15	9 R	R	06/09/2003
	Dead End 0.50 <b>270</b>	$\square$ ,	08/30/2000	To:	19-1212	<u> </u>	1	
1106) To:	19-645	00 270 K	08/30/2000	(1210)	0.01	330	R	10/11/2000
				To:	SR 47			
	SR 40 0.09 <b>70</b>	B	05/07/2003	From:	Dead End			08/30/2000
(1107) To:	19-1103	→ ``	05/07/2003	(1211)	0.06	40	R	
From:				To:	19-623		1	
_	Dead End 0.19 <b>120</b>	┙。	05/07/2003	From:	19-1210			
(1108)	SR 40	¬`	03/01/2003	(1212)	0.12	220	R	10/11/2000
From:		1		To:	Dead End			
	19-709 0.25 <b>60</b>	୷ ,	05/07/2003	From:	Dead End		Ī	
(1109) To:	Dead End	→ "	03/01/2003	(1213)	0.06	120	R	06/09/2003
From:				To:	SR 47			
	Dead End 0.15 <b>60</b>	┛╻	05/07/2003	Charlotte County				
(1110) To:	SR 47	→ "	03/01/2003	From:	19-654			
From:	SR 40	1		(9091)	0.23	100	R	04/04/2000
(1111)	0.65 <b>760</b>		05/07/2003	To:	Eureka Elem School			
To:	SR 47	╗ ՝`		From:	US 15			
From:	Dead End			(9092)	0.06	NA		
(1112)	0.25 <b>25</b> 0	_R	08/30/2000	To:	Cul-de-Sac			
То:	19-1111			From:	J Murry Jeffress Elem Sch			05/00/0000
From:	19-1111			(9477)	0.06	360	R	05/20/2003
(1114)	0.08 <b>240</b>	R	08/30/2000	10:	SR 40			
To:				Town of Charlotte C.I	H. OD 47		1	
From:	0.08 ME 19-1111 0.14 <b>24</b> 0		08/30/2000		SR 47 0.03	NA	j	
(1114)	SR 47	→ "	00/30/2000	(9504) To:	Central High School	IIA.	1	
T 45 1 5		<u> </u>			Central High School			
Town of Drakes Brand	ch Dead End			Town of Phenix	19-727		1	
(1201)	0.12 <b>150</b>	R	08/30/2000	(9729)	0.09	200	R	04/04/2000
To:	19-619			To:	Phenix Elem School			
From	SR 47			Charlotte County				
(1202)	0.20 <b>240</b>	R	08/30/2000	From:	19-606			
To:	Dead End			9730)	0.09	190	R	04/04/2000
From:	19-619	1		To:	Bacon Elem School			
(1203)	0.03 <b>540</b>	R	10/31/2000					
To:	SR 47							
From:	19-619	T						
$\widehat{}$	-2 4-2							

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SR 47

0.24

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**R** 10/31/2000