

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 Keysville
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 30th 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



Interstate Route

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



US Route



Virginia State Route



Secondary Route

Special Routes



Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route



ALT - Alternate Route
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 Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Traffic Engineering Division
2001
Annual Average Daily Traffic Volume Estimates By Section of Route
Charlotte Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Charlotte County															
15	7.39	2000	G	87%	0%	3%	1%	8%	0%	F	170	G	1900	G	2001
				From: Mecklenburg County Line											
				To: SR 92 Barnes Junction											
15	3.24	2200	G	87%	0%	3%	1%	8%	0%	F	210	G	2200	G	2001
				From: SR 92 Barnes Junction											
				To: US 360 Near Wyllyesburg											
15	3.88	6600	G	66%	10%	7%	2%	15%	1%	F	510	G	6500	G	2001
				From: US 360 Near Wyllyesburg											
				To: SR 47 Krafton Gate											
15	6.60	6100	G	66%	10%	7%	2%	15%	1%	F	470	G	6100	G	2001
				From: SR 47 Krafton Gate											
				To: S US 15 Bus											
15	3.36	6000	G	65%	8%	2%	1%	23%	2%	F	470	G	5900	G	2001
				From: S US 15 Bus											
				To: SR 40 Keysville											
15	2.04	5400	G	65%	8%	2%	1%	23%	1%	F	440	G	5300	G	2001
				From: SR 40 Keysville											
				To: US 360 North of Keysville											
15	1.66	3500	G	89%	1%	3%	1%	6%	0%	F	300	G	3500	G	2001
				From: US 360 North of Keysville											
				To: Prince Edward County Line											
Bus 15	2.93	1500	G	90%	1%	4%	1%	5%	0%	F	150	G	1500	G	2001
				From: US 15 S of Keysville											
				To: CL Keysville											
Town of Keysville															
Bus 15	0.73	1500	N	90%	1%	4%	1%	5%	0%	N	150	N	1500	N	2001
				From: CL Keysville											
				To: S SR 40											
Bus 15	0.56	5700	G	90%	1%	4%	1%	5%	0%	F	460	G	5700	G	2001
				From: S SR 40											
				To: N SR 40											
Bus 15	0.37	4400	G	90%	1%	4%	1%	5%	0%	F	410	G	4400	G	2001
				From: N SR 40											
				To: CL Keysville											
Charlotte County															
Bus 15	1.34	4400	N	90%	1%	4%	1%	5%	0%	N	410	N	4400	N	2001
				From: CL Keysville											
				To: US 15 N of Keysville											
40	6.74	1400	G	83%	1%	4%	1%	12%	1%	F	120	G	1400	G	2001
				From: Campbell County Line											
				To: WCL Phenix											
Town of Phenix															
40	0.97	1400	N	83%	1%	4%	1%	12%	1%	N	120	N	1400	N	2001
				From: WCL Phenix											
				To: 19-727											
40	0.62	2000	G	83%	1%	4%	0%	12%	1%	F	180	G	2000	G	2001
				From: 19-727											
				To: ECL Phenix											
Charlotte County															
40	0.78	2000	N	83%	1%	4%	0%	12%	1%	N	180	N	2000	N	2001
				From: ECL Phenix											
				To: 19-746 East of Phenix											
40	4.38	2100	G	83%	1%	4%	1%	12%	1%	F	160	G	2100	G	2001
				From: 19-746 East of Phenix											
				To: WCL Charlotte C.H.											
Town of Charlotte C.H.															
40	0.98	2100	N	83%	1%	4%	1%	12%	1%	N	160	N	2100	N	2001
				From: WCL Charlotte C.H.											
				To: W SR 47											
40	0.10	4200	G	83%	1%	4%	1%	12%	1%	F	360	G	4100	G	2001
				From: W SR 47											
				To: E SR 47											
40	0.94	2100	G	82%	1%	4%	0%	12%	1%	F	170	G	2000	G	2001
				From: E SR 47											
				To: ECL Charlotte C.H.											

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2001
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Charlotte Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Charlotte County																
40	7.58	2100	N	82%	1%	4%	0%	12%	1%	N	170	N	2000	N	2001	
				From:	ECL Charlotte C.H.											
				To:	WCL Keysville											
Town of Keysville																
40	0.54	2100	N	82%	1%	4%	0%	12%	1%	N	170	N	2000	N	2001	
				From:	WCL Keysville											
				To:	W US 15 Bus											
40 Bus 15	0.56	5700	G	90%	1%	4%	1%	5%	0%	F	460	G	5700	G	2001	
				From:	E US 15 BUS											
				To:	ECL Keysville											
Charlotte County																
40	0.85	3000	N	90%	0%	4%	1%	5%	0%	N	240	N	2900	N	2001	
				From:	ECL Keysville											
				To:	Lunenburg County Line											
47	2.70	1600	G	82%	1%	4%	1%	12%	0%	F	140	G	1600	G	2001	
				From:	Mecklenburg County Line											
				To:	US 15-360 Krafton Gate											
47	6.55	2200	G	82%	1%	4%	1%	12%	0%	F	230	G	2200	G	2001	
				From:	SCL Drakes Branch											
				To:												
Town of Drakes Branch																
47	2.09	2200	N	82%	1%	4%	1%	12%	0%	N	230	N	2200	N	2001	
				From:	SCL Drakes Branch											
				To:	SR 59											
47	0.25	2200	G	82%	1%	4%	1%	12%	0%	F	220	G	2200	G	2001	
				From:	NCL Drakes Branch											
				To:												
Charlotte County																
47	3.03	2200	N	82%	1%	4%	1%	12%	0%	N	220	N	2200	N	2001	
				From:	NCL Drakes Branch											
				To:	SCL 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	
				From:	SCL Charlotte C.H.											
				To:	S SR 40											
47 40	0.10	4200	G	83%	1%	4%	1%	12%	1%	F	360	G	4100	G	2001	
				From:	N SR 40											
				To:	NCL Charlotte C.H.											
47	0.98	1400	G	82%	1%	4%	1%	12%	0%	F	120	G	1400	G	2001	
				From:	NCL Charlotte C.H.											
				To:												
Charlotte County																
47	3.47	1400	N	82%	1%	4%	1%	12%	0%	N	120	N	1400	N	2001	
				From:	NCL Charlotte C.H.											
				To:	19-660											
47	7.02	1300	G	82%	1%	4%	1%	12%	0%	F	120	G	1200	G	2001	
				From:	19-649 Madisonville											
				To:	Prince Edward County Line											
47	2.82	1500	G	82%	1%	4%	1%	12%	0%	F	130	G	1500	G	2001	
				From:	Charlotte County Line											
				To:	Appomattox County Line											
47	1.59	1700	G	82%	1%	4%	1%	12%	0%	F	140	G	1700	G	2001	
				From:												
				To:												
Town of Drakes Branch																
59	0.55	1200	G	93%	1%	3%	1%	3%	0%	F	110	G	1200	G	2001	
				From:	SR 47 North of Drakes Branch											
				To:	NCL Drakes Branch											
Charlotte County																
59	6.77	1200	N	93%	1%	3%	1%	3%	0%	N	110	N	1200	N	2001	
				From:	NCL Drakes Branch											
				To:	WCL Keysville											

Virginia Department of Transportation
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 2001
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Charlotte Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Town of Keyville															
59	0.58	1200	N	93%	1%	3%	1%	3%	0%	N	110	N	1200	N	2001
				From:	WCL Keyville										
				To:	SR 40 Keyville										
Charlotte County															
92	2.11	2200	G	91%	0%	3%	1%	4%	0%	F	220	G	2200	G	2001
				From:	Mecklenburg County Line										
				To:	US 15 Barnes Junction										
92	3.80	2000	G	91%	0%	3%	1%	4%	0%	F	190	G	2000	G	2001
				From:	US 360										
				To:	Halifax County Line										
360	1.73	5600	G	79%	1%	2%	2%	15%	1%	F	440	G	5500	G	2001
				From:	Halifax County Line										
				To:	SR 92										
360 15	3.88	6600	G	66%	10%	7%	2%	15%	1%	F	510	G	6500	G	2001
				From:	W US 15										
				To:	SR 47 KRAFTON GATE										
360 15	6.60	6100	G	66%	10%	7%	2%	15%	1%	F	470	G	6100	G	2001
				From:	S US 15 BUS										
				To:	SR 40 KEYSVILLE										
360 15	3.36	6000	G	65%	8%	2%	1%	23%	2%	F	470	G	5900	G	2001
				From:	SR 40 KEYSVILLE										
				To:	E US 15										
360	1.75	5800	G	79%	1%	2%	2%	15%	1%	F	390	G	5600	G	2001
				From:	E US 15										
				To:	Prince Edward County Line										
Bus 360 Bus 15	2.93	1500	G	90%	1%	4%	1%	5%	0%	F	150	G	1500	G	2001
				From:	US 15 S OF KEYSVILLE										
				To:	CL Keyville										
Town of Keyville															
Bus 360 Bus 15	0.73	1500	N	90%	1%	4%	1%	5%	0%	N	150	N	1500	N	2001
				From:	CL Keyville										
				To:	S SR 40										
Bus 360 Bus 15	0.56	5700	G	90%	1%	4%	1%	5%	0%	F	460	G	5700	G	2001
				From:	S SR 40										
				To:	N SR 40										
Bus 360 Bus 15	0.37	4400	G	90%	1%	4%	1%	5%	0%	F	410	G	4400	G	2001
				From:	N SR 40										
				To:	CL Keyville										
Charlotte County															
Bus 360 Bus 15	1.34	4400	N	90%	1%	4%	1%	5%	0%	N	410	N	4400	N	2001
				From:	CL Keyville										
				To:	US 15 N OF KEYSVILLE										
600	0.60	40	R								NA		NA		07/17/2000
				From:	Mecklenburg County Line										
				To:	19-602										
601	0.70	120	R								NA		NA		1997
				From:	19-631										
				To:	SR 92										
601	0.20	350	R								NA		NA		1997
				From:	SR 92										
				To:	19-602										
601	0.70	380	R								NA		NA		1997
				From:	19-602										
				To:	US 15										
602	0.10	130	R								NA		NA		07/17/2000
				From:	19-609; 19-686										
				To:	19-600										

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						2Axle	3+Axle	1Trail	2Trail						
Charlotte County															
602	0.99	120	R			From: 19-600					NA		NA		07/17/2000
602	0.91	50	R			From: 0.99 MW 19-600					NA		NA		07/17/2000
602						To: 19-601									
603	0.50	170	R			From: 19-607					NA		NA		1997
603	1.50	90	R			From: 19-684					NA		NA		11/01/2000
603	0.60	60	R			From: 19-744					NA		NA		11/01/2000
603						To: Mecklenburg County Line									
604	2.80	380	G			From: 19-709					47	G	380	G	2001
604	1.50	390	R			From: 19-655					NA		NA		1997
604	3.40	420	R			From: 19-651					NA		NA		1997
604						To: Prince Edward County Line; 73-671									
605	1.59	200	R			From: 19-608					NA		NA		03/28/2000
605	0.10	460	R			From: 19-632					NA		NA		03/28/2000
605	1.06	220	R			From: US 15 SOUTH US 15 NORTH					NA		NA		03/28/2000
605	0.50	130	R			From: 19-627					NA		NA		03/28/2000
605	0.27	100	R			From: 0.50 MS 19-627					NA		NA		03/28/2000
605						To: Mecklenburg County Line									
606	2.00	300	R			From: 19-637					NA		NA		11/08/2000
606	3.50	390	R			From: 19-634					NA		NA		11/08/2000
606	0.70	500	R			From: 19-679					NA		NA		11/08/2000
606	0.72	420	R			From: 19-626					NA		NA		11/08/2000
606						To: US 15									
607	3.06	180	R			From: 19-746					NA		NA		1997
607	2.95	150	R			From: 19-641					NA		NA		1997
607	2.10	490	G	92%	1%	4%	1%	2%	0%	C	49	G	490	G	2001
607	1.50	260	R			From: 19-608					NA		NA		1997
607	0.60	140	G	92%	1%	5%	1%	2%	0%	F	20	G	140	G	2001
607	0.85	390	R			From: US 360					NA		NA		1997
607						To: US 15									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Charlotte County															
607	0.70	420	R			From: US 15					NA		NA		1997
607	1.70	150	R			From: 19-609					NA		NA		1997
607	1.50	120	R			From: 19-635					NA		NA		1997
						To: Mecklenburg County Line									
608	1.46	420	G	92%	1%	3%	2%	2%	0%	F	40	G	410	G	2001
608	0.86	260	G	91%	1%	3%	2%	2%	0%	C	20	G	260	G	2001
						From: SR 92 WEST									
						From: SR 92 EAST									
608	2.12	850	G	92%	1%	3%	2%	2%	0%	F	70	G	840	G	2001
608	1.95	540	R			From: 19-605					NA		NA		1997
608	0.88	390	R			From: 19-632					NA		NA		1997
608	0.25	70	R			From: US 15 NORTH US 15 SOUTH					NA		NA		03/21/2000
						To: Dead End									
609	1.70	140	R			From: 19-607					NA		NA		11/01/2000
609	1.29	160	R			From: 19-635					NA		NA		11/01/2000
609	0.31	250	R			From: 1.30 ME 19-635					NA		NA		11/01/2000
						To: Mecklenburg County Line									
610	1.89	140	R			From: US 15					NA		NA		03/21/2000
						To: Mecklenburg County Line									
611	1.10	550	G	93%	1%	2%	2%	3%	0%	C	60	G	540	G	2001
611	1.80	320	R			From: 19-634					NA		NA		1997
611	1.20	470	R			From: 19-625					NA		NA		1997
611	3.35	120	R			From: 19-607					NA		NA		1997
						To: 19-608									
612	2.20	460	G	94%	1%	3%	0%	1%	0%	F	50	G	460	G	2001
612	0.69	530	G	95%	1%	3%	0%	1%	0%	C	70	G	520	G	2001
						From: 19-637 NORTH									
						From: 19-637 EAST									
612	1.10	440	R			From: 19-613					NA		NA		1997
612	1.30	320	R			From: 19-634					NA		NA		1997
612	3.20	210	R			From: SR 47					NA		NA		1997

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 Annual Average Daily Traffic Volume Estimates By Section of Route
 Charlotte Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Charlotte County															
613	2.20	270	R			From: 19-612					NA		NA		10/31/2000
613	2.70	410	R			To: 19-642					NA		NA		10/31/2000
613	4.50	220	R			From: SR 47 NORTH					NA		NA		10/31/2000
613						To: SR 47 SOUTH									
614	0.50	40	R			From: 19-623					NA		NA		10/30/2000
614						To: SR 59									
614						To: Dead End									
615	1.19	1100	G	96%	0%	From: Campbell County Line				F	100	G	1100	G	2001
615	0.39	850	G	96%	0%	To: 19-727				C	80	G	840	G	2001
615	0.31	810	G	96%	0%	From: 19-672				F	70	G	800	G	2001
615	1.25	650	G	96%	0%	To: 19-663				F	60	G	640	G	2001
615	2.99	330	R			From: 19-701					NA		NA		1997
615	2.13	360	R			To: 19-664					NA		NA		1997
615						To: SR 47									
616	1.68	140	R			From: Campbell County Line					NA		NA		03/27/2000
616	1.00	130	R			To: 19-672 SOUTH									
616						From: 19-672 NORTH					NA		NA		03/27/2000
616	2.97	70	R			To: 1.00 ME 19-672					NA		NA		03/06/2000
617	1.30	200	R			From: 19-727					NA		NA		1997
617	1.70	260	R			To: 19-762					NA		NA		1997
617	1.60	230	G	91%	0%	From: 19-695				C	20	G	230	G	2001
617	0.60	250	R			To: SR 40					NA		NA		1997
617	2.50	320	R			From: 19-675					NA		NA		1997
617						To: 19-619									
618	0.90	220	R			From: Campbell County Line					NA		NA		03/06/2000
618						To: SR 40									
619	3.50	270	R			From: Campbell County Line					NA		NA		1997
619	3.00	230	R			To: 19-620					NA		NA		1997
619	0.50	390	R			From: 19-649					NA		NA		1997
619	2.58	250	R			To: 19-678					NA		NA		1997
619						To: 19-617									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Charlotte County															
(619)	2.29	190	R			From: 19-617					NA		NA		1997
(619)	0.10	60	R			To: 19-649					NA		NA		1997
(619)	1.30	80	R			From: 19-648					NA		NA		1997
(619)	1.50	100	R			To: 19-647					NA		NA		10/11/2000
(619)	2.55	70	R			From: 19-746					NA		NA		10/11/2000
(619)	3.00	80	R			To: 19-645					NA		NA		10/11/2000
						From: 19-637 WEST									
Town of Drakes Branch															
(619)	0.41	230	G	97%	0%	1%	0%	0%	0%	F	20	G	220	G	2001
(619)	0.56	480	G	97%	1%	1%	0%	0%	0%	C	48	G	470	G	2001
						To: SR 47									
Charlotte County															
(620)	2.80	20	R			From: 19-619					NA		NA		08/28/2000
						To: Halifax County Line; Dead End									
(621)	1.68	30	R			From: Dead End					NA		NA		03/08/2000
						To: 19-672									
(622)	1.10	130	R			From: US 15 SOUTH					NA		NA		1997
(622)	1.02	220	R			To: 19-639					NA		NA		1997
(622)	1.10	660	G	88%	0%	2%	2%	9%	0%	C	70	G	660	G	2001
						From: US 15 N; US15 BUS; Gap Terminus									
						To: US 15 Bus; Gap Terminus									
						From: Lunenburg County Line									
Town of Drakes Branch															
(623)	1.07	1200	G	94%	1%	2%	1%	3%	0%	C	200	G	1200	G	2001
						From: SR 47									
						To: ECL DRAKES BRANCH									
Charlotte County															
(623)	1.67	450	G	94%	1%	2%	1%	3%	0%	F	46	G	450	G	2001
						From: ECL DRAKES BRANCH									
(623)	3.00	370	R			To: 19-692					NA		NA		1997
(623)	1.00	370	R			From: 19-639					NA		NA		1997
(623)	0.70	540	R			To: 19-613					NA		NA		1997
(623)	1.40	250	R			From: US 15					NA		NA		1997
						To: Lunenburg County Line									
(624)	1.00	230	R			From: SR 92; 19-631					NA		NA		1997
						To: US 15									
(625)	2.30	110	R			From: 19-637					NA		NA		1997
						To: 19-611									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Charlotte County															
626	0.70	250	R			From: US 15					NA	NA		1997	
626	0.50	110	R			To: 19-606					NA	NA		1997	
626	0.70	20	R			From: 0.50 MN 19-606					NA	NA		11/01/2000	
						To: Dead End									
627	1.30	190	R			From: Dead End					NA	NA		1997	
627	1.90	420	R			To: US 15 NORTH									
						From: US 15 SOUTH					NA	NA		1997	
						To: 19-605									
628	0.50	480	R			From: SR 40					NA	NA		1997	
						To: Lunenburg County Line									
629	1.30	380	R			From: Lunenburg County Line					NA	NA		1997	
629	0.46	320	R			To: US 15 BUS SOUTH									
						From: US 15 BUS MID					NA	NA		1997	
						To: SCL Keysville									
Town of Keysville															
629	0.24	320	N			From: SCL Keysville					NA	NA		1997	
						To: US 15 BUS NORTH									
Charlotte County															
630	1.78	390	R			From: US 15					NA	NA		1997	
						To: Lunenburg County Line									
631	1.00	140	R			From: 19-601					NA	NA		07/17/2000	
631	1.00	590	R			To: US 15 SOUTH									
						From: US 15 NORTH					NA	NA		07/17/2000	
631	1.80	370	R			To: SR 92; 19-624									
						From: SR 92; 19-624					NA	NA		07/17/2000	
631	0.30	250	R			To: US 360					NA	NA		07/17/2000	
						From: US 360									
632	1.60	270	R			To: 19-605					NA	NA		03/28/2000	
632	4.45	150	R			From: 19-608					NA	NA		03/28/2000	
						To: 19-640									
						From: 19-608 SOUTH									
633	1.70	90	R			To: 19-702					NA	NA		03/28/2000	
633	1.20	160	R			From: 19-702					NA	NA		03/28/2000	
						To: 19-608 NORTH									
634	0.30	450	R			From: 19-611					NA	NA		03/21/2000	
634	2.80	300	R			To: 19-679					NA	NA		03/21/2000	
						From: 19-679									
634	1.40	210	R			To: 19-606					NA	NA		03/21/2000	
						From: 19-606									
						To: 19-612									

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						2Axle	3+Axle	1Trail	2Trail						
Charlotte County															
635	0.60	30	R			From: 19-609 To: 19-607					NA		NA		11/01/2000
636	0.70	60	R			From: 19-746 To: Dead End; Gap Terminus					NA		NA		08/28/2000
636	1.10	70	R			From: 19-645 To: 19-645					NA		NA		1997
637	2.99	420	G	96%	0%	2%	0%	2%	0%	F	40	G	420	G	2001
637	3.56	480	G	95%	0%	2%	1%	2%	0%	F	50	G	470	G	2001
637	2.66	840	G	95%	0%	2%	1%	2%	0%	C	90	G	820	G	2001
637	0.01	1200	G	95%	0%	2%	1%	2%	0%	F	120	G	1200	G	2001
Town of Drakes Branch															
637	0.13	1200	N	95%	0%	2%	1%	2%	0%	N	120	N	1200	N	2001
637	0.36	900	R			From: 19-619 EAST To: 19-1207					NA		NA		1997
637	0.38	1100	R			From: SR 47; SR 59 To: WCL Drakes Branch					NA		NA		1997
Charlotte County															
638	0.10	60	R			From: Appomattox County Line To: 19-691					NA		NA		04/11/2000
638	1.70	46	R			From: 06-628 To: 06-725; 19-725					NA		NA		04/06/2000
638	2.40	130	R			From: 19-623 To: 19-622					NA		NA		1997
639	1.90	90	R			From: Dead End To: 1.15 ME Dead End					NA		NA		03/21/2000
640	0.15	140	R			From: 19-632 To: US 15 NORTH US 15 SOUTH					NA		NA		1997
640	0.71	230	R			From: Mecklenburg County Line To: 19-607					NA		NA		1997
640	0.20	140	R			From: 19-612 To: 19-746					NA		NA		1997
641	3.72	170	R			From: 19-612 To: 19-612					NA		NA		1997
642	0.28	390	R			From: 19-746 To: 19-645					NA		NA		10/17/2000
642	2.60	250	R			From: 19-643 To: 19-643					NA		NA		10/17/2000

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						2Axle	3+Axle	1Trail	2Trail						
Charlotte County															
642	1.11	300	R			From: 19-643					NA	NA			10/17/2000
						To: 19-637 SOUTH									
642	2.00	190	R			From: 19-637 NORTH					NA	NA			10/17/2000
						To: 19-613									
643	1.70	100	R			From: 19-746					NA	NA			11/08/2000
						To: 1.70 ME 19-746									
643	0.57	70	R			From: 19-642					NA	NA			11/08/2000
						To: 19-615									
644	0.80	370	R			From: 19-615					NA	NA			1997
						To: Campbell County Line									
644	0.50	300	R			From: Appomattox County Line					NA	NA			1997
						To: 19-642									
645	1.10	180	R			From: 19-642					NA	NA			10/17/2000
						To: 1.10 MN 19-642									
645	0.63	200	R			From: 1.73 MN 19-642					NA	NA			10/17/2000
						To: 19-619									
645	1.35	220	R			From: 19-619					NA	NA			10/17/2000
						To: 19-786									
645	0.30	510	R			From: 19-786					NA	NA			10/17/2000
						To: WCL Charlotte C.H.									
Town of Charlotte C.H.															
645	0.25	510	R			From: WCL Charlotte C.H.					NA	NA			10/17/2000
						To: 19-1106									
645	0.48	730	R			From: SR 40					NA	NA			10/17/2000
						To: 19-606									
Charlotte County															
646	0.75	50	R			From: 19-606					NA	NA			11/08/2000
						To: Dead End									
647	2.10	80	R			From: 19-619					NA	NA			10/11/2000
						To: 19-746									
648	3.29	50	R			From: 19-746					NA	NA			08/28/2000
						To: 3.29 MN 19-746									
648	2.29	30	R			From: 19-619					NA	NA			08/28/2000
						To: 19-619									
649	2.00	130	R			From: 19-619					NA	NA			1997
						To: 2.00 MS 19-619									
649	1.80	70	R			From: 19-678 NORTH					NA	NA			08/28/2000
						To: 19-678 SOUTH									
649	0.50	130	R			From: 19-678					NA	NA			1997
						To: 19-678									
649	0.62	120	R			From: 0.62 ME 19-678					NA	NA			08/28/2000
						To: 0.62 ME 19-678									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Charlotte County															
649	0.30	60	R			From: 0.62 ME 19-678					NA		NA		1997
649	2.16	49	R			From: 0.92 ME 19-678					NA		NA		08/28/2000
649	1.01	80	R			From: 3.09 ME 19-678					NA		NA		1997
649	2.50	310	R			From: 19-619					NA		NA		1997
649	2.50	380	G	95%	0%	2%	1%	2%	0%	C	40	G	380	G	2001
649	3.00	520	R			From: SR 40					NA		NA		1997
649	1.57	310	R			From: 19-650					NA		NA		1997
649	0.70	150	R			From: SR 47 WEST To: SR 47 EAST					NA		NA		1997
649	3.84	230	R			From: 19-689 To: SR 47 NORTH					NA		NA		1997
650	2.74	80	R			From: 19-667					NA		NA		09/20/2000
650	1.15	160	R			From: 19-649					NA		NA		09/20/2000
650	3.58	170	R			From: 19-660 To: NCL CHARLOTTE CH					NA		NA		09/20/2000
Town of Charlotte C.H.															
650	1.12	330	R			From: NCL CHARLOTTE CH To: SR 47					NA		NA		09/20/2000
Charlotte County															
651	1.50	160	R			From: 19-604 To: 19-654 NORTH					NA		NA		1997
651	1.70	46	R			From: 19-654 SOUTH					NA		NA		10/23/2000
651	0.80	90	R			From: 19-653					NA		NA		1997
651	1.40	210	R			From: 0.80 ME 19-653 To: 19-652 SOUTH From: 19-652 NORTH					NA		NA		1997
651	0.56	210	G	97%	0%	1%	1%	1%	0%	C	30	G	210	G	2001
652	1.64	60	R			From: 19-654 To: 1.65 ME 19-654					NA		NA		10/23/2000
652	0.66	100	R			From: 19-653					NA		NA		1997
652	2.20	320	R			From: 19-653 To: 19-651 SOUTH					NA		NA		1997
652	0.60	340	R			From: 19-651 SOUTH To: Prince Edward County Line					NA		NA		1997

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Charlotte County															
(653)	1.60	230	R			From: SR 40					NA	NA			10/24/2000
(653)	1.20	50	R			To: 19-652					NA	NA			10/23/2000
(654)	2.23	340	R			From: SR 59					NA	NA			1997
(654)	3.70	250	R			To: SR 40 EAST					NA	NA			1997
(654)	0.75	160	R			From: SR 40 WEST					NA	NA			1997
(654)	1.45	230	R			To: 19-651 NORTH					NA	NA			1997
(654)	1.45	230	R			From: 19-749					NA	NA			1997
(655)	1.88	150	R			To: Prince Edward County Line					NA	NA			10/23/2000
(655)	1.70	230	R			From: 19-604					NA	NA			10/23/2000
(655)	1.70	230	R			To: 19-658					NA	NA			10/23/2000
(656)	2.50	60	R			From: 19-671					NA	NA			10/24/2000
(656)	2.50	60	R			To: SR 40					NA	NA			10/24/2000
(657)	0.80	90	R			From: 19-604					NA	NA			09/20/2000
(657)	0.80	90	R			To: 19-649					NA	NA			09/20/2000
(658)	4.41	250	R			From: Dead End					NA	NA			10/23/2000
(658)	4.41	250	R			To: 19-709					NA	NA			10/23/2000
(659)	0.60	170	R			From: 19-655					NA	NA			05/09/2000
(659)	0.60	170	R			To: 19-660					NA	NA			05/09/2000
(660)	1.55	240	R			From: 19-671					NA	NA			1997
(660)	3.10	350	R			To: 19-650					NA	NA			1997
(660)	3.10	350	R			From: SR 47 SOUTH					NA	NA			1997
(660)	0.80	230	R			To: SR 47 NORTH					NA	NA			1997
(660)	0.80	230	R			From: 19-659					NA	NA			1997
(660)	0.80	230	R			To: 19-671					NA	NA			1997
(661)	5.12	170	R			From: SR 47					NA	NA			04/11/2000
(661)	5.12	170	R			To: Prince Edward County Line; 73-671					NA	NA			04/11/2000
(662)	0.50	110	R			From: SR 47					NA	NA			04/06/2000
(662)	0.50	110	R			To: 19-691					NA	NA			04/06/2000
(663)	3.80	180	R			From: 19-615					NA	NA			1997
(663)	3.80	180	R			To: Appomattox County Line					NA	NA			1997
(664)	1.70	160	R			From: 19-666					NA	NA			1997
(664)	1.30	80	R			To: 19-665					NA	NA			04/11/2000
(664)	1.30	80	R			From: 19-665					NA	NA			04/11/2000
(664)	1.30	80	R			To: 19-615					NA	NA			04/11/2000

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Charlotte County																
(665)	3.47	290	R			From: 19-727 To: SR 47					NA		NA		04/11/2000	
(666)	1.36	360	R			From: 19-727 To: 19-721					NA		NA		1997	
(666)	2.75	480	R			From: 19-721 To: SR 47					NA		NA		1997	
(667)	3.17	80	R			From: 19-727 To: SR 40					NA		NA		1997	
Town of Phenix																
(668)	0.09	160	R			From: SR 40 To: 0.09 ME SR 40					NA		NA		1997	
(668)	0.26	60	R			From: 0.09 ME SR 40 To: ECL PHENIX					NA		NA		03/13/2000	
Charlotte County																
(668)	1.95	50	R			From: ECL PHENIX To: 19-667					NA		NA		03/13/2000	
(669)	0.50	60	R			From: Dead End To: 19-706					NA		NA		03/13/2000	
(669)	0.30	80	R			From: 19-706 To: SR 40					NA		NA		03/13/2000	
(670)	0.80	20	R			From: 19-617 To: Dead End					NA		NA		03/16/2000	
(671)	1.88	160	G	93%	1%	From: 73-665; 73-671 To: 19-660					C	20	G	150	G	2001
(671)	1.10	45	G	93%	2%	From: 19-660 To: 19-659					F	10	G	45	G	2001
(671)	4.92	200	G	93%	1%	From: 19-659 To: 73-667; 73-671					F	30	G	200	G	2001
(672)	2.10	630	R			From: 19-678 To: 19-693					NA		NA		03/27/2000	
(672)	1.60	170	G	93%	2%	From: 19-693 To: SR 40 WEST					C	30	G	170	G	2001
(672)	1.30	460	G	93%	2%	From: SR 40 WEST To: SR 40 EAST					F	46	G	460	G	2001
(672)	7.30	260	G	93%	2%	From: 19-681 To: 19-727					F	30	G	260	G	2001
(672)	1.20	120	R			From: 19-727 To: 19-615					NA		NA		1997	
(673)	0.50	60	R			From: Dead End To: 19-617					NA		NA		03/06/2000	
(674)	1.30	130	R			From: 19-672 To: SR 40					NA		NA		03/06/2000	

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Charlotte County																
(675)	0.87	330	R			From: 19-617					NA		NA		07/17/2000	
(675)	0.80	410	R			From: 19-676					NA		NA		07/17/2000	
						To: SCL Phenix										
Town of Phenix																
(675)	0.60	410	R			From: SCL Phenix					NA		NA		07/17/2000	
						To: SR 40; 19-1001										
Charlotte County																
(676)	1.10	100	R			From: 19-675					NA		NA		07/17/2000	
						To: Dead End										
(677)	1.10	190	R			From: Dead End					NA		NA		08/28/2000	
						To: 19-619										
(678)	0.45	110	R			From: Dead End					NA		NA		1997	
						To: 19-649 SOUTH										
(678)	1.20	280	R			From: 19-649 NORTH					NA		NA		1997	
						To: 19-724										
(678)	0.80	420	R			From: 19-724					NA		NA		1997	
						To: 19-619										
(678)	0.60	350	G		96%	1%	1%	1%	1%	0%	C	40	G	350	G	2001
						To: 19-672										
(678)	3.10	470	G		96%	1%	1%	1%	1%	0%	F	47	G	460	G	2001
						To: SR 40										
(679)	2.80	90	R			From: 19-634					NA		NA		1997	
						To: 19-606										
(680)	1.41	260	R			From: US 15 BUS					NA		NA		1997	
						To: 19-652										
(681)	1.30	120	R			From: 19-672					NA		NA		03/08/2000	
						To: Dead End										
(682)	0.10	440	R			From: 19-649					NA		NA		1997	
						To: SR 40										
(683)	0.25	160	R			From: 19-686					NA		NA		1997	
						To: Mecklenburg County Line										
(684)	1.70	120	R			From: US 15					NA		NA		1997	
						To: 19-603										
(685)	0.50	70	R			From: 19-608					NA		NA		07/17/2000	
						To: US 360 WEST										
(685)	0.65	20	R			From: US 360 EAST					NA		NA		07/17/2000	
						To: 19-607										
(686)	0.40	210	R			From: 19-602; 19-609					NA		NA		07/17/2000	
						To: 19-683										
(686)	0.80	120	R			From: 19-683					NA		NA		07/17/2000	
						To: 19-607										

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						2Axle	3+Axle	1Trail	2Trail						
Charlotte County															
(687)	1.00	140	R			From: Dead End					NA	NA			11/01/2000
(687)	0.20	70	R			From: 19-630					NA	NA			11/01/2000
						To: Dead End									
(688)	0.52	120	R			From: Dead End					NA	NA			10/24/2000
(688)	0.38	270	R			From: 19-754					NA	NA			1997
						To: WCL KEYSVILLE									
Town of Keysville															
(688)	0.07	330	R			From: WCL KEYSVILLE					NA	NA			1997
						To: SR 40									
Charlotte County															
(689)	0.60	30	R			From: SR 47					NA	NA			04/11/2000
						To: 19-649									
(690)	0.50	40	R			From: Dead End					NA	NA			07/17/2000
(690)	0.03	60	R			From: 0.50 ME Dead End					NA	NA			1997
						To: US 15									
(691)	1.20	70	R			From: 19-638					NA	NA			04/06/2000
(691)	3.00	130	R			From: 19-701					NA	NA			1997
						To: Prince Edward County Line									
Prince Edward County															
(691)	0.10	130	N			From: Charlotte County Line					NA	NA			1997
						To: SR 47									
Charlotte County															
(692)	0.70	240	R			From: SR 47					NA	NA			1997
						To: 19-623									
(693)	2.80	180	R			From: 19-619					NA	NA			1997
						To: 19-672									
(694)	0.10	220	R			From: 19-672					NA	NA			1997
						To: 19-617									
(695)	2.80	70	R			From: 19-617					NA	NA			03/06/2000
						To: 19-727									
(696)	0.10	30	R			From: 19-665					NA	NA			04/06/2000
(696)	0.15	20	R			From: 19-703					NA	NA			04/06/2000
						To: SR 47									
(697)	0.10	50	R			From: SR 47 SOUTH					NA	NA			1998
(697)	0.41	40	R			From: 0.10 MN SR 47					NA	NA			04/11/2000
						To: SR 47 NORTH									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Charlotte County																
(698)	0.90	60	R	From: Dead End							NA	NA			08/28/2000	
				To: 19-746												
(699)	0.80	100	R	From: Dead End							NA	NA			1997	
				To: SR 47												
(700)	1.40	190	R	From: Dead End							NA	NA			03/27/2000	
				To: 19-727												
(701)	1.55	160	R	From: 19-615							NA	NA			04/06/2000	
				To: 19-736												
(701)	1.35	70	R	From: 19-736							NA	NA			04/06/2000	
				To: 19-691												
(702)	0.50	47	R	From: 19-633							NA	NA			03/28/2000	
				To: Dead End												
(703)	0.70	30	R	From: Dead End							NA	NA			04/06/2000	
				To: 19-696												
(704)	0.57	20	R	From: 19-727 SOUTH							NA	NA			03/13/2000	
				To: 19-727 NORTH												
(705)	0.50	110	R	From: Dead End							NA	NA			03/21/2000	
				To: SR 92												
(706)	0.60	50	R	From: SR 40							NA	NA			03/13/2000	
				To: 19-669												
(707)	0.72	60	R	From: 19-671 WEST							NA	NA			10/23/2000	
				To: 0.72 ME 19-671												
(707)	1.48	120	R	From: 19-760							NA	NA			1997	
				To: 19-760												
(707)	0.17	180	R	From: 73-671							NA	NA			1997	
				To: 73-671												
(708)	0.60	60	R	From: Dead End							NA	NA			03/08/2000	
				To: 19-672												
Town of Charlotte C.H.																
(709)	0.48	1100	G	From: SR 47	95%	0%	2%	1%	2%	0%	C	120	G	1100	G	2001
				To: NCL CHARLOTTE CH												
Charlotte County																
(709)	0.92	730	G	From: NCL CHARLOTTE CH	95%	0%	2%	1%	2%	0%	F	80	G	730	G	2001
				To: 19-604												
(709)	1.33	260	R	From: SR 40							NA	NA			09/20/2000	
				To: SR 40												
(710)	1.35	120	R	From: SR 47							NA	NA			1997	
				To: 1.35 ME SR 47												
(710)	2.80	160	R	From: US 15							NA	NA			1997	
				To: US 15												

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Charlotte County															
711	1.00	80	R			From: Dead End					NA	NA			03/06/2000
						To: 19-617									
Town of Keysville															
712	1.02	340	R			From: US 15 BUS					NA	NA			1997
						To: NCL KEYSVILLE									
Charlotte County															
712	1.22	210	R			From: NCL KEYSVILLE					NA	NA			1997
						To: Lunenburg County Line									
712	0.65	170	R			From: Lunenburg County Line					NA	NA			1997
						To: Lunenburg County Line									
712	1.59	290	R			From: US 15 US 360					NA	NA			1997
						To: 19-606									
713	0.35	130	R			From: 19-730					NA	NA			1997
						To: SR 47									
Town of Keysville															
714	0.10	450	R			From: 19-712					NA	NA			1997
						To: 19-716									
714	0.02	180	R			From: Dead End					NA	NA			1997
						To: Dead End									
715	0.06	20	R			From: Dead End					NA	NA			06/20/2000
						To: 19-757									
715	0.07	690	R			From: US 15 BUS					NA	NA			06/20/2000
						To: 19-714									
716	0.35	440	R			From: 19-712					NA	NA			10/26/2000
						To: Dead End									
716	0.20	230	R			From: Dead End					NA	NA			10/26/2000
						To: Dead End									
Charlotte County															
717	0.45	60	R			From: Dead End					NA	NA			07/17/2000
						To: 19-360									
Town of Keysville															
718	0.08	690	R			From: US 15 BUS					NA	NA			10/23/2000
						To: 19-712									
Charlotte County															
719	0.50	100	R			From: 19-674					NA	NA			03/08/2000
						To: Dead End									
720	0.65	60	R			From: Dead End					NA	NA			04/11/2000
						To: 19-615									
721	0.80	70	R			From: 19-666					NA	NA			03/06/2000
						To: Dead End									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Town of Keysville																
(722)	0.07	180	R			From: Dead End					NA		NA		06/20/2000	
(722)	0.05	820	R			From: 19-757					NA		NA		06/20/2000	
						To: US 15 BUS										
Charlotte County																
(723)	1.00	60	R			From: 19-678					NA		NA		03/08/2000	
						To: Dead End										
(724)	1.00	90	R			From: 19-678					NA		NA		03/08/2000	
						To: Dead End										
(725)	0.13	70	R			From: 06-725; 19-638					NA		NA		10/26/2000	
						To: SR 47; PR EDWARD CL										
(726)	1.80	90	R			From: US 15					NA		NA		03/21/2000	
						To: 19-608										
Town of Phenix																
(727)	0.28	1400	G			From: SR 40; 19-1008					F	160	G	1400	G	2001
					93%	0%	2%	1%	4%	0%						
						To: NCL Phenix										
Charlotte County																
(727)	4.02	1400	N			From: NCL Phenix					N	160	N	1400	N	2001
					93%	0%	2%	1%	4%	0%						
(727)	4.03	770	G			From: 19-783					F	60	G	760	G	2001
					93%	0%	2%	1%	4%	0%						
(727)	1.37	1100	G			From: 19-672 SOUTH					F	90	G	1100	G	2001
					93%	0%	2%	1%	4%	0%						
(727)	0.94	1600	G			From: 19-615					C	140	G	1600	G	2001
					93%	0%	2%	1%	4%	0%						
						To: Appomattox County Line										
(728)	0.45	60	R			From: 19-650					NA		NA		09/20/2000	
						To: Dead End										
(729)	0.60	70	R			From: Dead End					NA		NA		03/27/2000	
						To: 19-672										
(730)	0.15	160	R			From: 19-713					NA		NA		1997	
						To: US 15										
(730)	0.04	110	R			From: US 15					NA		NA		1997	
						To: 19-763										
(730)	1.21	49	R			From: 19-763					NA		NA		11/01/2000	
						To: Dead End										
Town of Keysville																
(731)	0.07	120	G			From: 19-757					C	20	G	120	G	2001
					91%	0%	5%	1%	3%	0%						
						To: US 15 BUS; SR 40										
Charlotte County																
(732)	0.75	60	R			From: Dead End					NA		NA		03/06/2000	
						To: 19-666										
(733)	0.58	30	R			From: Dead End					NA		NA		04/11/2000	
						To: 19-664										

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						2Axle	3+Axle	1Trail	2Trail						
Charlotte County															
(734)	0.80	60	R			From: 19-617 To: Dead End					NA		NA		03/06/2000
Town of Keysville															
(735)	0.08	80	R			From: US 15 BUS To: 19-789					NA		NA		1997
(735)	0.02	40	R			From: 19-789 To: Dead End					NA		NA		1997
Charlotte County															
(736)	0.90	80	R			From: 19-701 To: Dead End					NA		NA		04/06/2000
(737)	0.30	80	R			From: Dead End To: 19-612					NA		NA		11/08/2000
(738)	0.22	40	R			From: SR 47 To: SR 47					NA		NA		09/20/2000
Town of Keysville															
(739)	0.12	200	R			From: SR 59 To: 19-765					NA		NA		10/30/2000
Charlotte County															
(740)	0.33	90	R			From: SR 47 To: SR 47					NA		NA		10/31/2000
(741)	0.25	70	R			From: 19-612 To: Dead End					NA		NA		10/18/2000
(742)	0.55	60	R			From: Dead End To: 19-654					NA		NA		10/23/2000
(743)	0.50	170	R			From: Dead End To: SR 40					NA		NA		09/20/2000
(744)	0.55	90	R			From: 19-603 To: Mecklenburg County Line					NA		NA		11/01/2000
(745)	0.20	100	R			From: Dead End To: 19-622					NA		NA		10/30/2000
(746)	6.34	680	G	88%	1%	3%	1%	7%	0%	C	70	G	670	G	2001
(746)	3.76	500	G	88%	1%	3%	1%	7%	0%	F	50	G	500	G	2001
(746)	2.06	490	G	88%	1%	3%	1%	7%	0%	F	50	G	490	G	2001
(747)	0.80	80	R			From: Dead End To: 19-617					NA		NA		03/08/2000
(748)	0.35	30	R			From: 19-678 To: Dead End					NA		NA		03/08/2000

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						2Axle	3+Axle	1Trail	2Trail						
Charlotte County															
(749)	0.25	40	R			From: 19-654 To: Dead End					NA		NA		10/23/2000
(750)	1.10	60	R			From: Dead End To: 19-746					NA		NA		11/08/2000
(751)	0.90	90	R			From: Dead End To: SR 40					NA		NA		07/17/2000
(752)	0.70	70	R			From: Dead End To: SR 47					NA		NA		1997
(753)	0.30	20	R			From: 19-801 To: Dead End					NA		NA		04/05/2000
(754)	0.40	70	R			From: Dead End To: 19-688					NA		NA		10/24/2000
(755)	0.15	40	R			From: SR 40 To: Dead End					NA		NA		10/30/2000
(756)	1.80	130	R			From: Campbell County Line To: 19-672					NA		NA		1997
Town of Keysville															
(757)	0.03	330	R			From: 19-765 To: 19-772 EAST					NA		NA		1997
(757)	0.42	460	G	94%	0%	2%	0%	3%	0%	C	50	G	450	G	2001
(757)	0.14	180	R			From: 19-731 To: 19-722					NA		NA		1997
(758)	0.11	40	R			From: Dead End To: 19-757					NA		NA		06/20/2000
(758)	0.09	160	G			From: US 15 BUS To: 19-712					20	G	160	G	2001
(758)	0.09	610	R			From: 19-712 To: 19-712					NA		NA		1997
Charlotte County															
(759)	0.12	260	R			From: 19-637 EAST To: 19-612; 19-637 WEST					NA		NA		10/18/2000
(760)	0.18	47	R			From: Dead End To: 19-707					NA		NA		10/23/2000
(761)	0.85	40	R			From: Dead End To: 19-637					NA		NA		10/18/2000
(762)	3.25	90	R			From: 19-617 To: 19-672					NA		NA		03/27/2000
(763)	0.70	70	R			From: Dead End To: 19-730					NA		NA		1997

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						2Axle	3+Axle	1Trail	2Trail						
Charlotte County															
(764)	0.45	60	R			From: Dead End To: SR 92					NA		NA		07/17/2000
Town of Keysville															
(765)	0.05	250	R			From: 19-795 To: SR 59					NA		NA		10/26/2000
(765)	0.15	280	G	95%	0%	2%	2%	1%	0%	F	49	G	280	G	2001
(765)	0.15	180	G	95%	1%	2%	2%	1%	0%	C	20	G	180	G	2001
						To: US 15 BUS; SR 40									
Charlotte County															
(766)	0.40	30	R			From: Dead End To: 19-672					NA		NA		03/06/2000
(767)	0.02	NA				From: Dead End To: 19-642					NA		NA		
(768)	0.02	NA				From: Dead End To: 19-642					NA		NA		
Town of Keysville															
(769)	0.23	90	R			From: US 15 BUS To: Dead End					NA		NA		07/17/2000
Charlotte County															
(770)	0.35	100	R			From: Dead End To: 19-649					NA		NA		03/13/2000
Town of Keysville															
(771)	0.10	80	R			From: 19-716 To: 19-796					NA		NA		10/26/2000
(771)	0.10	20	R			From: 19-796 To: Dead End					NA		NA		10/26/2000
Charlotte County															
(772)	0.05	120	G	96%	0%	3%	1%	1%	0%	F	10	G	120	G	2001
(772)	1.59	450	G	96%	0%	2%	1%	1%	0%	F	40	G	440	G	2001
						To: SCL Keysville									
Town of Keysville															
(772)	0.38	450	N	96%	0%	2%	1%	1%	0%	N	40	N	440	N	2001
(772)	0.10	580	G	96%	0%	2%	1%	1%	0%	C	60	G	570	G	2001
						To: US 15 BUS									
(773)	0.05	170	R			From: 19-774 To: SR 59					NA		NA		10/30/2000
(774)	0.16	60	R			From: Dead End To: 19-773					NA		NA		10/30/2000
Charlotte County															
(775)	0.25	90	R			From: Dead End To: 19-709					NA		NA		09/20/2000

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						2Axle	3+Axle	1Trail	2Trail						
Charlotte County															
(775)	0.45	60	R			From: 19-709					NA	NA			09/20/2000
						To: Dead End									
Town of Keyville															
(776)	0.04	230	R			From: SR 59					NA	NA			10/26/2000
						To: 19-772									
Charlotte County															
(777)	0.45	30	R			From: Dead End					NA	NA			08/28/2000
						To: 19-746									
(778)	0.50	70	R			From: Dead End					NA	NA			10/30/2000
						To: 19-772									
(779)	0.40	80	R			From: Dead End					NA	NA			11/08/2000
						To: 19-746									
(780)	0.20	50	R			From: Dead End					NA	NA			10/24/2000
						To: 19-654									
Town of Keyville															
(781)	0.09	40	R			From: Dead End					NA	NA			10/30/2000
						To: SR 40									
Charlotte County															
(782)	0.63	90	R			From: Dead End					NA	NA			1997
						To: SR 40									
(783)	0.30	60	R			From: Dead End					NA	NA			03/06/2000
						To: 19-727									
(784)	0.90	140	R			From: Dead End					NA	NA			10/31/2000
						To: 19-613									
(785)	0.75	60	R			From: Dead End					NA	NA			03/08/2000
						To: 19-672									
(786)	0.60	210	R			From: Dead End					NA	NA			08/30/2000
						To: 19-645									
Town of Keyville															
(787)	0.09	130	R			From: 19-716					NA	NA			10/26/2000
						To: 19-796									
(787)	0.05	2	R			From: Dead End					NA	NA			1996
						To: Dead End									
Charlotte County															
(788)	0.40	60	R			From: SR 47					NA	NA			10/31/2000
						To: Dead End									
Town of Keyville															
(789)	0.06	70	R			From: Dead End					NA	NA			10/23/2000
						To: 19-735									
Charlotte County															
(790)	0.50	60	R			From: Dead End					NA	NA			10/09/2001
						To: 19-678									

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						2Axle	3+Axle	1Trail	2Trail						
Charlotte County															
(791)	0.22	50	R			From: SR 59					NA		NA		08/30/2000
						To: Dead End									
(792)	0.60	70	R			From: Dead End					NA		NA		03/08/2000
						To: 19-672									
(793)	0.70	80	R			From: Dead End					NA		NA		04/06/2000
						To: SR 47									
(794)	0.40	40	R			From: Dead End					NA		NA		04/11/2000
						To: 19-649									
Town of Keysville															
(795)	0.08	70	R			From: Dead End					NA		NA		10/26/2000
						To: 19-765									
(796)	0.08	40	R			From: US 15 BUS					NA		NA		1997
						To: 19-787									
(796)	0.12	60	R			From: 19-771					NA		NA		1997
						To: 19-771									
Charlotte County															
(797)	0.20	80	R			From: US 360					NA		NA		1997
						To: Dead End									
(798)	0.10	90	R			From: 19-606					NA		NA		1997
						To: Dead End									
(799)	0.41	110	R			From: Dead End					NA		NA		10/30/2000
						To: 19-623									
(800)	0.30	40	R			From: Dead End					NA		NA		1997
						To: 73-664; PR ED CL									
(800)	0.44	150	R			From: 19-671					NA		NA		1997
						To: 19-671									
(801)	0.08	20	R			From: Dead End					NA		NA		04/05/2000
						To: 19-753									
(801)	0.67	60	R			From: Campbell County Line					NA		NA		04/05/2000
						To: Campbell County Line									
(802)	0.19	NA				From: 19-699					NA		NA		
						To: Dead End									
(805)	0.21	50	R			From: Dead End					NA		NA		11/01/2000
						To: 19-606									
(810)	0.50	80	R			From: Dead End					NA		NA		03/21/2000
						To: 19-608									
(820)	0.34	70	R			From: US 15					NA		NA		10/23/2000
						To: Dead End									
Town of Keysville															
(823)	0.10	NA				From: C6US-00015(B)/					NA		NA		
						To: 19-00824(R)/									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Keysville															
(824)	0.15	NA				From: Dead End/					NA		NA		
						To: 19-00823(L)/									
(825)	0.35	60	R			From: 19-826					NA		NA		10/30/2000
						To: SR 59									
Charlotte County															
(826)	0.04	40	R			From: 19-825					NA		NA		1997
						To: WCL KEYSVILLE									
Town of Keysville															
(826)	0.10	90	R			From: WCL KEYSVILLE					NA		NA		10/30/2000
						To: SR 59									
Charlotte County															
(830)	0.30	30	R			From: 19-645					NA		NA		10/11/2000
						To: Dead End									
Town of Phenix															
(1001)	0.43	90	R			From: Dead End					NA		NA		1997
						To: 19-1007									
(1001)	0.07	310	R			From: SR 40; 19-675					NA		NA		1997
						To: SR 40; 19-675									
(1002)	0.14	220	R			From: SR 40; 19-675					NA		NA		1997
						To: 19-1005									
(1003)	0.07	70	R			From: SR 40					NA		NA		1997
						To: 19-1004									
(1003)	0.07	110	R			From: 19-1005					NA		NA		1997
						To: 19-1005									
(1003)	0.06	30	R			From: 19-1006					NA		NA		03/13/2000
						To: 19-1006									
(1004)	0.23	80	R			From: Dead End					NA		NA		1997
						To: 19-727									
(1004)	0.09	60	R			From: 19-1003					NA		NA		1997
						To: 19-1003									
(1004)	0.08	20	R			From: 19-1013					NA		NA		1997
						To: 19-1013									
(1005)	0.09	80	R			From: Dead End					NA		NA		1997
						To: 19-1002									
(1005)	0.09	180	R			From: 19-727					NA		NA		1997
						To: 19-727									
(1005)	0.16	80	R			From: Dead End					NA		NA		1997
						To: Dead End									
(1006)	0.15	30	R			From: Dead End					NA		NA		03/13/2000
						To: 0.15 ME Dead End									
(1006)	0.21	80	R			From: 19-727 Gap Terminus					NA		NA		1997
						To: Dead End; Gap Terminus									
(1006)	0.04	30	R			From: 19-1003					NA		NA		03/13/2000
						To: 19-1003									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Phenix															
1007	0.09	60	R			From: 19-1001					NA		NA		1997
						To: 19-1008									
1008	0.07	200	R			From: 19-1007					NA		NA		1997
						To: SR 40; 19-727									
1009	0.05	30	R			From: Dead End					NA		NA		03/13/2000
						To: 19-675									
1010	0.05	20	R			From: Dead End					NA		NA		1997
						To: 0.05 ME Dead End									
1010	0.19	70	R			From: 19-727					NA		NA		1997
						To: 19-727									
1011	0.07	60	R			From: 19-675					NA		NA		1997
						To: SR 40									
1011	0.07	60	R			From: SR 40					NA		NA		1997
						To: 19-1004									
1012	0.05	50	R			From: SR 40					NA		NA		1997
						To: 19-1013									
1013	0.06	20	R			From: 19-1012					NA		NA		03/13/2000
						To: 19-1004									
Town of Charlotte C.H.															
1101	0.34	100	R			From: Dead End					NA		NA		08/30/2000
						To: SR 47									
1102	0.11	46	R			From: SR 47					NA		NA		1997
						To: Dead End									
1103	0.56	330	R			From: SR 47					NA		NA		1997
						To: SR 40									
1104	0.19	90	R			From: Dead End					NA		NA		1997
						To: 19-709									
1105	0.06	NA				From: 19-1103					NA		NA		
						To: Dead End									
1106	0.50	270	R			From: Dead End					NA		NA		08/30/2000
						To: 19-645									
1107	0.09	120	R			From: SR 40					NA		NA		1997
						To: 19-1103									
1108	0.19	80	R			From: Dead End					NA		NA		08/30/2000
						To: SR 40									
1109	0.25	100	R			From: 19-709					NA		NA		1997
						To: Dead End									
1110	0.15	80	R			From: Dead End					NA		NA		1997
						To: SR 47									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Charlotte C.H.															
(1111)	0.65	640	R			From: SR 40					NA	NA			1997
						To: SR 47									
(1113)	0.25	250	R			From: Dead End					NA	NA			08/30/2000
						To: 19-1111									
(1114)	0.22	240	R			From: 19-1111					NA	NA			08/30/2000
						To: 19-1111									
Town of Drakes Branch															
(1201)	0.12	150	R			From: Dead End					NA	NA			08/30/2000
						To: 19-619									
(1202)	0.20	240	R			From: SR 47					NA	NA			08/30/2000
						To: Dead End									
(1203)	0.03	540	R			From: 19-619					NA	NA			10/31/2000
						To: SR 47									
(1204)	0.24	310	R			From: 19-619					NA	NA			10/31/2000
						To: SR 47									
(1205)	0.25	160	R			From: SR 47					NA	NA			07/10/2000
						To: 0.25 ME SR 47									
(1205)	0.25	40	R			From: Dead End					NA	NA			07/10/2000
						To: Dead End									
(1206)	0.25	210	R			From: SR 47					NA	NA			10/31/2000
						To: Dead End									
(1207)	0.21	180	R			From: 19-619					NA	NA			10/31/2000
						To: 19-637									
(1208)	0.06	40	R			From: Dead End					NA	NA			08/30/2000
						To: 19-619									
(1209)	0.16	80	R			From: Cul-de-Sac					NA	NA			08/30/2000
						To: 19-623									
(1210)	0.15	30	R			From: Dead End					NA	NA			10/11/2000
						To: 19-1212									
(1210)	0.01	330	R			From: SR 47					NA	NA			10/11/2000
						To: SR 47									
(1211)	0.06	40	R			From: Dead End					NA	NA			08/30/2000
						To: 19-623									
(1212)	0.12	220	R			From: 19-1210					NA	NA			10/11/2000
						To: Dead End									
(1213)	0.06	90	R			From: Dead End					NA	NA			10/11/2000
						To: SR 47									
Charlotte County															
(9091)	0.23	100	R			From: 19-654					NA	NA			04/04/2000
						To: EUREKA ELEM SCH									

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						2Axle	3+Axle	1Trail	2Trail						
Charlotte County															
(9092)	0.06	NA				From: US 15					NA		NA		
						To: Cul-de-Sac									
Town of Charlotte C.H.															
(9093)	0.08	730	R			From: 19-645					NA		NA		04/04/2000
						To: Dead End									
Charlotte County															
(9477)	0.06	140	R			From: Dead End					NA		NA		04/05/2000
						To: SR 40									
Town of Charlotte C.H.															
(9504)	0.03	NA				From: SR 47					NA		NA		
						To: CENTRAL HIGH SCHOOL									
Town of Phenix															
(9729)	0.09	200	R			From: 19-727					NA		NA		04/04/2000
						To: Dead End									
Charlotte County															
(9730)	0.09	190	R			From: 19-606					NA		NA		04/04/2000
						To: BACON ELEM SCH									