

2001

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

Jurisdiction Report

15

Campbell County
City of Lynchburg
Town of Altavista
Town of Brookneal

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
Campbell Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(24)	2.06	380	F	92%	1%	3%	2%	2%	0%	C	40	F	380	F	2001
				From: Bedford County Line											
				To: 15-811 Near Evington											
(24)	6.68	1300	F	92%	1%	3%	2%	2%	0%	F	120	F	1300	F	2001
				From: US 29											
(24)	4.32	2800	F	86%	1%	8%	1%	4%	0%	C	240	F	2800	F	2001
				From: US 501 SW of Rustburg											
(24) (501)	0.92	9800	F	96%	0%	2%	0%	2%	0%	F	860	F	9800	F	2001
				From: US 501 SW of Rustburg											
(24)	6.38	3900	F	91%	0%	3%	1%	5%	0%	F	360	F	3900	F	2001
				From: 15-656											
(24)	3.16	2900	F	91%	0%	3%	1%	5%	0%	C	240	F	2900	F	2001
				From: W US 460											
(24) (460)	0.11	15000	N	93%	0%	2%	1%	4%	0%	N	1400	N	15000	N	2001
				From: Appomattox County Line											
(29)	0.72	11000	F	78%	1%	3%	1%	17%	1%	F	830	F	11000	F	2001
				From: Pittsylvania County Line											
(29)	3.40	13000	F	78%	1%	3%	1%	17%	1%	F	1100	F	12000	F	2001
				From: SR 43											
(29)	0.24	13000	N	78%	1%	3%	1%	17%	1%	N	1100	N	12000	N	2001
				From: 15-712											
(29)	4.24	18000	F	91%	0%	2%	1%	5%	0%	F	1400	F	18000	F	2001
				From: US 29 Bus N of Altavista											
(29)	4.99	19000	F	91%	0%	2%	1%	5%	0%	F	1500	F	19000	F	2001
				From: 15-696											
(29)	4.58	19000	F	91%	0%	2%	1%	5%	0%	F	1600	F	19000	F	2001
				From: SR 24											
(29)	1.94	26000	B	91%	0%	2%	1%	5%	0%	A	2400	B	26000	B	2001
				From: 15-738											
(29)	0.21	27000	F	91%	0%	2%	1%	5%	0%	F	2100	F	27000	F	2001
				From: US 460 South of Lynchburg											
				To: SCL Lynchburg											
City of Lynchburg															
(29) Wards Road	1.74	37000	F	91%	0%	2%	1%	5%	0%	F	2900	F	37000	F	2001
				From: SCL Lynchburg											
				To: Lynchburg Exp											
(29) Lynchburg Expressw	0.34	43000	N	91%	0%	2%	1%	5%	0%	N	4000	N	43000	N	2001
				From: Wards Rd											
(29) Lynchburg Expressw	1.37	43000	F	91%	0%	2%	1%	5%	0%	F	4000	F	43000	F	2001
				From: Candler Mt Rd											
(29) Lynchburg Expressw	1.46	42000	F	91%	0%	2%	1%	5%	0%	F	4000	F	42000	F	2001
				From: Odd Fellows Rd											
(29) Lynchburg Expressw	1.02	42000	F	91%	0%	2%	1%	5%	0%	F	4000	F	42000	F	2001
				From: Kemper Street											
(29) Lynchburg Expressw	0.22	32000	F	91%	0%	2%	1%	5%	0%	F	3000	F	33000	F	2001
				From: Main Street											
				To: Amherst County Line											
Town of Hurt															
(29) Main Street	0.03	8200	F	96%	0%	2%	0%	1%	0%	C	730	F	8200	F	2001
				From: Pittsylvania County Line											
				To: SCL Altavista											

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Town of Altavista																
Bus 29	Main Street	0.29	8200	N	96%	0%	2%	0%	1%	0%	N	730	N	8200	N	2001
						From: NCL Hurt										
						To: SR 43; Bedford Ave										
Bus 29	Main Street	0.34	11000	F	96%	0%	2%	0%	1%	0%	F	990	F	11000	F	2001
						From: Pittsylvania Ave										
Bus 29	Main Street	0.30	16000	F	96%	0%	2%	0%	1%	0%	F	1300	F	16000	F	2001
						From: Amherst Ave										
Bus 29	Main Street	0.49	14000	F	96%	0%	1%	1%	2%	0%	F	1100	F	14000	F	2001
						From: Wood La										
Bus 29	Main Street	0.64	12000	F	96%	0%	1%	1%	2%	0%	C	1000	F	12000	F	2001
						From: Lynch Mill Rd										
Bus 29	Main Street	1.36	8500	F	96%	0%	1%	1%	2%	0%	F	710	F	8400	F	2001
						To: NCL Altavista										
Cambell County																
Bus 29		0.17	8500	F	96%	0%	1%	1%	2%	0%	F	710	F	8400	F	2001
						From: NCL Altavista										
						To: US 29, 15-712										
City of Lynchburg																
Bus 29	Wards Road	0.34	17000	F	98%	0%	1%	0%	0%	0%	F	1500	F	17000	F	2001
						From: US 29; US 501										
Bus 29	Wards Road	0.42	24000	F	98%	0%	1%	0%	0%	0%	F	2200	F	25000	F	2001
						To: SR 128 Candler Mtn Rd										
Bus 29	Fort Ave	1.19	23000	F	98%	0%	1%	0%	0%	0%	C	2100	F	24000	F	2001
						From: US 460 Bus, Fort Avenue										
						To: Wards Rd										
Bus 29	Memorial Ave	0.60	10000	F	95%	1%	2%	0%	1%	0%	C	910	F	11000	F	2001
						From: Memorial Ave										
						To: Fort Ave										
Bus 29	Memorial Ave	0.47	14000	F	95%	1%	2%	0%	1%	0%	F	1300	F	15000	F	2001
						From: Oakley Ave										
Bus 29	Memorial Ave	0.33	13000	F	95%	1%	2%	0%	1%	0%	F	1300	F	13000	F	2001
						To: Park Ave										
Bus 29	5th St	0.17	15000	F	95%	1%	2%	0%	1%	0%	F	1400	F	16000	F	2001
						From: Langhorne Rd										
						To: Langhorn Rd										
Bus 29	5th St	0.26	15000	F	95%	1%	2%	0%	1%	0%	F	1400	F	15000	F	2001
						From: Pollard St										
Bus 29	5th St	0.27	14000	F	97%	0%	1%	0%	1%	0%	F	1300	F	15000	F	2001
						From: Pierce St										
Bus 29	5th St	0.38	18000	F	97%	0%	1%	0%	1%	0%	F	1700	F	18000	F	2001
						To: Park Ave										
Bus 29	5th St	0.57	15000	F	97%	0%	1%	0%	1%	0%	C	1400	F	15000	F	2001
						From: Clay St										
						To: Clay Street										
						To: Amherst County Line										
Cambell County																
40 501		0.09	5900	F	89%	1%	3%	3%	4%	1%	F	490	F	5900	F	2001
						From: Halifax County Line										
						To: SCL Brookneal										
Town of Brookneal																
40 501		0.76	5900	N	89%	1%	3%	3%	4%	1%	N	490	N	5900	N	2001
						From: SCL Brookneal										
						To: US 501										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Town of Brookneal																
(40)	0.87	2900	F	83%	1%	4%	0%	12%	1%	F	240	F	2900	F	2001	
				From:	US 501											
				To:	ECL Brookneal											
Cambell County																
(40)	1.97	2900	N	83%	1%	4%	0%	12%	1%	N	240	N	2900	N	2001	
				From:	ECL Brookneal											
				To:	15-605											
(40)	2.15	2100	F	83%	1%	4%	0%	12%	1%	F	250	F	2100	F	2001	
				From:	15-605											
				To:	Charlotte County Line											
Town of Altavista																
(43) Bedford Ave	0.49	6900	F	96%	1%	2%	0%	1%	0%	F	630	F	6900	F	2001	
				From:	Main Street											
				To:	Myrtle Ln											
(43) Bedford Ave	0.50	5600	F	96%	1%	2%	0%	1%	0%	F	540	F	5600	F	2001	
				From:	Myrtle Ln											
				To:	Broad Street											
(43) Bedford Ave	0.59	4900	F	96%	1%	2%	0%	1%	0%	C	510	F	4900	F	2001	
				From:	Broad Street											
				To:	WCL Altavista											
Cambell County																
(43)	6.48	2900	F	93%	1%	3%	2%	2%	0%	C	270	F	2900	F	2001	
				From:	WCL Altavista											
				To:	15-682 Leesville											
(43)	1.26	290	F	93%	0%	3%	2%	2%	0%	F	30	F	290	F	2001	
				From:	15-682 Leesville											
				To:	Bedford County Line											
City of Lynchburg																
(128) Candler Mt Rd	0.29	19000	F	87%	4%	4%	1%	4%	0%	F	1900	F	20000	F	2001	
				From:	US 29 Bus Wards Rd											
				To:	US 501 Lynchburg Exp											
(128) (501) Candler Mtn R	0.40	36000	F	94%	1%	2%	1%	2%	0%	F	3400	F	37000	F	2001	
				From:	RT 501 W											
				To:	RT 501 E											
(128) Mayflower Dr	1.30	8000	F	87%	4%	4%	1%	4%	0%	C	790	F	8400	F	2001	
				From:	US 501 Candler Mt Rd											
				To:	Odd Fellows Rd											
(128) Mayflower Dr	1.48	2100	F	94%	2%	3%	0%	0%	0%	C	230	F	2200	F	2001	
				From:	Odd Fellows Rd											
				To:	US 501 Bus Campbell Ave											
(221) Lakeside Dr	0.53	23000	F	97%	0%	1%	0%	1%	0%	C	2400	F	24000	F	2001	
				From:	WCL Lynchburg											
				To:	Lynchburg Expressway											
(221) Lakeside Dr	0.56	16000	F	97%	0%	1%	0%	1%	0%	F	1600	F	17000	F	2001	
				From:	Lynchburg Expressway											
				To:	Forest Brook Rd											
(221) Lakeside Dr	1.90	14000	F	97%	0%	1%	0%	1%	0%	F	1300	F	14000	F	2001	
				From:	Forest Brook Rd											
				To:	Old Forest Rd											
(221) Lakeside Dr	0.15	17000	F	97%	0%	1%	0%	1%	0%	F	1600	F	18000	F	2001	
				From:	Old Forest Rd											
				To:	Oakley Ave											
(221) Oakley Ave	0.57	9900	F	97%	0%	1%	0%	1%	0%	F	980	F	10000	F	2001	
				From:	Lakeside Dr											
				To:	Memorial Ave											
(221) Oakley Ave	0.24	8300	F	97%	0%	1%	0%	1%	0%	F	840	F	8700	F	2001	
				From:	Memorial Ave											
				To:	Bus US 460 Fort Ave											
(221) Kemper St	0.41	11000	F	92%	2%	4%	1%	2%	0%	C	1000	F	12000	F	2001	
				From:	12th Street											
				To:	Lynchburg Expressway											
Cambell County																
(460)	1.40	20000	F	86%	1%	3%	2%	9%	0%	F	1900	F	21000	F	2001	
				From:	Bedford County Line											
				To:	Bus US 460											

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2001
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Campbell Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Campbell County																
460	3.88	22000	F	86%	1%	3%	2%	9%	0%	F	2000	F	23000	F	2001	
						From: Bus US 460										
460	1.01	34000	F	86%	1%	3%	2%	9%	0%	F	3300	F	35000	F	2001	
						From: 15-678 Airport Rd										
460	0.38	27000	F	93%	0%	2%	1%	4%	0%	F	2900	F	28000	F	2001	
						From: US 29										
						To: SCL Lynchburg										
City of Lynchburg																
460	1.13	27000	F	93%	0%	2%	1%	4%	0%	F	2900	F	28000	F	2001	
						From: SCL Lynchburg										
460	0.44	23000	F	93%	0%	2%	1%	4%	0%	F	2400	F	23000	F	2001	
						From: Candler Mountain Rd										
460	2.36	24000	A	93%	0%	2%	1%	4%	0%	A	2600	A	25000	A	2001	
						From: US 501										
460	1.46	23000	N	93%	0%	2%	1%	4%	0%	N	2400	N	23000	N	2001	
						From: US 501 Campbell Ave										
460	0.97	24000	F	93%	0%	2%	1%	4%	0%	F	2300	F	25000	F	2001	
						From: 118-6078 Concord Turnpike										
460	0.15	24000	F	93%	0%	2%	1%	4%	0%	F	2300	F	25000	F	2001	
						From: Urban Boundary										
						To: ECL Lynchburg										
Campbell County																
460	1.56	24000	F	93%	0%	2%	1%	4%	0%	F	2200	F	24000	F	2001	
						From: ECL Lynchburg										
460	2.82	18000	F	93%	0%	2%	1%	4%	0%	F	1600	F	19000	F	2001	
						From: 15-726										
460	2.79	17000	F	93%	0%	2%	1%	4%	0%	F	1600	F	18000	F	2001	
						From: 15-1017										
460	0.11	15000	N	93%	0%	2%	1%	4%	0%	N	1400	N	15000	N	2001	
						From: SR 24										
						To: Appomattox County Line										
Bus 460	1.11	13000	F	97%	0%	1%	0%	1%	0%	F	1300	F	13000	F	2001	
						From: US 460 West of Lynchburg										
Bus 460	2.25	15000	A	97%	0%	1%	0%	1%	0%	A	1500	A	16000	A	2001	
						From: 15-892										
						To: WCL Lynchburg										
City of Lynchburg																
Bus 460	Timberlake Rd	0.62	34000	F	97%	0%	1%	0%	1%	0%	F	3100	F	35000	F	2001
						From: WCL Lynchburg										
Bus 460	Timberlake Rd	1.14	25000	F	97%	0%	1%	0%	1%	0%	F	2300	F	26000	F	2001
						From: Old Graves Mill Rd										
Bus 460	Timberlake Rd	0.28	33000	F	97%	0%	1%	0%	1%	0%	F	3100	F	34000	F	2001
						From: Leesville Rd										
Bus 460	Fort Ave	1.10	19000	F	97%	0%	1%	0%	1%	0%	F	1800	F	19000	F	2001
						From: Lynchburg Expressway										
Bus 460	Fort Ave	1.19	23000	F	98%	0%	1%	0%	0%	0%	C	2100	F	24000	F	2001
						From: Wards Rd										
Bus 460	221 Kemper St	0.41	11000	F	92%	2%	4%	1%	2%	0%	C	1000	F	12000	F	2001
						From: US BUS 29										
						To: MEMORIAL AVE										
						To: 12TH STREET										
						To: LYNCHBURG EXP										

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

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
Bus 460 / Bus 501	Kemper St	0.34	12000	F	95%	1%	2%	1%	2%	0%	F	1200	F	12000	F	2001
					From:	LYNCHBURG EXP										
					To:	CAMPBELL AVE										
Bus 460 / Bus 501	Campbell Ave	0.88	18000	F	95%	1%	2%	1%	2%	0%	C	3000	F	19000	F	2001
					From:	KEMPER ST										
					To:	MAYFLOWER DR										
Bus 460 / Bus 501	Campbell Ave	0.48	18000	F	95%	1%	2%	1%	2%	0%	F	1700	F	19000	F	2001
					From:	FLORIDA AVE										
					To:	US 460										
Cambell County																
501		0.09	5900	F	89%	1%	3%	3%	4%	1%	F	490	F	5900	F	2001
					From:	Halifax County Line										
					To:	SCL Brookneal										
Town of Brookneal																
501		0.76	5900	N	89%	1%	3%	3%	4%	1%	N	490	N	5900	N	2001
					From:	SCL Brookneal										
					To:	SR 40										
501		1.52	6100	F	89%	0%	2%	1%	7%	0%	C	520	F	6100	F	2001
					From:	NCL Brookneal										
					To:											
Cambell County																
501		1.40	6100	N	89%	0%	2%	1%	7%	0%	N	520	N	6100	N	2001
					From:	NCL Brookneal										
					To:	15-633										
501		3.48	4800	F	90%	0%	2%	1%	7%	0%	F	400	F	4800	F	2001
					From:	15-917										
					To:	15-761										
501		4.79	5100	F	89%	0%	2%	1%	7%	0%	F	420	F	5100	F	2001
					From:	W SR 24										
					To:	E SR 24										
501		8.33	5900	F	89%	0%	2%	1%	7%	0%	F	520	F	5900	F	2001
					From:	15-916										
					To:	SCL Lynchburg										
City of Lynchburg																
501	Campbell Ave	0.99	14000	F	96%	0%	2%	0%	2%	0%	F	1400	F	14000	F	2001
					From:	SCL Lynchburg										
					To:	US 460										
501 / 460		2.36	24000	A	93%	0%	2%	1%	4%	0%	A	2600	A	25000	A	2001
					From:	US 501										
					To:	US 460										
501		0.59	20000	F	94%	1%	2%	1%	2%	0%	F	2100	F	21000	F	2001
					From:	SR 128 Mayflower Dr										
					To:	US 29 Lynchburg Expressway										
501 / 29	Candler Mtn Rd	0.40	36000	F	94%	1%	2%	1%	2%	0%	F	3400	F	37000	F	2001
					From:	US 29 LYNCHBURG EXP										
					To:	WARDS RD EXIT										
501	Lynchburg Expr	0.34	43000	N	91%	0%	2%	1%	5%	0%	N	4000	N	43000	N	2001
					From:	Timberlake Rd										
					To:	Graves Mill Rd										
501	Lynchburg Expressw	1.51	39000	F	94%	1%	2%	1%	2%	0%	C	4800	F	41000	F	2001
					From:											
					To:											
501	Lynchburg Expressw	1.21	38000	F	94%	1%	2%	1%	2%	0%	F	3700	F	39000	F	2001
					From:											
					To:											

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						2Axle	3+Axle	1Trail	2Trail								
City of Lynchburg																	
501	Lynchburg Expressw	1.24	30000	F	94%	1%	2%	1%	2%	0%	F	2800	F	31000	F	2001	
							From: Graves Mill Rd										
							To: Lakeside Dr										
501	Lynchburg Expressw	1.54	12000	F	92%	1%	3%	1%	3%	0%	C	1100	F	13000	F	2001	
							From: Wiggington Rd										
501	Lynchburg Expresswa	1.86	11000	F	92%	1%	3%	1%	3%	0%	F	1100	F	12000	F	2001	
							From: Boonsboro Rd										
							To: Lynchburg Expressway										
501	Boonsboro Rd	1.80	9200	F	94%	0%	2%	0%	3%	0%	C	900	F	9600	F	2001	
							From: WCL Lynchburg										
Bus 501	Campbell Ave	0.23	19000	F	95%	1%	2%	1%	2%	0%	F	1900	F	20000	F	2001	
							From: US 460										
							To: Florida Ave										
Bus 501	Campbell Ave	0.48	18000	F	95%	1%	2%	1%	2%	0%	F	1700	F	19000	F	2001	
							From: Mayflower Dr										
Bus 501	Campbell Ave	0.88	18000	F	95%	1%	2%	1%	2%	0%	C	3000	F	19000	F	2001	
							From: Kemper St										
Bus 501	Kemper St	0.34	12000	F	95%	1%	2%	1%	2%	0%	F	1200	F	12000	F	2001	
							From: Campbell Ave										
							To: Lynchburg Expressway										
Bus 501	221 Kemper St	0.41	11000	F	92%	2%	4%	1%	2%	0%	C	1000	F	12000	F	2001	
							From: US 221										
							To: 12TH STREET										
Bus 501	Campbell Ave	0.23	9300	F	98%	1%	1%	0%	0%	0%	F	980	F	9700	F	2001	
							From: Fort Ave										
							To: Park Ave										
Bus 501	Langhorne Rd	0.27	9900	F	98%	1%	1%	0%	0%	0%	F	950	F	10000	F	2001	
							From: Memorial Ave										
Bus 501	Langhorne Rd	0.29	19000	F	98%	1%	1%	0%	0%	0%	F	1800	F	20000	F	2001	
							From: Murrell Rd										
Bus 501	Langhorne Rd	1.06	16000	F	98%	1%	1%	0%	0%	0%	C	1500	F	17000	F	2001	
							From: Hill St										
Bus 501	Langhorne Rd	0.47	12000	F	98%	1%	1%	0%	0%	0%	F	1300	F	13000	F	2001	
							From: Cranehill Dr										
Bus 501	Langhorne Rd	1.37	9500	F	95%	1%	2%	0%	1%	0%	C	860	F	9900	F	2001	
							From: Rivermont Terrace										
							To: Langhorne Rd										
Bus 501	Rivermont Terrace	0.25	5700	F	95%	1%	2%	0%	1%	0%	F	590	F	5900	F	2001	
							From: Rivermont Ave										
							To: Rivermont Terrace										
Bus 501	Rivermont Ave	0.44	18000	F	97%	0%	1%	0%	1%	0%	F	1800	F	18000	F	2001	
							From: Link Rd										
Bus 501	Boonsboro Rd	0.76	14000	F	97%	0%	1%	0%	1%	0%	F	1500	F	15000	F	2001	
							From: Trents Ferry Rd										
Bus 501	Boonsboro Rd	1.75	12000	F	97%	0%	1%	0%	1%	0%	C	1200	F	13000	F	2001	
							From: Lynchburg Expressway										
Campbell County																	
608		0.19	2000	G	94%	1%	2%	1%	2%	0%	C	NA		2000	G	2001	
							From: US 460; SR 24										
							To: Appomattox County Line										
609		0.11	250	R								NA		NA		1999	
							From: SR 24										
							To: 06-718										

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
609 06	0.05	230	R			From: 06-718 To: Campbell County Line					NA	NA			1999
609 06	1.70	380	R			From: US 460 To: 06-608					NA	NA			1999
609 06	1.10	650	N	89%	2%	From: Appomattox County Line To: Campbell County Line; 06-607				N	NA	650	N		2001
718 06	0.20	390	R			From: SR 24 To: 06-609					NA	NA			04/08/2002
741 06	0.13	80	R			From: SR 24 To: Campbell County Line					NA	NA			04/08/2002
1500 09	0.11	40	R			From: Campbell County Line To: Cul-de-Sac					NA	NA			1994
600	2.30	520	R			From: SR 40 SOUTH To: 15-619					NA	NA			1998
600	1.81	600	R			From: 15-619 To: SR 40 NORTH					NA	NA			1998
600	1.87	1000	R			From: SR 40 MID To: 15-618 SOUTH					NA	NA			1998
600	2.17	970	R			From: 15-618 SOUTH To: 15-756					NA	NA			1998
600	3.41	540	R			From: 15-756 To: 15-601					NA	NA			1998
600	0.78	590	R			From: 15-601 To: Charlotte County Line					NA	NA			1998
600	1.20	640	R			From: Charlotte County Line To: 19-615					NA	NA			1998
Town of Brookneal															
601	0.84	400	R			From: US 501 To: NCL Brookneal					NA	NA			1998
Campbell County															
601	1.00	400	N			From: NCL Brookneal To: 15-605 West					NA	NA			1998
601	9.24	510	R			From: 15-605 East To: 15-600					NA	NA			07/17/2001
602	1.00	270	R			From: Dead End To: 15-605					NA	NA			07/17/2001
603	3.00	510	R			From: 15-646 To: 06-604; 06-649					NA	NA			07/09/2001
604	5.00	120	R			From: 15-651 To: 15-731					NA	NA			07/09/2001
604	0.40	20	R			From: 15-731 To: Dead End					NA	NA			07/09/2001

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(605)	3.58	530	R			From: 15-633 WEST					NA		NA		1993
(605)	0.54	630	R			To: 15-917					NA		NA		1998
(605)	2.87	1100	R			From: US 501					NA		NA		1998
(605)	2.34	1100	R			To: 15-601 WEST					NA		NA		1998
						From: SR 40									
(606)	7.68	700	R			To: 15-615					NA		NA		07/09/2001
						From: Appomattox County Line									
(607)	1.00	30	R			To: 15-701					NA		NA		07/10/2001
(607)	0.40	180	R			From: 1.00 ME 15-701					NA		NA		07/10/2001
(607)	3.00	350	R			To: US 501 NORTH					NA		NA		07/10/2001
						From: US 501 SOUTH									
						To: 15-615									
(609)	0.91	1300	R			From: 15-726					NA		NA		1998
(609)	3.25	1300	R			To: 15-659					NA		NA		1998
						From: 06-607									
(610)	0.30	350	R			To: 15-609					NA		NA		05/30/2001
						From: Appomattox County Line									
(611)	0.50	610	R			To: 15-609					NA		NA		05/30/2001
						From: Appomattox County Line									
(612)	1.90	400	R			To: 15-633					NA		NA		08/14/2001
						From: 15-917									
(613)	0.56	60	R			To: Dead End					NA		NA		1998
(613)	0.59	140	R			From: 0.56 MN Dead End					NA		NA		08/14/2001
						To: 15-633									
(614)	2.80	60	R			From: 15-635 WEST					NA		NA		08/14/2001
						To: 15-633 EAST									
(615)	3.36	4800	R			From: SR 24					NA		NA		1998
(615)	1.83	2100	R			To: 15-606					NA		NA		1998
(615)	2.17	1300	R			From: 15-607					NA		NA		1998
(615)	2.70	810	R			To: 15-651					NA		NA		1998
(615)	5.04	940	R			From: 15-648 EAST					NA		NA		1998
(615)	3.17	470	R			To: 15-834					NA		NA		1998
						From: Charlotte County Line									

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
616	0.40	130	R			From: 15-600 To: Charlotte County Line					NA		NA		1998
617	0.35	210	R			From: Dead End To: 15-690					NA		NA		08/22/2001
618	0.20	200	R			From: Charlotte County Line To: 15-749					NA		NA		1998
618	0.20	190	R			From: 15-749 To: 15-822					NA		NA		1998
618	0.90	220	R			From: 15-822 To: 15-600 SOUTH From: 15-600 NORTH					NA		NA		1998
618	1.27	230	R			From: 15-600 NORTH To: 15-601 SOUTH From: 15-601 NORTH					NA		NA		1998
618	1.58	320	R			From: 15-601 NORTH To: 15-645					NA		NA		07/17/2001
618	0.88	230	R			From: 15-645 To: 15-643					NA		NA		07/17/2001
619	0.50	500	R			From: 15-600 To: Charlotte County Line					NA		NA		1998
621	0.27	200	R			From: Dead End To: 15-738					NA		NA		08/27/2001
622	1.12	13000	F	97%	0%	1%	1%	0%	0%	F	1400	F	13000	F	2001
622	0.27	13000	F	97%	0%	1%	1%	0%	0%	C	1200	F	14000	F	2001
622	0.93	10000	R			From: US 460 BUS To: 15-682					NA		NA		1998
622	2.31	3700	R			From: 15-682 To: 15-683					NA		NA		1998
622	0.07	3200	R			From: 15-683 To: 0.07 M FRM 15-683					NA		NA		1998
622	2.46	2800	R			From: 0.07 M FRM 15-683 To: US 29 NORTH From: US 29 SOUTH					NA		NA		1998
622	0.21	890	R			From: US 29 SOUTH To: 15-738 SOUTH From: 15-738 NORTH					NA		NA		1998
622	3.78	640	R			From: 15-738 NORTH To: US 501; SR 24					NA		NA		1998
623	1.70	530	R			From: US 501; SR 24 To: 15-682					NA		NA		1998
623	1.20	2400	R			From: 15-682 To: 15-625					NA		NA		1998
623	0.20	840	R			From: 15-625 To: 15-858 EAST From: 15-858 WEST					NA		NA		08/14/2001
623	0.90	1900	R			From: 15-858 WEST To: US 460 From: US 460 To: Bedford County Line					NA		NA		08/14/2001

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
624	1.43	180	R			From: Dead End					NA	NA			1998
624	0.05	1000	R			From: 15-1650					NA	NA			1998
624	0.27	230	R			From: 15-829					NA	NA			1998
624	0.21	320	R			From: 15-889 NORTH					NA	NA			1998
624	0.34	490	R			From: 15-889 SOUTH					NA	NA			1998
						To: US 460 BUS									
625	1.80	270	R			From: Bedford County Line					NA	NA			1998
						To: 15-623									
626	3.00	760	R			From: Bedford County Line					NA	NA			07/16/2001
						To: 15-682 NORTH									
626	3.87	1500	R			From: 15-682 SOUTH					NA	NA			1998
						To: 15-714									
626	0.76	980	R			From: 15-712 WEST					NA	NA			07/18/2001
						To: 15-712 EAST									
626	1.20	1000	R			From: NCL ALTAVISTA					NA	NA			07/18/2001
						To: 15-695									
627	0.70	90	R			From: 15-682 WEST					NA	NA			07/16/2001
						To: 15-682 EAST									
627	3.00	540	R			From: SR 43					NA	NA			07/24/2001
						To: 15-712									
627	0.10	30	R			From: Bedford County Line					NA	NA			07/24/2001
						To: 15-682									
628	0.97	1200	R			From: SR 43					NA	NA			1998
						To: Dead End									
629	0.18	30	R			From: Bedford County Line					NA	NA			08/20/2001
						To: 15-699									
630	2.10	810	R			From: Bedford County Line					NA	NA			07/16/2001
						To: SR 43									
631	0.50	40	R			From: Dead End					NA	NA			07/16/2001
						To: 15-716									
631	1.35	160	R			From: Bedford County Line					NA	NA			07/16/2001
						To: Bedford County Line									
632	0.97	70	R			From: Bedford County Line					NA	NA			07/16/2001
						To: 15-631									
633	2.82	320	R			From: 15-705					NA	NA			08/20/2001
						To: 15-761 NORTH									

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
633	3.31	180	R			From: 15-761 SOUTH					NA		NA		1998
633	1.31	320	R			To: 15-635 WEST					NA		NA		1998
633	1.56	120	R			From: 15-605					NA		NA		1998
633	1.59	360	R			To: 15-614 EAST					NA		NA		1998
633	0.42	590	R			From: 15-613					NA		NA		1998
633	1.43	210	R			To: US 501					NA		NA		08/20/2001
634	0.55	40	R			From: Dead End					NA		NA		08/29/2001
634	0.06	70	R			To: 15-664					NA		NA		1998
635	1.28	100	R			From: Dead End					NA		NA		08/14/2001
635	0.60	110	R			To: 15-614					NA		NA		08/14/2001
635	6.80	220	R			From: 15-633 SOUTH 15-633 NORTH					NA		NA		08/14/2001
635	0.44	860	R			To: 15-761 SOUTH 15-761 NORTH					NA		NA		1998
636	0.51	190	R			From: 15-605					NA		NA		08/14/2001
637	2.10	130	R			To: 15-917					NA		NA		08/14/2001
638	0.10	110	R			From: 15-761					NA		NA		08/20/2001
639	1.00	90	R			To: 15-633					NA		NA		1998
640	1.81	660	R			From: Dead End					NA		NA		1998
640	1.81	660	R			To: Pittsylvania County Line					NA		NA		08/27/2001
641	2.00	110	R			From: 15-712					NA		NA		07/17/2001
642	1.10	90	R			To: 15-605					NA		NA		07/17/2001
642	1.10	90	R			From: 15-643					NA		NA		07/17/2001
643	0.17	600	R			To: Dead End					NA		NA		1998
643	4.43	570	R			From: 15-917					NA		NA		1998
643	4.43	570	R			To: US 501					NA		NA		1998
643	4.43	570	R			From: 15-618					NA		NA		1998

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
643	3.90	390	R			From: 15-618					NA	NA			1998
						To: 15-615									
645	1.39	40	R			From: 15-618					NA	NA			07/17/2001
						To: 1.39 ME 15-618									
645	1.01	30	R			From: 15-601					NA	NA			07/17/2001
						To: 15-601									
646	3.18	210	R			From: 15-615					NA	NA			1998
						To: 15-615									
646	3.93	600	R			From: 06-604					NA	NA			1998
						To: 06-606									
646	0.39	430	R			From: 06-606					NA	NA			1998
						To: SR 24									
646	7.55	2100	R			From: SR 24					NA	NA			1998
						To: 15-656									
646	2.03	1900	R			From: Dead End					NA	NA			1998
						To: US 460 BUS									
647	0.28	320	R			From: 15-643					NA	NA			08/14/2001
						To: 15-652									
648	5.59	580	R			From: 15-615 SOUTH					NA	NA			1998
						To: 15-615 NORTH									
648	6.03	140	R			From: 15-646					NA	NA			07/09/2001
						To: 15-603									
649	1.10	80	R			From: 06-649					NA	NA			07/09/2001
						To: US 501									
650	6.75	390	R			From: 15-615					NA	NA			07/10/2001
						To: 15-650									
651	7.39	220	R			From: 15-606					NA	NA			07/10/2001
						To: SR 24									
651	4.59	340	R			From: 15-635					NA	NA			07/10/2001
						To: US 501; 15-761									
652	0.05	40	R			From: 15-651					NA	NA			08/14/2001
						To: 15-648									
652	3.30	880	R			From: 15-761					NA	NA			1998
						To: 15-651									
652	2.90	250	R			From: 15-648					NA	NA			1998
						To: 15-761									
653	0.20	160	R			From: Dead End					NA	NA			1998
						To: US 501									
654	2.50	130	R			From: 15-650					NA	NA			07/10/2001
						To: 15-650									

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(655)	3.20	670	R			From: US 501 NORTH					NA	NA			1998
						To: US 501 SOUTH									
(656)	4.71	390	R			From: 15-606					NA	NA			1998
(656)	2.25	1200	R			From: SR 24					NA	NA			1998
(656)	0.10	3000	R			From: 15-646					NA	NA			1998
						To: US 460									
(657)	2.39	80	R			From: Dead End					NA	NA			07/09/2001
						To: 15-646									
(658)	2.50	180	R			From: 15-656					NA	NA			1998
						To: 15-646									
(659)	1.54	300	R			From: US 460					NA	NA			05/30/2001
						To: 15-609									
(660)	1.90	300	R			From: ECL LYNCHBURG					NA	NA			1998
(660)	4.57	270	R			From: 1.90 M FRM ECL					NA	NA			1998
						To: SR 24									
(661)	0.48	310	R			From: Dead End					NA	NA			08/20/2001
						To: SR 24									
(662)	2.08	640	R			From: 15-660					NA	NA			05/30/2001
						To: US 460									
(663)	6.69	430	R			From: 15-615					NA	NA			07/09/2001
(663)	1.20	30	R			From: 15-606 WEST					NA	NA			07/09/2001
						To: 15-606 EAST									
						To: 15-648									
(664)	1.29	890	R			From: 15-677					NA	NA			1998
						To: US 501									
(665)	0.64	1600	R			From: US 501					NA	NA			09/25/2001
						To: 15-660									
(666)	0.35	90	R			From: 15-660					NA	NA			08/27/2001
						To: Dead End									
(667)	1.17	230	R			From: US 501					NA	NA			08/27/2001
						To: Dead End									
(668)	0.35	200	R			From: Dead End					NA	NA			08/22/2001
						To: 15-682									
(669)	1.43	180	R			From: 15-680					NA	NA			08/29/2001
(669)	1.78	270	R			From: 15-670 WEST					NA	NA			1998
						To: 15-670 EAST									
						To: 1.78 M FRM 15-670									

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(669)	1.01	380	R			From: 1.78 M FRM 15-670 To: 15-664					NA		NA		1998
(670)	2.00	2800	R			From: SCL LYNCHBURG To: 15-677 EAST					NA		NA		1998
(670)	2.82	1200	R			From: 15-677 EAST To: US 501					NA		NA		1998
(671)	0.07	940	R			From: US 501; SR 24 To: 15-891					NA		NA		1998
(671)	0.05	490	R			From: 15-891 To: Dead End					NA		NA		1998
(672)	2.11	170	R			From: 15-635 To: 15-605					NA		NA		08/14/2001
(673)	0.30	130	R			From: 15-692 To: Dead End					NA		NA		08/20/2001
(674)	0.26	1400	R			From: 15-738 To: Dead End					NA		NA		08/29/2001
(675)	0.44	130	R			From: 15-683 To: Dead End					NA		NA		08/20/2001
(676)	0.30	40	R			From: 15-600 To: Charlotte County Line					NA		NA		07/17/2001
(677)	1.92	2000	R			From: 15-738 To: 15-670 EAST					NA		NA		1998
(677)	3.09	400	R			From: 15-670 WEST To: 15-664					NA		NA		1998
(677)	1.30	710	R			From: 15-664 To: SCL LYNCHBURG					NA		NA		1998
(678)	0.34	13000	R			From: ECL LYNCHBURG To: US 460					NA		NA		1998
(678)	0.21	1900	F	96%	0%	2%	0%	1%	0%	F	200	F	1900	F	2001
(678)	1.22	1300	F	96%	0%	2%	0%	1%	0%	C	150	F	1400	F	2001
(678)						From: 05-885 To: US 29									
(679)	0.13	1500	R			From: US 29 To: 15-1408					NA		NA		08/27/2001
(679)	0.26	350	R			From: 15-1408 To: 15-1422					NA		NA		08/27/2001
(679)	0.25	150	R			From: 15-1422 To: 15-1416					NA		NA		08/27/2001
(679)	0.29	90	R			From: 15-1416 To: Dead End					NA		NA		08/27/2001
(680)	3.20	1300	R			From: 15-738 To: US 501 NORTH					NA		NA		1998

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(680)	3.02	240	R			From: US 501 SOUTH To: Dead End					NA		NA		1998
(681)	0.27	1200	R			From: 15-624 NORTH To: 15-715 SOUTH					NA		NA		1998
(681)	0.42	810	R			From: US 460 To: 15-622					NA		NA		1998
(682)	8.94	310	R			From: SR 43 To: 15-626 SOUTH					NA		NA		1995
(682)	2.56	2000	R			From: SR 24 To: 15-725					NA		NA		1998
(682)	1.18	2300	R			From: 15-623 To: 15-691					NA		NA		1998
(682)	1.59	2000	R			From: 15-622 To: 15-623					NA		NA		1998
(682)	1.46	1900	R			From: 15-691 To: 15-622					NA		NA		1998
(682)	3.44	3100	R			From: 15-622 To: 15-1600					NA		NA		1998
(682)	1.12	9500	R			From: 15-1600 To: SCL LYNCHBURG					NA		NA		1998
(683)	1.05	230	R			From: Dead End To: SR 24 WEST					NA		NA		1998
(683)	0.34	390	R			From: SR 24 EAST To: 15-682 SOUTH					NA		NA		08/22/2001
(683)	5.52	1600	R			From: 15-682 NORTH To: 15-622					NA		NA		08/22/2001
(683)	2.05	2700	F	79%	0%	4%	14%	3%	0%	C	280	F	2800	F	2001
(684)	1.90	200	R			From: 15-625 To: 1.51 MS 15-1164					NA		NA		1998
(684)	1.37	160	R			From: 15-682 To: 15-738					NA		NA		1998
(685)	1.80	5100	R			From: SR 24 To: 15-1630					NA		NA		1998
(685)	0.30	4100	R			From: 15-1630 To: 15-686					NA		NA		09/25/2001
(685)	1.40	3700	R			From: 15-686 To: US 29					NA		NA		09/25/2001
(686)	2.81	720	R			From: US 29 To: 15-751					NA		NA		1998
(686)	2.99	3900	R			From: 15-751 To: US 501					NA		NA		1998

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(687)	3.10	180	R			From: 15-686					NA	NA			08/27/2001
						To: SR 24									
(688)	1.18	250	R			From: 15-689					NA	NA			1998
						To: US 29									
(689)	0.90	340	R			From: 15-690					NA	NA			08/22/2001
						To: US 29									
(689)	0.28	250	R			From: US 29					NA	NA			08/27/2001
						To: 15-754									
(690)	3.40	430	R			From: 15-622					NA	NA			08/22/2001
						To: 15-688									
(691)	1.04	260	R			From: 15-683					NA	NA			1998
						To: 15-682									
(692)	3.33	560	R			From: SR 24; 15-748					NA	NA			1998
						To: US 29									
(693)	2.20	350	R			From: 15-696					NA	NA			08/20/2001
						To: 15-692									
(694)	0.65	70	R			From: 15-682					NA	NA			07/16/2001
						To: 15-882									
(694)	0.75	120	R			From: 15-882					NA	NA			07/16/2001
						To: 15-696									
(695)	4.80	250	R			From: 15-682					NA	NA			08/27/2001
						To: 15-626									
(696)	2.40	10	R			From: Dead End					NA	NA			08/20/2001
						To: 15-705									
(696)	2.65	360	R			From: 15-705					NA	NA			08/20/2001
						To: 15-700									
(696)	0.39	1400	R			From: 15-700					NA	NA			1998
						To: 15-699									
(696)	1.91	1000	R			From: 15-699					NA	NA			1998
						To: 15-701 NORTH									
(696)	3.18	1100	R			From: 15-701 NORTH					NA	NA			1998
						To: US 29 SOUTH									
(696)	6.47	290	R			From: US 29 NORTH					NA	NA			08/20/2001
						To: SR 24									
(697)	2.76	60	R			From: 15-701					NA	NA			07/10/2001
						To: 15-699									
(698)	3.50	180	R			From: 15-701					NA	NA			1998
						To: 15-761									
(699)	1.30	2600	R			From: US 29					NA	NA			1998
						To: 15-701									
(699)	3.43	1900	R			From: 15-701					NA	NA			1998
						To: 15-696									

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(699)	1.77	1200	R			From: 15-696					NA	NA			1998
(699)	2.65	1400	R			From: 15-629					NA	NA			1998
						To: 15-761									
(700)	2.39	350	R			From: 15-696					NA	NA			08/20/2001
						To: 15-633									
(701)	4.60	230	R			From: 15-699					NA	NA			1998
						To: 15-696 SOUTH									
(701)	8.00	440	R			From: 15-696 NORTH					NA	NA			1998
						To: US 501									
(702)	0.40	130	R			From: Dead End					NA	NA			07/17/2001
						To: 15-648									
(703)	2.69	170	R			From: 15-704					NA	NA			08/14/2001
						To: 15-761									
(704)	1.10	110	R			From: 15-705					NA	NA			08/20/2001
						To: Dead End									
(705)	6.60	40	R			From: 15-696					NA	NA			08/20/2001
						To: 15-761									
(706)	0.50	20	R			From: Dead End					NA	NA			08/20/2001
						To: 15-699									
(707)	0.06	120	R			From: 15-712					NA	NA			08/27/2001
						To: 15-640									
(708)	1.50	70	R			From: Dead End					NA	NA			07/10/2001
						To: 15-648									
(709)	3.10	220	R			From: Dead End					NA	NA			08/10/2001
						To: 15-696									
(709)	1.90	640	R			From: 15-692					NA	NA			08/10/2001
						To: 15-692									
(710)	0.28	250	R			From: 15-711					NA	NA			07/16/2001
						To: 15-1331									
(710)	0.72	90	R			From: 0.72 ME 15-1331					NA	NA			07/16/2001
						To: Dead End									
(711)	0.40	1300	R			From: NCL ALTAVISTA					NA	NA			1998
						To: 15-712 EAST									
(711)	1.50	420	R			From: 15-712 WEST					NA	NA			07/16/2001
						To: 15-710									
(711)	3.00	100	R			From: 15-626					NA	NA			1993
						To: 15-626									

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(711)	2.00	220	R	From: 15-626						NA		NA			07/16/2001
				To: 15-682											
(712)	0.41	250	R	From: SR 43 WEST						NA		NA			1995
				To: SR 43 MID											
(712)	0.69	1500	R	From: SR 43 EAST						NA		NA			1998
				To: 15-714											
(712)	1.98	810	R	From: 15-714						NA		NA			1998
				To: 15-711 EAST											
(712)	1.33	960	R	From: 15-711 EAST						NA		NA			1998
				To: US 29 BUS NORTH											
(712)	1.59	720	R	From: US 29 BUS SOUTH						NA		NA			1998
				To: 15-699											
(712)	0.12	48	R	From: 15-699						NA		NA			08/27/2001
				To: Dead End											
(713)	1.00	400	R	From: 15-626						NA		NA			07/24/2001
				To: 15-627											
(714)	1.03	2700	R	From: NCL ALTAVISTA						NA		NA			1998
				To: 15-712											
(714)	0.68	1600	R	From: 15-712						NA		NA			1998
				To: 15-626											
(715)	0.72	NA		From: 15-681						NA		NA			
				To: 15-681											
(716)	0.27	40	R	From: Cul-de-Sac						NA		NA			07/16/2001
				To: 15-631											
(718)	1.69	180	R	From: Dead End						NA		NA			1998
				To: 15-630											
(719)	0.70	110	R	From: Dead End						NA		NA			07/09/2001
				To: 15-606											
(720)	0.70	260	R	From: Dead End						NA		NA			07/17/2001
				To: 15-601											
(721)	0.22	230	R	From: 15-646						NA		NA			1998
				To: 15-926											
(721)	0.18	80	R	From: 15-926						NA		NA			1998
				To: Dead End											
(722)	0.42	30	R	From: Dead End						NA		NA			07/09/2001
				To: 15-643											
(723)	0.60	260	R	From: Dead End						NA		NA			1998
				To: US 29											
(724)	0.11	20	R	From: 15-699						NA		NA			08/20/2001
				To: 15-761											

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
725	1.10	450	R								NA	NA			1998
726	0.34	6300	R								NA	NA			1998
726	2.43	6400	R								NA	NA			1998
726	1.42	410	F							48	F	410	F		2001
727	1.70	170	R								NA	NA			07/10/2001
728	0.30	30	R								NA	NA			08/14/2001
729	0.20	120	R								NA	NA			08/27/2001
729	0.26	130	R								NA	NA			08/27/2001
730	0.20	150	R								NA	NA			07/17/2001
731	1.40	40	R								NA	NA			07/09/2001
732	1.25	130	R								NA	NA			08/14/2001
733	0.70	80	R								NA	NA			07/18/2001
734	1.40	320	R								NA	NA			08/20/2001
735	0.42	80	R								NA	NA			08/29/2001
736	1.15	90	R								NA	NA			07/17/2001
737	3.10	320	R								NA	NA			1998
738	0.13	660	R								NA	NA			1998
738	0.06	820	R								NA	NA			1998
738	1.54	910	F	98%	0%	1%	1%	0%	0%	F	100	F	910	F	2001
738	0.12	5900	R								NA	NA			1998

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(738)	0.78	2000	R			From: US 29 MID					NA	NA			1998
(738)	0.43	2500	R			To: 15-622 NORTH					NA	NA			1998
(738)	1.62	3400	R			From: 15-680					NA	NA			1998
(738)						To: US 29 NORTH									
(739)	0.04	11000	R			From: US 460 BUS					NA	NA			1998
(739)						To: SCL LYNCHBURG									
(740)	1.00	90	R			From: 15-626					NA	NA			1998
(740)						To: Dead End									
(742)	0.54	70	R			From: US 460 WEST					NA	NA			1998
(742)						To: US 460 EAST									
(744)	0.04	820	R			From: 15-1520					NA	NA			1998
(744)						To: SCL LYNCHBURG									
(745)	0.50	90	R			From: SR 24					NA	NA			1998
(745)						To: Dead End									
(746)	0.08	NA				From: 15-660					NA	NA			
(746)						To: Dead End									
(748)	0.40	8	R			From: SR 24; 15-692					NA	NA			08/20/2001
(748)						To: Dead End									
(749)	1.00	130	R			From: SR 40					NA	NA			1998
(749)						To: 15-618									
(750)	0.36	270	R			From: US 29					NA	NA			08/27/2001
(750)						To: 15-912									
(750)	0.44	260	R			From: 15-912					NA	NA			08/27/2001
(750)						To: Dead End									
(751)	2.00	210	R			From: 15-686					NA	NA			07/10/2001
(751)						To: 15-701									
(751)						From: Dead End									
(752)	0.10	240	R			From: 0.10 MN Dead End					NA	NA			05/30/2001
(752)	0.30	300	R			From: 15-918					NA	NA			05/30/2001
(752)	0.40	360	R			From: US 460					NA	NA			05/30/2001
(752)						To: US 460									
(754)	0.36	140	R			From: US 29					NA	NA			09/25/2001
(754)						To: 15-689									
(754)	0.15	290	R			From: 15-689					NA	NA			09/25/2001
(754)						To: 15-738									
(754)	0.10	80	R			From: 15-738					NA	NA			09/25/2001
(754)						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(755)	0.60	90	R			From: Dead End					NA	NA			1998
						To: 15-600									
(756)	1.80	160	R			From: 15-601					NA	NA			1998
						To: Charlotte County Line									
(757)	3.00	110	R			From: 15-660					NA	NA			05/30/2001
						To: 15-656									
(758)	0.13	140	R			From: Dead End					NA	NA			1986
						To: US 29; FR 905									
(759)	0.09	110	R			From: US 501					NA	NA			08/14/2001
						To: 15-803									
(760)	0.11	10	R			From: 15-797					NA	NA			07/17/2001
						To: Dead End									
(761)	1.20	580	R			From: Pittsylvania County Line					NA	NA			1998
						To: 15-633 SOUTH									
(761)	3.15	640	R			From: 15-705					NA	NA			1998
						To: 15-705									
(761)	1.97	1100	R			From: 15-699					NA	NA			1998
						To: 15-699									
(761)	1.67	2500	R			From: US 501; 15-652					NA	NA			1998
						To: US 501; 15-652									
(762)	0.58	20	R			From: Dead End					NA	NA			07/17/2001
						To: 15-646									
(763)	0.51	180	R			From: 15-802					NA	NA			1998
						To: 15-800									
(769)	0.08	400	R			From: 15-859					NA	NA			1998
						To: 15-779 WEST									
(769)	0.05	830	R			From: 15-1515					NA	NA			1998
						To: 15-1515									
(769)	0.03	860	R			From: 15-779 EAST					NA	NA			1998
						To: 15-779 EAST									
(769)	0.06	1200	R			From: 15-782					NA	NA			07/18/2001
						To: 15-782									
(769)	0.26	1200	R			From: US 460 BUS					NA	NA			1998
						To: US 460 BUS									
(770)	0.38	170	R			From: 15-1651					NA	NA			1998
						To: 15-835									
(771)	1.80	240	R			From: Dead End					NA	NA			07/09/2001
						To: 15-646									
(772)	0.65	40	R			From: 15-643					NA	NA			07/09/2001
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(773)	0.07	220	R			From: SR 24					NA	NA			1998
						To: 15-683									
(775)	1.25	80	R			From: Dead End					NA	NA			07/09/2001
						To: 15-657									
(776)	1.10	70	R			From: Dead End					NA	NA			07/09/2001
						To: 15-648									
(778)	0.75	80	R			From: Dead End					NA	NA			07/10/2001
						To: US 501									
(779)	0.53	200	R			From: 15-769 WEST					NA	NA			1998
						To: 15-769 EAST									
(781)	1.30	90	R			From: Dead End					NA	NA			1998
						To: SR 24									
(782)	0.06	230	R			From: 15-859					NA	NA			1998
						To: 15-828									
(782)	0.17	350	R			From: 15-769					NA	NA			1998
						To: Dead End									
(783)	0.07	40	R			From: Dead End					NA	NA			1998
						To: 15-713									
(784)	0.42	440	R			From: 15-683 SOUTH					NA	NA			1998
						To: 15-683 NORTH									
(785)	0.80	40	R			From: Dead End					NA	NA			07/09/2001
						To: 15-643									
(786)	0.80	60	R			From: 15-605					NA	NA			1998
						To: Dead End									
(787)	0.60	160	R			From: Dead End					NA	NA			05/30/2001
						To: 15-609									
(788)	0.80	47	R			From: 15-663					NA	NA			07/09/2001
						To: Dead End									
(789)	0.15	360	R			From: US 460 BUS					NA	NA			08/14/2001
						To: 0.15 ME OF US 460 BUS									
(789)	0.15	180	R			From: Cul-de-Sac					NA	NA			1998
						To: 15-615 SOUTH									
(790)	2.40	100	R			From: 15-615 NORTH					NA	NA			07/10/2001
						To: US 460 BUS									
(791)	0.55	400	R			From: Dead End					NA	NA			1998
						To: Dead End									
(792)	0.70	120	R			From: Dead End					NA	NA			07/17/2001
						To: 15-600									

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
793	0.40	190	R			From: 15-609					NA	NA			05/30/2001
						To: Dead End									
794	0.30	10	R			From: 15-648					NA	NA			07/09/2001
						To: Dead End									
795	1.10	50	R			From: 15-601					NA	NA			07/17/2001
						To: Dead End									
796	0.20	170	R			From: Dead End					NA	NA			1998
						To: US 460 BUS									
797	0.45	47	R			From: 15-650					NA	NA			07/17/2001
						To: 0.45 ME 15-650									
797	0.25	30	R			From: Dead End					NA	NA			07/10/2001
						To: Dead End									
798	0.25	90	R			From: 15-615					NA	NA			07/17/2001
						To: Dead End									
799	1.12	110	R			From: Dead End					NA	NA			1998
						To: 15-609									
800	0.66	1500	R			From: US 460					NA	NA			1998
						To: SR 24									
800	0.13	540	R			From: Appomattox County Line					NA	NA			1998
						To: Charlotte County Line									
801	0.30	50	R			From: 15-600					NA	NA			07/17/2001
						To: 15-800									
802	0.11	320	R			From: US 460					NA	NA			1998
						To: Dead End									
803	0.06	40	R			From: 15-759					NA	NA			1998
						To: Dead End									
803	0.08	30	R			From: 15-606					NA	NA			1998
						To: Dead End									
804	0.96	320	R			From: Dead End					NA	NA			07/17/2001
						To: 15-615									
805	1.40	140	R			From: 15-606					NA	NA			07/10/2001
						To: Dead End									
806	0.75	100	R			From: Dead End					NA	NA			1998
						To: SR 24									
808	0.41	40	R			From: 15-643					NA	NA			08/20/2001
						To: Dead End									
809	0.55	100	R			From: Dead End					NA	NA			07/17/2001
						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						
Campbell County															
(810)	0.33	120	R			From: Dead End					NA	NA			08/10/2001
						To: SR 24									
(811)	2.85	480	R			From: Bedford County Line					NA	NA			1998
(811)	0.11	220	R			From: 15-725					NA	NA			1998
						To: SR 24									
(812)	0.44	660	R			From: 15-811					NA	NA			1998
						To: SR 24									
(814)	0.35	250	R			From: US 29					NA	NA			08/27/2001
						To: Dead End									
(815)	0.13	90	R			From: 15-832					NA	NA			1998
						To: 15-833									
(816)	0.60	150	R			From: Dead End					NA	NA			1998
						To: SR 24									
(818)	0.57	70	R			From: 15-663					NA	NA			07/09/2001
						To: Dead End									
(819)	0.40	70	R			From: Dead End					NA	NA			05/30/2001
						To: US 460									
(820)	0.70	40	R			From: Dead End					NA	NA			07/09/2001
						To: 15-646									
(821)	0.81	120	R			From: 15-705					NA	NA			08/20/2001
						To: Dead End									
(822)	0.30	40	R			From: 15-618					NA	NA			1998
						To: Dead End									
(823)	0.55	120	R			From: Dead End					NA	NA			07/16/2001
						To: 15-682									
(824)	1.65	280	R			From: 15-696					NA	NA			08/20/2001
						To: 15-705									
(825)	0.20	30	R			From: 15-696					NA	NA			08/10/2001
						To: Dead End									
(826)	0.33	80	R			From: Dead End					NA	NA			08/14/2001
						To: 15-635									
(827)	0.35	100	R			From: 15-853 WEST					NA	NA			1998
						To: 15-853 EAST									
(828)	0.24	170	R			From: 15-782					NA	NA			08/27/2001
						To: US 460 BUS									
(829)	0.42	1500	R			From: 15-624					NA	NA			1998
						To: US 460 BUS; 15-1505									

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(830)	0.26	370	R			From: Dead End					NA		NA		08/14/2001
						To: US 460 BUS									
(831)	0.29	50	R			From: Cul-de-Sac					NA		NA		07/18/2001
						To: 15-712									
(832)	0.14	230	R			From: SR 24					NA		NA		1998
						To: 15-815									
(832)	0.08	70	R			From: Dead End					NA		NA		1998
						To: SR 24									
(833)	0.08	170	R			From: SR 24					NA		NA		1998
						To: 15-815									
(833)	0.13	140	R			From: Dead End					NA		NA		08/14/2001
						To: SR 24									
(834)	1.10	120	R			From: 15-615					NA		NA		07/09/2001
						To: Dead End									
(835)	0.36	540	R			From: 15-1670					NA		NA		08/20/2001
						To: 15-1526									
(835)	0.11	650	R			From: 15-1526					NA		NA		08/20/2001
						To: 15-770									
(835)	0.12	1700	R			From: 15-770					NA		NA		08/20/2001
						To: 15-1527									
(835)	0.28	1900	R			From: 15-1527					NA		NA		08/20/2001
						To: 15-622									
(836)	0.45	210	R			From: US 460					NA		NA		07/26/2001
						To: Dead End									
(837)	0.18	100	R			From: FR-794					NA		NA		08/29/2001
						To: 15-677									
(838)	0.13	60	R			From: Dead End					NA		NA		1998
						To: 15-891									
(838)	0.07	730	R			From: 15-891					NA		NA		1998
						To: US 501									
(838)	0.17	690	R			From: US 501					NA		NA		1998
						To: Dead End									
(839)	0.30	30	R			From: 15-682					NA		NA		07/16/2001
						To: Dead End									
(840)	0.68	330	R			From: Dead End					NA		NA		07/24/2001
						To: SR 43									
(842)	0.54	270	R			From: US 460 BUS					NA		NA		1998
						To: US 460 BUS NORTH									
(846)	0.09	30	R			From: 15-665					NA		NA		08/27/2001
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(847)	0.60	190	R			From: Dead End					NA		NA		08/22/2001
						To: 15-682									
Town of Brookneal															
(849)	0.10	360	R			From: 15-601					NA		NA		07/31/2001
						To: 15-1126									
(849)	0.45	250	R			From: 15-1126					NA		NA		07/31/2001
						To: Dead End									
Campbell County															
(850)	1.45	80	R			From: Dead End					NA		NA		1998
						To: 15-660									
(851)	1.57	410	R			From: Dead End					NA		NA		05/30/2001
						To: 15-660 NORTH									
(851)	0.55	280	R			From: 15-660 SOUTH					NA		NA		05/30/2001
						To: Cul-de-Sac									
(852)	0.43	30	R			From: 15-851					NA		NA		1998
						To: Cul-de-Sac									
(853)	0.16	350	R			From: 15-622 WEST					NA		NA		1998
						To: 15-827 WEST									
(853)	0.10	200	R			From: 15-827 WEST					NA		NA		1998
						To: 15-827 EAST									
(853)	0.09	320	R			From: 15-827 EAST					NA		NA		1998
						To: 15-622 EAST									
(854)	0.40	180	R			From: 15-615					NA		NA		07/10/2001
						To: Dead End									
(858)	0.50	540	R			From: Bedford County Line					NA		NA		1998
						To: 15-623 WEST									
(858)	0.65	2200	R			From: 15-623 WEST					NA		NA		1998
						To: 15-1580									
(859)	0.19	580	R			From: 15-769					NA		NA		1998
						To: 15-1546									
(859)	0.03	1200	R			From: 15-1546					NA		NA		1998
						To: 15-1515									
(859)	0.07	1400	R			From: 15-1515					NA		NA		1998
						To: 15-782									
(859)	0.18	1500	R			From: 15-782					NA		NA		1998
						To: 15-1528									
(859)	0.06	1800	R			From: 15-1528					NA		NA		1998
						To: US 469 BUS									
(860)	0.10	30	R			From: Dead End; .10 MW					NA		NA		07/17/2001
						To: 15-601									
(860)	0.40	40	R			From: 15-601					NA		NA		07/17/2001
						To: Dead End; .40 ME 601									
(862)	0.04	370	R			From: 15-1520					NA		NA		1998
						To: SCL LYNCHBURG									

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Cambell County															
(863)	0.10	90	R			From: Dead End					NA	NA			08/27/2001
						To: US 29									
(865)	0.10	50	R			From: Dead End					NA	NA			07/24/2001
						To: 15-713									
(866)	0.20	130	R			From: 15-714					NA	NA			07/18/2001
						To: 15-733									
(867)	0.45	30	R			From: Dead End					NA	NA			07/09/2001
						To: 15-604									
(868)	0.43	200	R			From: 15-605					NA	NA			07/17/2001
						To: Dead End									
(869)	0.35	170	R			From: Dead End					NA	NA			08/29/2001
						To: US 501; 15-1029									
(870)	0.20	180	R			From: Dead End					NA	NA			08/07/2001
						To: 15-858									
(871)	0.33	50	R			From: Dead End					NA	NA			1998
						To: 15-623; 15-1587									
Town of Brookneal															
(874)	0.10	40	R			From: US 501					NA	NA			1998
						To: Dead End									
Cambell County															
(875)	0.12	20	R			From: 15-712					NA	NA			08/27/2001
						To: Dead End									
Town of Brookneal															
(876)	0.03	70	R			From: Dead End					NA	NA			07/31/2001
						To: US 501									
Cambell County															
(877)	0.50	1600	R			From: US 460 BUS					NA	NA			1998
						To: 15-1545									
(877)	0.16	1800	R			From: 15-1545					NA	NA			1998
						To: 15-1570									
(877)	0.30	940	R			From: 15-1570					NA	NA			1998
						To: 15-1597									
(878)	0.34	70	R			From: Dead End					NA	NA			1998
						To: 15-792									
(879)	0.30	60	R			From: SR 24					NA	NA			1998
						To: Dead End									
(880)	0.20	30	R			From: SR 24					NA	NA			08/20/2001
						To: Dead End									
(881)	0.63	70	R			From: 15-600					NA	NA			1998
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
882	0.17	30	R			From: Dead End					NA	NA			07/16/2001
						To: 15-694									
883	0.40	70	R			From: Dead End					NA	NA			07/17/2001
						To: 15-615									
884	0.24	420	R			From: US 501					NA	NA			08/29/2001
						To: Dead End									
885	0.16	330	R			From: 15-678					NA	NA			08/27/2001
						To: Dead End									
886	0.10	60	R			From: Dead End					NA	NA			1998
						To: 0.10 ME Dead End									
886	0.06	120	R			From: US 501					NA	NA			08/14/2001
						To: Dead End									
888	1.03	190	R			From: Dead End					NA	NA			1998
						To: 15-908									
888	0.35	290	R			From: US 29					NA	NA			1998
						To: 15-624 SOUTH									
889	0.14	140	R			From: 15-624 NORTH					NA	NA			08/14/2001
						To: Dead End									
890	0.40	50	R			From: 15-600					NA	NA			07/17/2001
						To: 15-671									
891	0.03	170	R			From: 15-838					NA	NA			08/14/2001
						To: US 460 BUS									
892	0.11	480	R			From: 15-1516					NA	NA			1998
						To: 15-1517									
892	0.15	360	R			From: US 460 BUS NORTH					NA	NA			1998
						To: Dead End									
893	0.20	80	R			From: 0.20 ME Dead End					NA	NA			1998
						To: 15-725									
894	0.40	120	R			From: US 501 SOUTH					NA	NA			1998
						To: US 501 NORTH									
895	0.10	1500	R			From: 15-664					NA	NA			1998
						To: US 501									
896	1.02	250	R			From: Cul-de-Sac					NA	NA			07/16/2001
						To: SR 43									
897	0.60	190	R			From: 15-615					NA	NA			07/10/2001
						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						
Campbell County															
(898)	0.50	70	R			From: 15-680					NA	NA			1998
						To: US 501									
(899)	0.06	NA				From: Cul-de-Sac					NA	NA			
						To: 15-896									
(900)	0.15	50	R			From: 15-713					NA	NA			1998
						To: Dead End									
(901)	0.25	50	R			From: Dead End					NA	NA			08/14/2001
						To: 15-612									
(902)	0.13	80	R			From: Dead End; .13 MS					NA	NA			08/20/2001
(902)	0.13	80	R			To: 15-888					NA	NA			08/20/2001
						From: Cul-de-Sac									
(903)	0.35	100	R			From: 15-600					NA	NA			07/17/2001
						To: Dead End									
(904)	0.30	130	R			From: 15-655					NA	NA			1998
						To: Dead End									
(905)	0.25	80	R			From: Dead End					NA	NA			1998
						To: 15-682									
(906)	0.34	120	R			From: US 29					NA	NA			08/27/2001
						To: 15-907									
(907)	0.06	60	R			From: 15-906					NA	NA			08/27/2001
						To: 15-696									
(908)	0.67	70	R			From: Dead End; .67 MN					NA	NA			08/20/2001
(908)	0.22	70	R			To: 15-888					NA	NA			08/20/2001
						From: Dead End; .22 MS									
(909)	0.11	150	R			From: 15-696					NA	NA			07/18/2001
						To: 15-700									
(910)	0.68	70	R			From: US 501					NA	NA			1998
						To: Dead End									
(911)	0.08	70	R			From: Dead End					NA	NA			08/14/2001
						To: 15-622									
(912)	0.68	300	R			From: 15-750					NA	NA			08/27/2001
						To: US 29									
(913)	0.05	8	R			From: 15-646					NA	NA			1998
						To: 0.05 ME 15-646									
(913)	0.15	2	R			From: 0.06 ME 15-646					NA	NA			1998
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
914	1.00	150	R			From: Dead End					NA	NA			08/20/2001
						To: 15-696									
915	0.25	60	R			From: Dead End					NA	NA			1998
						To: 15-692									
916	0.12	70	R			From: Dead End					NA	NA			1998
						To: US 501									
917	1.63	970	R			From: US 501 SOUTH					NA	NA			1998
						To: 15-605									
917	0.91	1000	R			From: 15-605					NA	NA			1998
						To: US 501 NORTH									
918	0.25	120	R			From: 15-752					NA	NA			05/30/2001
						To: Dead End									
919	0.50	70	R			From: 15-615					NA	NA			07/10/2001
						To: Dead End									
920	0.45	60	R			From: Dead End					NA	NA			1998
						To: 15-696									
921	0.48	170	R			From: 15-670					NA	NA			08/29/2001
						To: Dead End									
923	0.24	90	R			From: Dead End					NA	NA			08/20/2001
						To: US 29									
924	0.22	60	R			From: US 29					NA	NA			1998
						To: Dead End									
925	0.39	160	R			From: 15-605					NA	NA			08/14/2001
						To: Dead End									
926	0.14	50	R			From: 15-721					NA	NA			07/09/2001
						To: Dead End									
927	0.15	130	R			From: 15-648					NA	NA			07/17/2001
						To: Dead End									
Town of Brookneal															
928	0.05	110	R			From: Dead End					NA	NA			1998
						To: US 501									
Campbell County															
929	0.10	80	R			From: 15-725					NA	NA			1998
						To: Dead End									
930	0.15	120	R			From: Cul-de-Sac					NA	NA			08/29/2001
						To: 15-680									
931	0.35	40	R			From: Dead End					NA	NA			07/17/2001
						To: 15-651									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
932	0.22	100	R			From: 15-652					NA		NA		08/14/2001
						To: Dead End									
933	0.03	20	R			From: Dead End					NA		NA		1998
						To: US 501									
934	0.20	80	R			From: Dead End					NA		NA		08/20/2001
						To: 15-811									
936	0.10	70	R			From: Dead End					NA		NA		1998
						To: 15-682									
937	0.61	160	R			From: Dead End					NA		NA		07/10/2001
						To: 15-615									
939	0.07	130	R			From: US 29					NA		NA		08/27/2001
						To: Dead End									
941	0.30	50	R			From: Dead End					NA		NA		1998
						To: 15-680									
942	0.25	450	R			From: Dead End					NA		NA		07/17/2001
						To: 15-648									
943	0.25	70	R			From: Dead End					NA		NA		07/17/2001
						To: 15-602									
944	0.43	60	R			From: Dead End					NA		NA		07/16/2001
						To: 15-694									
945	0.10	20	R			From: Dead End					NA		NA		1993
						To: 15-640									
946	0.10	60	R			From: Dead End					NA		NA		08/20/2001
						To: 15-633									
947	0.40	80	R			From: 15-701					NA		NA		1998
						To: Dead End									
950	0.20	70	R			From: 15-690					NA		NA		1998
						To: Dead End									
960	0.08	70	R			From: Dead End					NA		NA		1998
						To: 15-670									
960	0.20	70	R			From: 15-670					NA		NA		1998
						To: Dead End									
970	0.15	NA				From: Dead End					NA		NA		
						To: US 501									
972	0.16	140	R			From: 05-600					NA		NA		1998
						To: Dead End									
1000	0.11	360	R			From: 15-681					NA		NA		1998
						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						
Campbell County															
1001	0.25	100	R			From: Dead End					NA	NA			07/09/2001
						To: SR 24									
1002	0.27	100	R			From: SR 24					NA	NA			09/18/2001
						To: Dead End									
1003	0.08	40	R			From: Cul-de-Sac					NA	NA			09/18/2001
						To: 15-1002									
1005	0.01	30	R			From: Dead End					NA	NA			09/25/2001
						To: 15-1006									
1005	0.09	80	R			From: 15-1006					NA	NA			07/09/2001
						To: 15-737									
1006	0.20	30	R			From: 15-1005					NA	NA			07/09/2001
						To: 15-1007									
1007	0.01	1	R			From: Dead End					NA	NA			09/18/2001
						To: 15-1006									
1007	0.10	30	R			From: 15-1006					NA	NA			09/18/2001
						To: 15-737									
1010	0.35	90	R			From: Cul-de-Sac					NA	NA			1998
						To: 15-651									
1011	0.06	40	R			From: Cul-de-Sac					NA	NA			1998
						To: 15-1010									
1015	0.29	NA				From: Cul-de-Sac					NA	NA			
						To: 15-836									
1016	0.32	48	R			From: Cul-de-Sac					NA	NA			07/26/2001
						To: US 460									
1017	0.20	360	R			From: US 460					NA	NA			07/26/2001
						To: 15-1019									
1018	0.59	160	R			From: 15-1019 SOUTH					NA	NA			07/26/2001
						To: 15-1019 NORTH									
1019	0.09	40	R			From: Dead End					NA	NA			07/26/2001
						To: 15-1017									
1019	0.10	140	R			From: 15-1017					NA	NA			07/26/2001
						To: 15-1020									
1019	0.15	110	R			From: 15-1020					NA	NA			07/26/2001
						To: 15-1018 SOUTH									
1019	0.15	110	R			From: 15-1018 SOUTH					NA	NA			07/26/2001
						To: 15-1018 NORTH									
1019	0.18	70	R			From: 15-1018 NORTH					NA	NA			07/26/2001
						To: Dead End									
1020	0.07	90	R			From: Cul-de-Sac					NA	NA			07/26/2001
						To: 15-1019									

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(1023)	0.23	70	R			From: 15-662					NA	NA			05/30/2001
						To: Cul-de-Sac									
(1024)	0.53	200	R			From: Cul-de-Sac					NA	NA			05/30/2001
						To: 15-662									
(1025)	0.33	30	R			From: 15-1026					NA	NA			09/18/2001
						To: Cul-de-Sac									
(1026)	0.11	20	R			From: Cul-de-Sac					NA	NA			09/18/2001
						To: 15-1025									
(1027)	0.09	30	R			From: 15-1024					NA	NA			09/18/2001
						To: Cul-de-Sac									
(1029)	0.08	30	R			From: US 501; 15-869					NA	NA			08/29/2001
						To: Dead End									
(1030)	0.13	60	R			From: Dead End					NA	NA			08/27/2001
						To: 15-667									
(1031)	0.26	NA				From: Cul-de-Sac/					NA	NA			
						To: 15-00726(B)/									
(1035)	0.28	160	R			From: US 460					NA	NA			07/24/2001
						To: Cul-de-Sac									
(1040)	0.16	240	R			From: Cul-de-Sac					NA	NA			05/30/2001
						To: 15-799									
(1043)	0.42	380	R			From: Cul-de-Sac					NA	NA			08/01/2001
						To: 15-623									
(1044)	0.34	280	R			From: 15-1043					NA	NA			08/01/2001
						To: Cul-de-Sac									
(1045)	0.22	450	R			From: 15-1044					NA	NA			08/01/2001
						To: 15-1045									
(1046)	0.08	70	R			From:					NA	NA			08/01/2001
						To: Cul-de-Sac									
Town of Brookneal															
(1101)	0.29	780	R			From: US 501					NA	NA			08/08/2001
						To: 15-1130									
(1101)	0.05	260	R			From: 15-1130					NA	NA			08/08/2001
						To: 0.06 ME 15-1130									
(1101)	0.09	20	R			From: 0.06 ME 15-1130					NA	NA			1998
						To: Dead End									
(1102)	0.04	450	R			From: 15-1147					NA	NA			1998
						To: 15-1111									
(1102)	0.10	1900	R			From: 15-1111					NA	NA			1998
						To: 15-1125									
(1102)	0.48	1300	R			From: 15-1125					NA	NA			1998
						To: 15-1133									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Brookneal															
(1102)	0.10	330	R			From: 15-1133					NA		NA		1998
(1102)	0.14	300	R			To: 0.10 ME 15-1133					NA		NA		1998
						To: Dead End									
(1103)	0.05	260	R			From: 15-1104					NA		NA		08/14/2001
(1103)	0.06	600	R			From: 15-1135					NA		NA		08/08/2001
(1103)	0.06	1300	R			To: US 501					NA		NA		08/14/2001
(1103)	0.08	800	R			From: 15-1141					NA		NA		08/14/2001
						To: 15-1111									
(1104)	0.09	110	R			From: Dead End					NA		NA		08/14/2001
(1104)	0.23	90	R			To: 15-1120					NA		NA		08/14/2001
(1104)	0.07	60	R			From: 15-1103					NA		NA		08/14/2001
						To: 15-1128									
(1105)	0.09	50	R			From: US 501					NA		NA		07/31/2001
(1105)	0.09	60	R			To: 15-1132					NA		NA		1995
(1105)	0.06	90	R			From: 15-1130					NA		NA		08/08/2001
						To: Dead End									
(1106)	0.14	50	R			From: Dead End					NA		NA		08/08/2001
(1106)	0.16	220	R			To: 15-1124					NA		NA		08/08/2001
						To: US 501									
(1107)	0.03	40	R			From: Dead End					NA		NA		1993
(1107)	0.14	70	R			To: 15-1125					NA		NA		07/31/2001
(1107)	0.17	250	R			From: 15-1137					NA		NA		07/31/2001
						To: 15-1102									
(1108)	0.12	170	R			From: US 501					NA		NA		07/31/2001
(1108)	0.04	30	R			To: 15-1132					NA		NA		07/31/2001
						To: Dead End									
(1109)	0.13	110	R			From: US 501					NA		NA		07/31/2001
						To: 15-1132									
(1110)	0.26	80	R			From: Dead End					NA		NA		07/31/2001
(1110)	0.06	120	R			To: 15-1134					NA		NA		07/31/2001
						To: 15-1102									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Brookneal															
(1111)	0.23	2000	R			From: US 501					NA		NA		1998
(1111)	0.27	3000	R			To: 15-1115; 15-1138					NA		NA		1998
(1112)	0.06	580	R			From: SR 40					NA		NA		07/31/2001
(1112)	0.06	140	R			To: US 501					NA		NA		07/31/2001
(1113)	0.24	120	R			From: 15-1141					NA		NA		08/08/2001
(1114)	0.06	40	R			To: Dead End					NA		NA		08/08/2001
(1114)	0.07	30	R			From: SR 40					NA		NA		08/08/2001
(1114)	0.11	100	R			To: 15-1144					NA		NA		08/08/2001
(1115)	0.28	320	R			From: US 501					NA		NA		1998
(1115)	0.17	510	R			To: 15-1117					NA		NA		1998
(1116)	0.12	240	R			From: 15-1111; 15-1138					NA		NA		07/31/2001
(1116)	0.05	230	R			To: US 501					NA		NA		07/31/2001
(1116)	0.08	190	R			From: 15-1132					NA		NA		07/31/2001
(1116)	0.03	300	R			To: 0.06 ME 15-1132					NA		NA		07/31/2001
(1116)	0.03	300	R			From: 15-1145					NA		NA		07/31/2001
(1117)	0.09	45	R			To: Cul-de-Sac					NA		NA		1998
(1118)	0.09	460	R			From: 15-1115					NA		NA		1998
(1119)	0.09	60	R			To: Dead End					NA		NA		08/14/2001
(1119)	0.06	40	R			From: US 501					NA		NA		08/14/2001
(1120)	0.03	20	R			To: SR 40					NA		NA		08/06/2001
(1121)	0.08	150	R			From: 15-1114					NA		NA		08/06/2001
(1122)	0.07	46	R			To: 15-1132					NA		NA		08/06/2001
(1122)	0.07	46	R			From: Dead End					NA		NA		08/14/2001
(1122)	0.07	46	R			To: 15-1104					NA		NA		08/14/2001
(1122)	0.07	46	R			From: SR 40					NA		NA		08/06/2001
(1122)	0.07	46	R			To: 15-1114					NA		NA		08/06/2001
(1122)	0.07	46	R			From: 15-601					NA		NA		07/31/2001
(1122)	0.07	46	R			To: 15-1123					NA		NA		07/31/2001

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						2Axle	3+Axle	1Trail	2Trail						
Town of Brookneal															
1122	0.05	30	R			From: 15-1123					NA		NA		07/31/2001
						To: Dead End									
1123	0.15	40	R			From: 15-601					NA		NA		07/31/2001
						To: 15-1122									
1124	0.06	160	R			From: Dead End					NA		NA		08/08/2001
						To: 15-1106									
1125	0.17	100	R			From: 15-1107					NA		NA		07/31/2001
						To: 15-1137									
1125	0.19	200	R			From: 15-1137					NA		NA		07/31/2001
						To: 15-1102									
1126	0.10	80	R			From: 15-849					NA		NA		07/31/2001
						To: 15-1127									
1127	0.15	50	R			From: 15-1126					NA		NA		07/31/2001
						To: Dead End									
1128	0.05	60	R			From: 15-1104					NA		NA		08/14/2001
						To: US 501									
1129	0.10	20	R			From: SR 40					NA		NA		08/06/2001
						To: 15-1144									
1130	0.02	140	R			From: 15-1148					NA		NA		1998
						To: 15-1139									
1130	0.05	100	R			From: 15-1139					NA		NA		1998
						To: 15-1131									
1130	0.06	180	R			From: 15-1131					NA		NA		1998
						To: 15-1101									
1130	0.06	100	R			From: 15-1101					NA		NA		1998
						To: 15-1105									
1130	0.04	49	R			From: 15-1105					NA		NA		1998
						To: Dead End									
1131	0.25	190	R			From: 15-1130					NA		NA		08/06/2001
						To: 15-1136									
1131	0.06	210	R			From: 15-1136					NA		NA		08/06/2001
						To: SR 40									
1132	0.05	40	R			From: 15-1116					NA		NA		07/31/2001
						To: 15-1108									
1132	0.11	60	R			From: 15-1108					NA		NA		07/31/2001
						To: 15-1105									
1132	0.06	70	R			From: 15-1105					NA		NA		08/06/2001
						To: 15-1101									
1132	0.11	120	R			From: 15-1101					NA		NA		08/06/2001
						To: 15-1139									
1132	0.06	110	R			From: 15-1139					NA		NA		08/05/2001
						To: 15-1143									

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						2Axle	3+Axle	1Trail	2Trail						
Town of Brookneal															
(1132)	0.08	110	R			From: 15-1143					NA		NA		08/06/2001
(1132)	0.07	110	R			To: 15-1119					NA		NA		08/06/2001
(1132)	0.07	90	R			From: SR 40					NA		NA		08/06/2001
(1132)	0.01	10	R			To: 0.07 ME SR 40					NA		NA		08/06/2001
(1132)	0.02	10	R			From: 0.08 ME SR 40					NA		NA		08/06/2001
(1133)	0.27	80	R			To: 15-1144					NA		NA		08/06/2001
(1133)						From: 15-1102					NA		NA		07/31/2001
(1134)	0.09	45	R			To: Dead End					NA		NA		07/31/2001
(1135)	0.09	180	R			From: Dead End					NA		NA		08/14/2001
(1136)	0.03	10	R			To: 15-1103					NA		NA		1998
(1137)	0.09	80	R			From: Dead End					NA		NA		07/31/2001
(1137)	0.04	48	R			To: 15-1131					NA		NA		07/31/2001
(1138)	0.12	1700	R			From: 15-1125					NA		NA		07/31/2001
(1139)	0.15	80	R			To: 15-1107					NA		NA		1998
(1139)	0.05	110	R			From: 15-1142					NA		NA		1998
(1139)	0.07	130	R			To: Dead End					NA		NA		1998
(1140)	0.11	20	R			From: 15-1115					NA		NA		07/31/2001
(1140)	0.06	20	R			To: US 501					NA		NA		1998
(1141)	0.07	130	R			From: 15-1132					NA		NA		07/31/2001
(1141)	0.05	450	R			To: 15-1140					NA		NA		07/31/2001
(1142)	0.07	40	R			From: 15-1130					NA		NA		07/31/2001
(1142)	0.15	140	R			To: 15-1101					NA		NA		07/31/2001
(1142)						From: 15-1139					NA		NA		07/31/2001
(1142)						To: 15-1143					NA		NA		07/31/2001
(1141)	0.07	130	R			From: 15-1112					NA		NA		07/31/2001
(1141)	0.05	450	R			To: 15-1103					NA		NA		07/31/2001
(1142)	0.07	40	R			From: Dead End					NA		NA		07/31/2001
(1142)	0.15	140	R			To: Dead End					NA		NA		07/31/2001
(1142)						From: 15-1137					NA		NA		07/31/2001
(1142)						To: 15-1102					NA		NA		07/31/2001

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						2Axle	3+Axle	1Trail	2Trail						
Town of Brookneal															
(1143)	0.05	20	R			From: 15-1114					NA	NA			08/06/2001
(1143)	0.05	20	R			To: 15-1132					NA	NA			08/06/2001
(1144)	0.06	30	R			From: 15-1129					NA	NA			08/06/2001
(1144)	0.07	10	R			To: 15-1114					NA	NA			08/06/2001
(1145)	0.20	130	R			From: US 501					NA	NA			07/31/2001
(1145)	0.11	10	R			To: 15-1146					NA	NA			07/31/2001
(1146)	0.12	130	R			From: Dead End					NA	NA			07/31/2001
(1147)	0.02	220	R			To: 15-1102					NA	NA			08/14/2001
(1148)	0.05	140	R			From: 15-1130					NA	NA			1998
(1149)	0.35	220	R			To: Dead End					NA	NA			08/14/2001
Campbell County															
(1150)	0.28	80	R			From: Cul-de-Sac					NA	NA			07/18/2001
(1155)	0.32	220	R			To: SR 24					NA	NA			08/22/2001
(1160)	0.34	130	R			From: 15-682					NA	NA			08/22/2001
(1164)	0.72	NA				To: Cul-de-Sac/					NA	NA			
(1190)	0.23	80	R			From: US 29					NA	NA			08/22/2001
(1312)	0.15	60	R			To: Cul-de-Sac					NA	NA			07/18/2001
(1318)	0.56	310	R			From: Dead End					NA	NA			07/24/2001
(1326)	0.17	70	R			To: 15-714					NA	NA			07/24/2001
(1328)	0.17	10	R			From: Dead End					NA	NA			08/27/2001
						To: SR 43									
						From: 15-712									
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
1330	0.07	70	R			From: 15-1332					NA	NA			07/24/2001
						To: Cul-de-Sac									
1331	0.13	110	R			From: Dead End					NA	NA			07/16/2001
						To: 15-710									
1332	0.16	260	R			From: 15-1337					NA	NA			07/24/2001
						To: 15-1333									
1332	0.28	510	R			From: 15-1333					NA	NA			07/24/2001
						To: FR-626									
1333	0.11	100	R			From: Dead End					NA	NA			07/24/2001
						To: 15-1335									
1333	0.12	180	R			From: 15-1335					NA	NA			07/24/2001
						To: 15-1332									
1334	0.08	30	R			From: 15-1332					NA	NA			07/24/2001
						To: Cul-de-Sac									
1335	0.08	50	R			From: 15-1333					NA	NA			07/24/2001
						To: Cul-de-Sac									
1336	0.13	60	R			From: 15-1332					NA	NA			07/24/2001
						To: Cul-de-Sac									
1337	0.24	120	R			From: Cul-de-Sac					NA	NA			07/24/2001
						To: 15-1332									
1338	0.44	160	R			From: 15-1339					NA	NA			07/24/2001
						To: 15-896									
1339	0.47	80	R			From: 15-1338					NA	NA			07/24/2001
						To: Cul-de-Sac									
1340	0.08	120	R			From: 15-699					NA	NA			08/27/2001
						To: 15-1341									
1341	0.04	48	R			From: Dead End					NA	NA			08/27/2001
						To: 15-1340									
1341	0.05	50	R			From: 15-1340					NA	NA			08/27/2001
						To: Dead End									
1345	0.12	250	R			From: 15-692					NA	NA			08/20/2001
						To: Dead End									
1400	0.74	160	R			From: 15-623					NA	NA			1998
						To: Bedford County Line									
1401	0.50	80	R			From: 15-1581					NA	NA			1998
						To: 15-1404									
1401	0.09	240	R			From: 15-1404					NA	NA			1998
						To: 15-1403									
1401	0.12	200	R			From: 15-1403					NA	NA			1998
						To: 15-681									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(1402)	0.18	140	R			From: Dead End					NA		NA		08/14/2001
(1402)	0.10	310	R			From: 15-1403					NA		NA		08/14/2001
						To: 15-681									
(1403)	0.15	100	R			From: 15-1401					NA		NA		08/14/2001
						To: 15-1402									
(1404)	0.03	30	R			From: 15-1401					NA		NA		08/14/2001
						To: Dead End									
(1407)	0.14	130	R			From: Cul-de-Sac					NA		NA		08/14/2001
						To: 15-858									
(1408)	0.13	590	R			From: Dead End					NA		NA		08/27/2001
(1408)	0.20	860	R			From: 15-1421					NA		NA		08/27/2001
(1408)	0.35	250	R			From: 15-679					NA		NA		08/27/2001
(1408)	0.20	70	R			From: 15-1416					NA		NA		08/27/2001
						To: Dead End									
(1410)	0.31	140	R			From: Cul-de-Sac					NA		NA		08/14/2001
						To: 15-681									
(1416)	0.37	20	R			From: 15-679					NA		NA		08/27/2001
(1416)	0.07	50	R			From: 0.37 MN 15-679					NA		NA		08/27/2001
						To: 15-1408									
(1417)	0.30	30	R			From: SCL LYNCHBURG					NA		NA		08/29/2001
						To: SCL LYNCHBURG									
(1419)	0.40	350	R			From: 15-677					NA		NA		08/29/2001
(1419)	0.09	90	R			From: 15-1420					NA		NA		08/29/2001
						To: Dead End									
(1420)	0.07	30	R			From: 15-1419					NA		NA		1998
						To: Dead End									
(1421)	0.19	130	R			From: 15-1408					NA		NA		08/27/2001
						To: 15-1422									
(1422)	0.30	170	R			From: Dead End					NA		NA		08/27/2001
(1422)	0.10	190	R			From: 15-1421					NA		NA		08/27/2001
						To: 15-679									
(1423)	0.63	160	R			From: 15-1423 BEGIN LOOP					NA		NA		08/29/2001
(1423)	0.06	320	R			From: 15-1424					NA		NA		08/29/2001
						To: 15-1423 END LOOP									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(1423)	0.07	370	R			From: 15-1423 END LOOP					NA		NA		1998
						To: 15-677									
(1424)	0.03	40	R			From: 15-1423					NA		NA		1998
						To: Cul-de-Sac									
(1425)	0.57	250	R			From: Cul-de-Sac					NA		NA		1998
						To: 15-677									
(1426)	0.09	180	R			From: 15-1423					NA		NA		1998
						To: 15-1425									
(1428)	0.16	340	R			From: ECL LYNCHBURG					NA		NA		08/29/2001
						To: 15-1431									
(1429)	0.32	40	R			From: SCL LYNCHBURG					NA		NA		08/29/2001
						To: SCL LYNCHBURG									
(1430)	0.06	8	R			From: Dead End					NA		NA		08/27/2001
						To: US 29									
(1431)	0.06	110	R			From: Dead End					NA		NA		08/29/2001
						To: 15-1428									
(1431)	0.09	120	R			From: 15-1428					NA		NA		08/29/2001
						To: Dead End									
(1433)	0.28	480	R			From: Dead End					NA		NA		08/27/2001
						To: US 29									
(1450)	0.35	110	R			From: Dead End					NA		NA		1998
						To: 15-680									
(1471)	0.11	100	R			From: 15-670					NA		NA		08/29/2001
						To: 15-1472									
(1472)	0.05	8	R			From: 15-1471					NA		NA		1998
						To: Cul-de-Sac									
(1473)	0.70	190	R			From: Dead End					NA		NA		1998
						To: 15-670									
(1480)	0.14	110	R			From: 15-677					NA		NA		1998
						To: 15-670									
(1481)	0.55	190	R			From: Cul-de-Sac					NA		NA		1998
						To: 15-1483									
(1481)	0.27	260	R			From: 15-1483					NA		NA		1998
						To: 15-1482									
(1481)	0.07	380	R			From: 15-1482					NA		NA		1998
						To: 15-670									
(1482)	0.04	6	R			From: Dead End					NA		NA		1998
						To: 15-1481									

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
1483	0.04	120	R			From: Dead End					NA		NA		1998
						To: 15-1481									
1497	0.29	NA				From: Bedford County Line					NA		NA		
						To: Cul-de-Sac									
1498	0.10	NA				From: Bedford County Line					NA		NA		
						To: Cul-de-Sac									
1499	0.07	NA				From: 09-1500					NA		NA		
						To: 15-1498									
1500	0.04	30	R			From: Dead End					NA		NA		08/07/2001
						To: 15-1614									
1500	0.07	210	R			From: 15-1580					NA		NA		08/07/2001
						To: Dead End									
1501	0.20	1200	R			From: 15-682					NA		NA		08/29/2001
						To: 15-1502									
1501	0.30	830	R			From: 15-1503					NA		NA		08/29/2001
						To: SCL LYNCHBURG									
1502	0.21	290	R			From: 15-1501					NA		NA		08/29/2001
						To: 15-1540									
1502	0.15	110	R			From: 15-1541					NA		NA		08/29/2001
						To: 15-1503									
1502	0.02	100	R			From: 15-1503					NA		NA		08/29/2001
						To: Dead End									
1503	0.07	100	R			From: 15-1501					NA		NA		08/29/2001
						To: 15-1502									
1504	0.42	210	R			From: US 460 BUS					NA		NA		1998
						To: Dead End									
1505	0.50	490	R			From: US 460 BUS					NA		NA		08/27/2001
						To: 15-1506									
1505	0.09	450	R			From: 15-1507					NA		NA		08/27/2001
						To: 15-1508									
1505	0.09	420	R			From: 15-1508					NA		NA		08/27/2001
						To: BEGIN LOOP									
1505	0.49	80	R			From: BEGIN LOOP					NA		NA		08/27/2001
						To: END LOOP									

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(1506)	0.05	20	R			From: Dead End					NA		NA		08/27/2001
(1506)	0.04	20	R			To: 15-1505					NA		NA		08/27/2001
(1506)						From: Dead End									
(1507)	0.04	20	R			From: Dead End					NA		NA		08/27/2001
(1507)	0.04	20	R			To: 15-1505					NA		NA		08/27/2001
(1507)						From: Dead End									
(1508)	0.10	180	R			From: 15-1505					NA		NA		08/27/2001
(1508)						To: Dead End									
(1509)	0.12	130	R			From: Dead End					NA		NA		08/29/2001
(1509)	0.14	380	R			To: 15-1553					NA		NA		08/29/2001
(1509)	0.10	140	R			From: 15-1510					NA		NA		08/29/2001
(1509)						To: Cul-de-Sac									
(1510)	0.03	80	R			From: Cul-de-Sac					NA		NA		08/29/2001
(1510)	0.07	130	R			To: 15-1553					NA		NA		08/29/2001
(1510)						From: 15-1509									
(1511)	0.27	70	R			From: 15-1544 SOUTH					NA		NA		08/29/2001
(1511)						To: US 460 BUS; 15-1544									
(1512)	0.11	70	R			From: Dead End					NA		NA		08/07/2001
(1512)						To: US 460; 15-1580									
(1513)	0.17	150	R			From: Dead End					NA		NA		08/14/2001
(1513)						To: 15-622									
(1514)	0.10	360	R			From: 15-622					NA		NA		08/29/2001
(1514)	0.06	120	R			To: 15-1579					NA		NA		08/29/2001
(1514)						From: 15-1578									
(1515)	0.19	230	R			From: 15-859					NA		NA		1998
(1515)						To: 15-769									
(1516)	0.07	40	R			From: Dead End					NA		NA		08/14/2001
(1516)						To: 15-892									
(1517)	0.08	70	R			From: Dead End					NA		NA		08/14/2001
(1517)						To: 15-892									
(1518)	0.13	670	R			From: 15-1547					NA		NA		1998
(1518)	0.20	920	R			To: 15-1564					NA		NA		1998
(1518)						From: US 460 BUS									

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(1519)	0.40	200	R			From: Dead End					NA		NA		1998
(1519)	0.10	460	R			From: 15-622					NA		NA		1998
(1519)	0.13	220	R			From: 15-1574; 15-1575					NA		NA		1998
						To: 15-1574									
(1520)	1.58	1600	R			From: 15-622					NA		NA		1998
(1520)	0.48	5200	R			From: 15-1557					NA		NA		1998
(1520)	0.79	8200	R			From: 15-1551					NA		NA		1998
						To: US 460 BUS									
(1521)	0.18	80	R			From: 15-682					NA		NA		08/29/2001
						To: Dead End									
(1522)	0.25	170	R			From: 15-1531; 15-1534					NA		NA		08/22/2001
						To: 15-1520									
(1523)	0.10	100	R			From: 15-1596					NA		NA		08/29/2001
(1523)	0.28	80	R			From: 15-1524					NA		NA		08/29/2001
						To: 15-622									
(1524)	0.27	560	R			From: 15-682					NA		NA		08/29/2001
(1524)	0.28	170	R			From: 15-1523					NA		NA		08/29/2001
						To: 15-622									
(1525)	0.13	520	R			From: 15-1547					NA		NA		1998
(1525)	0.20	1300	R			From: 15-1563					NA		NA		1998
						To: US 460 BUS									
(1526)	0.33	80	R			From: 15-835					NA		NA		08/20/2001
						To: 15-1527									
(1527)	0.08	1200	R			From: Bedford County Line					NA		NA		08/20/2001
(1527)	0.03	690	R			From: 15-1529					NA		NA		08/20/2001
(1527)	0.09	740	R			From: 15-1526					NA		NA		08/20/2001
						To: 15-835									
(1528)	0.21	210	R			From: Dead End					NA		NA		08/27/2001
						To: 15-859									
(1529)	0.13	750	R			From: 15-1527					NA		NA		08/20/2001
(1529)	0.12	910	R			From: 15-1530					NA		NA		08/20/2001
						To: 15-622									

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(1529)	0.27	760	R			From: 15-622					NA	NA			08/20/2001
						To: 15-1573									
(1530)	0.05	70	R			From: Dead End					NA	NA			08/20/2001
						To: 15-1529									
(1531)	0.88	300	R			From: 15-1520 SOUTH					NA	NA			08/22/2001
						To: 15-1520 NORTH									
(1532)	0.34	180	R			From: 15-1532 BEGIN LOOP					NA	NA			08/22/2001
						To: 15-1533									
(1532)	0.06	1400	R			From: 15-1533					NA	NA			08/22/2001
						To: 15-1532 END LOOP									
(1532)	0.15	1200	R			From: 15-1532 END LOOP					NA	NA			08/22/2001
						To: 15-1535									
(1532)	0.08	1400	R			From: 15-1535					NA	NA			08/22/2001
						To: 15-1531									
(1532)	0.08	1400	R			From: 15-1531					NA	NA			08/22/2001
						To: 15-1520									
(1533)	0.04	40	R			From: Dead End					NA	NA			08/22/2001
						To: 15-1572									
(1533)	0.21	860	R			From: 15-1572					NA	NA			08/22/2001
						To: 15-1589									
(1533)	0.09	1000	R			From: 15-1589					NA	NA			08/22/2001
						To: 15-1532									
(1534)	0.10	130	R			From: 15-1535					NA	NA			1998
						To: 15-1522; 15-1531									
(1535)	0.12	210	R			From: 15-1536					NA	NA			08/22/2001
						To: 15-1534									
(1535)	0.29	220	R			From: 15-1534					NA	NA			08/22/2001
						To: 15-1532									
(1535)	0.25	50	R			From: 15-1532					NA	NA			08/22/2001
						To: 15-1531									
(1536)	0.09	50	R			From: Dead End					NA	NA			1998
						To: 15-1535									
(1536)	0.11	370	R			From: 15-1535					NA	NA			1998
						To: 15-1537									
(1536)	0.05	560	R			From: 15-1537					NA	NA			1998
						To: 15-1520									
(1537)	0.05	20	R			From: 15-1536					NA	NA			1998
						To: Dead End									
(1538)	0.29	350	R			From: 15-682					NA	NA			08/29/2001
						To: 15-1539									
(1539)	0.37	380	R			From: 15-1538					NA	NA			08/29/2001
						To: 15-682									

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(1540)	0.09	80	R			From: 15-1502					NA		NA		08/29/2001
(1540)	0.12	160	R			To: 15-1542					NA		NA		08/29/2001
(1540)	0.09	310	R			From: 15-1543					NA		NA		08/29/2001
(1540)						To: SCL LYNCHBURG									
(1541)	0.09	300	R			From: 15-1502					NA		NA		08/29/2001
(1541)	0.10	120	R			To: 15-1542					NA		NA		08/29/2001
(1541)	0.04	170	R			From: 15-1543					NA		NA		08/29/2001
(1541)						To: SCL LYNCHBURG									
(1542)	0.13	110	R			From: 15-1540					NA		NA		08/29/2001
(1542)						To: 15-1541									
(1543)	0.16	70	R			From: 15-1541					NA		NA		08/29/2001
(1543)						To: 15-1540									
(1544)	0.61	150	R			From: 15-1646					NA		NA		1998
(1544)	0.17	560	R			To: 15-1511 SOUTH					NA		NA		1998
(1544)						To: US 460 BUS; 15-1511 N									
(1545)	0.08	30	R			From: Dead End					NA		NA		1998
(1545)	0.05	330	R			To: 15-1566					NA		NA		1998
(1545)	0.41	820	R			From: 15-1565					NA		NA		1998
(1545)						To: 15-877									
(1546)	0.11	70	R			From: Dead End					NA		NA		1998
(1546)	0.10	1400	R			To: 15-1547					NA		NA		1998
(1546)						To: 15-859									
(1547)	0.75	690	R			From: 15-1518					NA		NA		1998
(1547)						To: 15-1520									
(1548)	0.09	70	R			From: Dead End					NA		NA		1998
(1548)						To: 15-1547									
(1549)	0.28	300	R			From: Dead End					NA		NA		08/20/2001
(1549)						To: 15-622									
(1550)	0.22	280	R			From: US 460 BUS					NA		NA		1998
(1550)						To: Dead End									
(1551)	0.06	40	R			From: Dead End					NA		NA		08/29/2001
(1551)	0.25	280	R			To: 15-1552					NA		NA		08/29/2001
(1551)						To: 15-1520									

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
1552	0.10	60	R			From: 15-1551					NA		NA		08/29/2001
1552	0.17	790	R			From: 15-1553					NA		NA		08/29/2001
1552						To: 15-1520									
1553	0.09	130	R			From: Cul-de-Sac					NA		NA		08/29/2001
1553	0.20	220	R			From: 15-1510					NA		NA		08/29/2001
1553						To: 15-1509									
1553	0.06	310	R			From: 15-1552					NA		NA		08/29/2001
1554	0.08	70	R			From: Dead End					NA		NA		1998
1554						To: 15-1547									
1555	0.07	70	R			From: Dead End					NA		NA		1998
1555	0.10	340	R			From: 15-1547					NA		NA		1998
1555						To: 15-1563									
1556	0.09	60	R			From: Dead End					NA		NA		1998
1556						To: 15-1547									
1557	0.14	2400	R			From: 15-1558					NA		NA		1998
1557						To: 15-1520									
1558	0.27	330	R			From: Bedford County Line					NA		NA		1998
1558	0.17	760	R			From: 15-1598					NA		NA		1998
1558	0.07	830	R			From: 15-1599					NA		NA		1998
1558	0.08	1100	R			From: 15-1598					NA		NA		1998
1558	0.20	1200	R			From: 15-1559					NA		NA		1998
1558	0.14	1100	R			From: 15-1557					NA		NA		1998
1558						To: 15-1560									
1559	0.13	140	R			From: Dead End					NA		NA		08/29/2001
1559	0.14	460	R			From: 15-1558					NA		NA		1998
1559	0.04	320	R			From: 15-1560					NA		NA		1998
1559	0.39	280	R			From: 15-1561					NA		NA		1998
1559						To: 15-1560									
1560	0.22	380	R			From: 15-1559					NA		NA		1998
1560	0.05	490	R			From: END LOOP					NA		NA		1998
1560						To: 15-1558									

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(1560)	0.47	320	R			From: 15-1558					NA		NA		1998
(1560)	0.11	320	R			To: 15-1559					NA		NA		1998
(1561)	0.04	10	R			To: BEGIN LOOP					NA		NA		1998
(1562)	0.20	150	R			From: Dead End					NA		NA		1998
(1563)	0.11	790	R			To: 15-1559					NA		NA		1998
(1563)	0.13	590	R			From: Dead End					NA		NA		1998
(1563)	0.26	310	R			To: BEGIN LOOP					NA		NA		1998
(1563)	0.05	340	R			From: 15-1555					NA		NA		1998
(1563)	0.05	340	R			To: 15-1567					NA		NA		1998
(1564)	0.03	30	R			From: Dead End					NA		NA		1998
(1565)	0.15	110	R			To: 15-1518					NA		NA		1998
(1566)	0.18	140	R			From: 15-1545					NA		NA		1998
(1567)	0.04	10	R			To: Dead End					NA		NA		1998
(1568)	0.10	320	R			From: Dead End					NA		NA		1998
(1568)	0.20	560	R			To: 15-1570					NA		NA		1998
(1569)	0.09	130	R			From: 15-1569					NA		NA		1998
(1570)	0.13	120	R			To: 15-682					NA		NA		1998
(1570)	0.15	730	R			From: Dead End					NA		NA		1998
(1570)	0.14	570	R			To: 15-1568					NA		NA		1998
(1570)	0.04	250	R			From: 15-877					NA		NA		1998
(1571)	0.28	690	R			To: 15-1597					NA		NA		1998
(1571)	0.50	220	R			From: Dead End					NA		NA		1998
(1571)	0.28	690	R			To: 15-622 EAST					NA		NA		08/22/2001
(1571)	0.50	220	R			From: 15-1573 EAST					NA		NA		08/22/2001
(1571)	0.50	220	R			To: 15-1573 WEST					NA		NA		08/22/2001

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(1571)	0.28	1200	R			From: 15-1573 WEST					NA	NA			08/22/2001
						To: 15-622 WEST									
(1572)	0.01	2	R			From: Dead End					NA	NA			08/22/2001
(1572)	0.13	1100	R			From: 15-1573					NA	NA			08/22/2001
						To: 15-1533									
(1573)	0.02	400	R			From: Bedford County Line					NA	NA			08/22/2001
(1573)	0.08	1100	R			From: 15-1571 WEST					NA	NA			08/22/2001
(1573)	0.08	710	R			From: 15-1571 EAST					NA	NA			08/22/2001
(1573)	0.06	790	R			From: 15-1529					NA	NA			08/22/2001
						To: 15-1572									
(1574)	0.20	40	R			From: 15-1575					NA	NA			08/20/2001
(1574)	0.14	150	R			From: 15-1519					NA	NA			08/20/2001
(1574)	0.11	60	R			From: 15-1576					NA	NA			08/20/2001
						To: 15-1519; 15-1575									
(1575)	0.05	40	R			From: Cul-de-Sac					NA	NA			1998
(1575)	0.06	150	R			From: 15-1574					NA	NA			1998
						To: 15-1519; 15-1574									
(1576)	0.03	20	R			From: 15-1574					NA	NA			08/20/2001
						To: Dead End									
(1577)	0.35	50	R			From: 15-1579					NA	NA			08/29/2001
(1577)	0.09	170	R			From: 15-1578					NA	NA			08/29/2001
						To: 15-622									
(1578)	0.17	50	R			From: 15-1577					NA	NA			08/29/2001
						To: 15-1514									
(1579)	0.06	160	R			From: 15-1514					NA	NA			08/29/2001
(1579)	0.08	120	R			From: 15-1577					NA	NA			08/29/2001
						To: Dead End									
(1580)	0.34	3300	R			From: 15-1581					NA	NA			08/07/2001
(1580)	0.02	10000	R			From: 15-858					NA	NA			1998
						To: US 460; 15-1512									
(1581)	0.03	30	R			From: Dead End					NA	NA			08/07/2001
						To: 15-1584									

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(1581)	0.13	380	R			From: 15-1584					NA		NA		08/07/2001
(1581)	0.07	2200	R			To: 15-1583					NA		NA		08/07/2001
(1581)	0.03	2300	R			From: 15-1401					NA		NA		08/07/2001
(1581)	0.10	2600	R			To: 15-1582					NA		NA		08/07/2001
(1581)	0.13	2900	R			From: 15-1588					NA		NA		08/07/2001
(1581)						To: 15-1580									
(1582)	0.09	180	R			From: 15-1583					NA		NA		07/10/2001
(1582)	0.22	360	R			To: 15-1586					NA		NA		07/10/2001
(1582)	0.24	550	R			From: 15-1585					NA		NA		07/10/2001
(1582)						To: 15-1581									
(1583)	0.01	20	R			From: Dead End					NA		NA		08/01/2001
(1583)	0.06	320	R			To: 15-1590					NA		NA		08/01/2001
(1583)	0.11	480	R			From: 15-1587					NA		NA		08/01/2001
(1583)	0.22	430	R			To: 15-1582					NA		NA		08/01/2001
(1583)	0.23	1800	R			From: 15-1585					NA		NA		08/01/2001
(1583)						To: 15-1581									
(1584)	0.24	180	R			From: 15-1585					NA		NA		08/07/2001
(1584)						To: 15-1581									
(1585)	0.35	140	R			From: 15-1590					NA		NA		07/10/2001
(1585)	0.06	1300	R			To: 15-1615					NA		NA		07/10/2001
(1585)	0.10	1200	R			From: 15-1584					NA		NA		07/10/2001
(1585)	0.09	220	R			To: 15-1583					NA		NA		07/10/2001
(1585)						To: 15-1582									
(1586)	0.06	80	R			From: Cul-de-Sac					NA		NA		07/10/2001
(1586)						To: 15-1582									
(1587)	0.37	490	R			From: 15-623; 15-871					NA		NA		07/10/2001
(1587)	0.07	320	R			To: 15-1592					NA		NA		07/10/2001
(1587)	0.21	270	R			From: 15-1591					NA		NA		07/10/2001
(1587)						To: 15-1583									
(1588)	0.03	220	R			From: 15-1581					NA		NA		08/14/2001
(1588)						To: Dead End; Gap Terminus									

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(1588)	0.30	120	R			From: Dead End; Gap Terminus					NA		NA		08/14/2001
						To: Dead End									
(1589)	0.27	60	R			From: 15-1533 SOUTH					NA		NA		08/22/2001
						To: 15-1533 NORTH									
(1589)	0.05	30	R			From: 15-1533 NORTH					NA		NA		08/22/2001
						To: Dead End									
(1590)	0.06	60	R			From: Cul-de-Sac					NA		NA		08/01/2001
						To: 15-1615									
(1590)	0.17	180	R			From: 15-1615					NA		NA		08/01/2001
						To: 15-1585									
(1590)	0.13	240	R			From: 15-1585					NA		NA		08/01/2001
						To: 15-1583									
(1591)	0.19	200	R			From: 15-1587					NA		NA		07/10/2001
						To: Dead End									
(1592)	0.04	80	R			From: Dead End					NA		NA		07/10/2001
						To: 15-1587									
(1594)	0.27	40	R			From: 15-623					NA		NA		08/22/2001
						To: Dead End									
(1595)	0.03	300	R			From: Bedford County Line					NA		NA		08/20/2001
						To: 15-1527									
(1595)	0.02	260	R			From: 15-1527					NA		NA		08/20/2001
						To: Dead End									
(1596)	0.06	40	R			From: Dead End					NA		NA		08/29/2001
						To: 15-1523									
(1596)	0.13	70	R			From: 15-1523					NA		NA		08/29/2001
						To: Dead End									
(1597)	0.12	460	R			From: 15-1570					NA		NA		1998
						To: 15-877									
(1597)	0.06	840	R			From: 15-877					NA		NA		1998
						To: 15-682									
(1598)	0.16	1100	R			From: Bedford County Line					NA		NA		1998
						To: 15-1558 SOUTH									
(1598)	0.26	1000	R			From: 15-1558 SOUTH					NA		NA		08/29/2001
						To: 15-1558 NORTH									
(1598)	0.10	80	R			From: 15-1558 NORTH					NA		NA		1998
						To: Dead End									
(1599)	0.06	170	R			From: Cul-de-Sac					NA		NA		08/29/2001
						To: 15-1558									
(1600)	0.34	740	R			From: 15-682					NA		NA		08/29/2001
						To: Dead End									
(1601)	0.26	240	R			From: 15-622					NA		NA		08/22/2001
						To: 15-1604									

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
1601	0.20	240	R			From: 15-1604					NA	NA			08/22/2001
1601	0.08	80	R			To: 15-1602					NA	NA			08/22/2001
						To: Cul-de-Sac									
1602	0.09	240	R			From: 15-1603					NA	NA			08/22/2001
1602	0.14	630	R			From: 15-1601					NA	NA			08/22/2001
						To: US 29									
1603	0.14	220	R			From: 15-1604					NA	NA			08/22/2001
						To: 15-1602									
1604	0.17	100	R			From: Dead End					NA	NA			08/22/2001
1604	0.19	80	R			From: 15-1603					NA	NA			08/22/2001
						To: 15-1601									
1605	0.45	70	R			From: Dead End					NA	NA			1998
						To: 15-622									
1606	0.19	90	R			From: 15-738					NA	NA			1998
						To: Cul-de-Sac									
1607	0.11	200	R			From: 15-1616					NA	NA			08/01/2001
1607	0.08	50	R			From: 15-1608					NA	NA			08/07/2001
						To: Dead End									
1608	0.12	100	R			From: Cul-de-Sac					NA	NA			08/07/2001
1608	0.09	180	R			From: 15-1609					NA	NA			08/07/2001
						To: 15-1607									
1609	0.07	49	R			From: 15-1608					NA	NA			08/07/2001
						To: Cul-de-Sac									
1610	0.65	520	R			From: END LOOP					NA	NA			08/14/2001
						To: 15-858									
1611	0.05	46	R			From: 15-1610					NA	NA			08/14/2001
						To: Cul-de-Sac									
1612	0.04	40	R			From: 15-1610					NA	NA			08/14/2001
						To: Cul-de-Sac									
1613	0.08	100	R			From: Cul-de-Sac					NA	NA			08/14/2001
						To: 15-1610									
1614	0.15	140	R			From: Dead End					NA	NA			08/07/2001
						To: 15-1500									
1615	0.11	180	R			From: 15-1590					NA	NA			07/10/2001
						To: 15-1617									

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
1615	0.15	490	R			From: 15-1617					NA		NA		07/10/2001
1615	0.15	1000	R			To: 15-1616					NA		NA		07/10/2001
						From: 15-1585									
1616	0.11	620	R			From: 15-1615					NA		NA		08/01/2001
1616	0.05	320	R			To: 15-1607					NA		NA		08/01/2001
1616	0.11	210	R			From: 15-1618					NA		NA		08/01/2001
						To: 15-1619									
1617	0.12	220	R			From: 15-1619					NA		NA		07/10/2001
1617	0.13	310	R			To: 15-1618					NA		NA		07/10/2001
						From: 15-1615									
1618	0.17	80	R			From: 15-1617					NA		NA		08/01/2001
						To: 15-1616									
1619	0.21	100	R			From: Dead End					NA		NA		08/01/2001
1619	0.18	140	R			To: 15-1617					NA		NA		08/01/2001
						From: 15-1616									
1620	0.14	260	R			From: Cul-de-Sac					NA		NA		08/29/2001
1620	0.12	920	R			To: 15-1621					NA		NA		08/29/2001
						From: 15-682									
1621	0.06	120	R			From: Cul-de-Sac					NA		NA		08/29/2001
1621	0.10	870	R			To: 15-1620					NA		NA		08/29/2001
						From: 15-1622									
1622	0.11	190	R			From: Dead End					NA		NA		08/29/2001
1622	0.11	160	R			To: 15-1621					NA		NA		08/29/2001
						From: Dead End									
1625	0.25	180	R			From: Cul-de-Sac					NA		NA		1998
1625	0.08	340	R			To: 15-1626					NA		NA		1998
						From: 15-1520									
1626	0.07	80	R			From: 15-1625					NA		NA		1998
1626	0.12	270	R			To: 15-1627					NA		NA		1998
						From: 15-1520									
1627	0.11	80	R			From: Cul-de-Sac					NA		NA		1998
						To: 15-1626									

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(1630)	0.04	2	R			From: Cul-de-Sac					NA		NA		08/29/2001
(1630)	0.08	300	R			To: 15-1632					NA		NA		08/29/2001
(1630)	0.06	400	R			From: 15-1631					NA		NA		08/29/2001
(1630)						To: 15-685									
(1631)	0.13	80	R			From: Cul-de-Sac					NA		NA		08/29/2001
(1631)						To: 15-1630									
(1632)	0.12	90	R			From: Dead End					NA		NA		08/29/2001
(1632)	0.14	130	R			To: 15-1630					NA		NA		08/29/2001
(1632)						To: Dead End									
(1639)	0.44	160	R			From: Cul-de-Sac					NA		NA		07/18/2001
(1639)						To: 15-738									
(1640)	0.37	180	R			From: Cul-de-Sac					NA		NA		08/29/2001
(1640)	0.40	240	R			To: 15-1641					NA		NA		08/29/2001
(1640)						To: 15-738									
(1641)	0.15	60	R			From: 15-1640					NA		NA		1998
(1641)						To: 15-738									
(1646)	0.06	370	R			From: 15-1544					NA		NA		08/29/2001
(1646)						To: Cul-de-Sac									
(1649)	0.37	390	R			From: US 460 BUS					NA		NA		1998
(1649)						To: Dead End									
(1649)	0.11	NA				From: FORMER Dead End					NA		NA		
(1649)						To: Dead End									
(1650)	0.06	1400	R			From: 15-624					NA		NA		08/22/2001
(1650)						To: 15-1651									
(1651)	0.07	140	R			From: 15-1654					NA		NA		08/22/2001
(1651)	0.09	510	R			To: 15-1653					NA		NA		08/22/2001
(1651)						From: 15-1652					NA		NA		08/22/2001
(1651)	0.05	430	R			To: 15-1650					NA		NA		08/22/2001
(1651)	0.08	1100	R			From: 15-1655					NA		NA		08/22/2001
(1651)	0.11	1100	R			To: 15-1656					NA		NA		08/22/2001
(1651)	0.02	1000	R			From: Dead End					NA		NA		08/22/2001
(1651)						To: 15-1651									
(1652)	0.12	160	R			From: 15-1651					NA		NA		08/22/2001
(1652)						To: Cul-de-Sac									

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
1653	0.09	160	R			From: 15-1651					NA	NA			08/22/2001
						To: Dead End									
1654	0.06	130	R			From: 15-1651					NA	NA			08/22/2001
						To: Cul-de-Sac									
1655	0.07	160	R			From: 15-1651					NA	NA			08/22/2001
						To: Dead End									
1656	0.08	280	R			From: 15-1651					NA	NA			08/22/2001
						To: Dead End									
1657	0.27	160	R			From: 15-770					NA	NA			08/20/2001
						To: 15-770									
1658	0.07	NA				From: 15-01657(B)/					NA	NA			
						To: Cul-de-Sac/									
1660	0.20	640	R			From: 15-1661					NA	NA			1998
						To: 15-622									
1661	0.16	90	R			From: Cul-de-Sac					NA	NA			1998
						To: 15-1663 SOUTH									
1661	0.25	190	R			From: 15-1663 SOUTH					NA	NA			1998
						To: 15-1664									
1661	0.33	150	R			From: 15-1664					NA	NA			1998
						To: 15-1663 NORTH									
1661	0.03	470	R			From: 15-1663 NORTH					NA	NA			1998
						To: 15-1660									
1661	0.03	90	R			From: 15-1660					NA	NA			1998
						To: 15-1662									
1662	0.07	50	R			From: Cul-de-Sac					NA	NA			1998
						To: 15-1661									
1663	0.18	660	R			From: 15-1661 SOUTH					NA	NA			08/20/2001
						To: 15-1664									
1663	0.26	270	R			From: 15-1664					NA	NA			08/20/2001
						To: 15-1661 NORTH									
1664	0.07	60	R			From: 15-1663					NA	NA			1998
						To: 15-1661									
1670	0.11	80	R			From: Cul-de-Sac					NA	NA			1998
						To: 15-1671									
1670	0.15	150	R			From: 15-1671					NA	NA			1998
						To: 15-835									
1670	0.14	90	R			From: 15-835					NA	NA			1998
						To: Cul-de-Sac									
1671	0.09	60	R			From: 15-1670					NA	NA			1998
						To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(1675)	0.07	220	R			From: Cul-de-Sac					NA	NA			1998
						To: US 460 BUS									
(1701)	0.28	130	R			From: 15-1704					NA	NA			1998
						To: 15-1703									
(1701)	0.09	250	R			From: 15-1703					NA	NA			1998
						To: SR 24									
(1702)	0.04	3	R			From: Dead End					NA	NA			07/18/2001
						To: 15-1704									
(1702)	0.27	130	R			From: 15-1704					NA	NA			07/18/2001
						To: 15-1703									
(1703)	0.09	170	R			From: 15-1701					NA	NA			07/18/2001
						To: 15-1702									
(1704)	0.08	48	R			From: 15-1701					NA	NA			07/18/2001
						To: 15-1702									
(1708)	0.09	340	R			From: 15-646					NA	NA			1998
						To: 15-1710									
(1708)	0.08	280	R			From: 15-1710					NA	NA			1998
						To: 15-1709									
(1708)	0.08	120	R			From: 15-1709					NA	NA			1998
						To: 15-1712									
(1708)	0.10	60	R			From: 15-1712					NA	NA			1998
						To: Cul-de-Sac									
(1709)	0.14	90	R			From: Dead End					NA	NA			1998
						To: 15-1708									
(1710)	0.08	60	R			From: Dead End					NA	NA			1998
						To: 15-1708									
(1711)	0.20	100	R			From: 15-646					NA	NA			1998
						To: Dead End									
(1712)	0.21	80	R			From: Cul-de-Sac					NA	NA			1998
						To: 15-1708									
(1715)	0.14	120	R			From: 15-1716					NA	NA			1998
						To: 15-1717									
(1715)	0.09	290	R			From: 15-1717					NA	NA			1998
						To: 15-646									
(1716)	0.06	70	R			From: 15-1717					NA	NA			1998
						To: 15-1715									
(1717)	0.14	60	R			From: Dead End					NA	NA			1998
						To: 15-1716									
(1717)	0.14	110	R			From: 15-1716					NA	NA			1998
						To: 15-1715									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Campbell County															
(9069)	0.31	700	R			From: Dead End To: 15-636					NA		NA		09/18/2001
(9070)	0.45	2300	R			From: US 460 BUS To: Dead End					NA		NA		1998
Town of Brookneal															
(9071)	0.09	170	R			From: 15-1101 To: Dead End					NA		NA		09/18/2001
Campbell County															
(9073)	0.17	220	R			From: SR 24 To: SR 24					NA		NA		1998
(9074)	0.12	650	R			From: US 501 SOUTH To: 0.12 MN US 501					NA		NA		1998
(9074)	0.11	700	R			From: 0.12 MN US 501 To: US 501 NORTH					NA		NA		1998
(9075)	0.04	NA				From: SR 24; 15-967 To: Dead End					NA		NA		
(9076)	0.15	770	R			From: US 29 To: 0.15 ME US 29					NA		NA		1998
(9076)	0.41	520	R			From: 0.15 ME US 29 To: SR 24					NA		NA		1998
(9077)	0.12	240	R			From: 15-682 To: Dead End					NA		NA		09/18/2001
(9488)	0.31	620	R			From: Dead End To: SR 24					NA		NA		1998
Town of Altavista															
(9489) Ninth St	0.14	720	R			From: Dead End To: SR 43 Bedford Ave					NA		NA		09/18/2001
Campbell County															
(9675)	0.12	320	R			From: SR 24; 15-9075 To: SR 24					NA		NA		1998
(9898)	0.29	1800	R			From: US 460 BUS To: Dead End					NA		NA		1998
City of Lynchburg															
(1 _{11R}) Pawnee Dr	0.86	240	F	82%	5%	13%	0%	0%	0%	F	40	F	250	F	2001
(2 _{11B}) 9Th St	0.18	1100	F	81%	5%	12%	1%	0%	0%	C	140	F	1100	F	2001
(3 _{11B}) Alta Lane	0.85	1600	F	98%	1%	1%	0%	0%	0%	C	200	F	1700	F	2001
(5 _{11B}) 8Th St	0.59	1600	F	95%	1%	3%	1%	0%	0%	C	150	F	1600	F	2001

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
6002 11R Trents Ferry Rd	1.88	1500	F	95%	1%	4%	0%	0%	0%	C	160	F	1600	F	2001	
				From:	Boonsboro Rd											
				To:	Bedford County Line											
6003 11R Link Rd	0.78	8200	F	97%	1%	2%	0%	0%	0%	F	800	F	8500	F	2001	
				From:	Old Forest Rd											
				To:	Cranehill Dr											
6003 11R Link Rd	1.32	7000	F	97%	1%	2%	0%	0%	0%	F	700	F	7300	F	2001	
				From:	Cranehill Rd											
				To:	Rivermont Ave											
6004 11R Wiggington Rd	1.04	4200	F	96%	1%	2%	1%	0%	0%	F	540	F	4400	F	2001	
				From:	Old Forest Rd											
				To:	Lynchburg Exp											
6004 11R Wiggington Rd	0.76	3300	F	96%	1%	2%	1%	0%	0%	C	380	F	3400	F	2001	
				From:	Chadwick Dr											
				To:	Hawkins Mill Rd											
6004 11R Wiggington Rd	1.82	1200	F	96%	1%	2%	1%	0%	0%	F	140	F	1200	F	2001	
				From:	Wiggington Rd											
				To:	Coffee Rd											
6004 11R Hawkins Mill Rd	0.36	1600	F	95%	1%	2%	1%	0%	0%	C	240	F	1700	F	2001	
				From:	Hawkins Mill Rd											
				To:	Coffee Rd											
6004 11R Coffee Rd	1.22	1900	F	95%	1%	2%	1%	0%	0%	F	250	F	2000	F	2001	
				From:	Hawkins Mill Rd											
				To:	Boonsboro Rd											
6009 11R Graves Mill Rd	0.60	5400	F	96%	1%	2%	0%	1%	0%	F	620	F	5700	F	2001	
				From:	US 460 Bus Fort Ave											
				To:	Old Mill Rd											
6009 11R Graves Mill Rd	0.66	4300	F	96%	1%	2%	0%	1%	0%	F	510	F	4500	F	2001	
				From:	Nationwide Dr											
				To:	US 501 Lynchburg Expressway											
6009 11R Graves Mill Rd	0.18	22000	F	96%	1%	2%	0%	1%	0%	C	2300	F	23000	F	2001	
				From:	US 501 Lynchburg Expressway											
				To:	Old Graves Mill Rd											
6009 11R Graves Mill Rd	1.04	18000	F	96%	1%	2%	0%	1%	0%	F	1900	F	18000	F	2001	
				From:	Old Graves Mill Rd											
				To:	WCL Lynchburg 09-1425											
6012 11R Church St	0.30	4100	F	98%	0%	1%	0%	1%	0%	C	510	F	4200	F	2001	
				From:	Pearl St											
				To:	11Th St											
6012 11R Church St	0.40	6200	F	96%	1%	2%	0%	1%	0%	F	630	F	6400	F	2001	
				From:	11Th St											
				To:	5Th St											
6012 11R Rivermont Ave	0.90	15000	F	96%	1%	2%	0%	1%	0%	C	1500	F	16000	F	2001	
				From:	5Th St											
				To:	Bedford Ave E INT											
6012 11R Bedford Ave	0.96	4900	F	94%	1%	3%	0%	2%	0%	C	500	F	5100	F	2001	
				From:	Rivermont Ave E Int											
				To:	Rivermont Ave W Int											
6012 11R Rivermont Ave	1.01	16000	F	94%	1%	3%	0%	2%	0%	F	1600	F	17000	F	2001	
				From:	Bedford Ave W Int											
				To:	Rivermont Terrace											
6020 11R Rivermont Ave	1.11	8900	F	94%	1%	3%	0%	2%	0%	F	950	F	9300	F	2001	
				From:	Bedford Ave W Int											
				To:	Bedford Ave E Int											
6022 11R Hollins Mill Rd	1.16	3500	F	94%	1%	3%	0%	2%	0%	F	380	F	3600	F	2001	
				From:	Bedford Ave											
				To:	Hollins St											
6022 11R Federal St	0.40	4300	F	94%	1%	3%	0%	2%	0%	F	410	F	4500	F	2001	
				From:	Hollins St											
				To:	5Th St											
6023 11R Murrell Rd	0.37	8000	F	94%	1%	3%	0%	2%	0%	F	810	F	8300	F	2001	
				From:	Lakeside Dr											
				To:	Langhorne Rd											

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
6027 118 12th St	0.80	5600	F	From: Kemper St	96%	1%	2%	0%	1%	0%	F	580	F	5900	F	2001
6027 118 12th St	0.25	5400	F	To: Clay St	96%	1%	2%	0%	1%	0%	F	570	F	5600	F	2001
6028 118 Commerce St	0.33	5700	F	From: Commerce St	96%	1%	2%	0%	1%	0%	F	660	F	5900	F	2001
6028 118 Commerce St	0.30	3700	F	To: 5Th St	96%	1%	2%	0%	1%	0%	F	510	F	3800	F	2001
6029 118 Fort Ave	0.43	6700	F	From: 10Th St	96%	1%	2%	0%	1%	0%	F	590	F	6900	F	2001
6029 118 Park Ave	0.28	8800	F	To: Wadsworth Ave	96%	1%	2%	0%	1%	0%	F	690	F	9100	F	2001
6029 118 Park Ave	0.36	6500	F	From: Kemper St	96%	1%	2%	0%	1%	0%	F	550	F	6800	F	2001
6031 118 Lakeside Dr	0.41	12000	F	To: 9Th St	96%	1%	2%	0%	1%	0%	F	1200	F	12000	F	2001
6031 118 Lakeside Dr	0.34	5900	F	From: 5Th St	96%	1%	2%	0%	1%	0%	C	590	F	6100	F	2001
6031 118 Park Ave	0.36	7300	F	To: Oakley Ave	86%	1%	12%	0%	0%	0%	F	730	F	7600	F	2001
6032 118 Main St	0.25	3400	F	From: Murrell Rd	86%	1%	12%	0%	0%	0%	F	380	F	3500	F	2001
6032 118 Main St	0.28	9400	F	To: Memorial Ave	86%	1%	12%	0%	0%	0%	F	1100	F	9800	F	2001
6032 118 Main St	0.55	6800	F	From: Langhorne Rd	86%	1%	12%	0%	0%	0%	F	740	F	7100	F	2001
6033 118 Florida Ave	1.28	4300	F	To: Florida Ave	86%	1%	12%	0%	0%	0%	C	470	F	4400	F	2001
6033 118 Florida Ave	0.88	3700	F	From: Lynchburg Expressway	86%	1%	12%	0%	0%	0%	F	410	F	3900	F	2001
6034 118 Martin St	0.58	1400	F	To: Lynchburg Exp	86%	1%	12%	0%	0%	0%	F	140	F	1400	F	2001
6035 118 Candler Mtn Rd	1.09	3000	F	From: 12Th St	86%	1%	12%	0%	0%	0%	F	300	F	3000	F	2001
6035 118 Candler Mtn Rd	0.74	15000	F	To: 5Th St	86%	1%	12%	0%	0%	0%	F	1500	F	16000	F	2001
6036 118 Clay St	0.50	1800	F	From: Ramp From US 460; FR 906	95%	0%	4%	1%	0%	0%	C	190	F	1900	F	2001
6036 118 Grace St	0.88	4800	F	To: SR 128; Mayflower Drive	95%	1%	3%	0%	1%	0%	C	520	F	5000	F	2001
6037 118 Stadium Dr	0.38	4700	F	From: 5Th St	95%	1%	3%	0%	1%	0%	F	480	F	4900	F	2001
				To: 12Th St												
				To: Florida Ave												
				From: Wythe St												
				To: Carroll Ave												

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						2Axle	3+Axle	1Trail	2Trail						
City of Lynchburg															
(6038/118) Wythe St	0.27	7700	F	93%	2%	3%	1%	1%	0%	C	770	F	8000	F	2001
				From: Fort Ave											
				To: Stadium Dr											
(6040/118) James St	0.22	4000	F	95%	2%	2%	1%	1%	0%	C	390	F	4100	F	2001
				From: Stadium Dr											
				To: Carroll Ave											
(6042/118) Cranehill Dr	1.04	2300	F	98%	1%	1%	0%	0%	0%	C	360	F	2400	F	2001
				From: Langhorne Rd											
				To: Link Rd											
(6044/118) Old Forest Rd	0.94	20000	F	98%	1%	1%	0%	0%	0%	F	2100	F	21000	F	2001
				From: US 501 NW Expressway											
				To: Forrest Brook Rd											
(6044/118) Old Forest Rd	0.45	20000	F	98%	1%	1%	1%	0%	0%	C	2000	F	21000	F	2001
				From: Forrest Brook Rd											
				To: Link Rd											
(6044/118) Old Forest Rd	0.21	15000	F	98%	1%	1%	1%	0%	0%	F	1600	F	16000	F	2001
				From: Link Rd											
				To: Linkhorne Dr											
(6044/118) Old Forest Rd	1.61	10000	F	98%	1%	1%	1%	0%	0%	F	1100	F	11000	F	2001
				From: Linkhorne Dr											
				To: Lakeside Dr											
(6045/118) Greenwood Dr	0.38	3800	F	97%	1%	1%	0%	0%	0%	C	460	F	4000	F	2001
				From: Oakdale Dr											
				To: Perrymont Ave											
(6045/118) Thomas Dr	0.71	4800	F	97%	1%	1%	0%	0%	0%	F	650	F	5100	F	2001
				From: Perrymont Ave											
				To: Langhorne Ln											
(6045/118) Richmond Rd	0.35	4800	F	97%	1%	1%	1%	0%	0%	C	520	F	5000	F	2001
				From: Langhorne Ln											
				To: Oakley Ave											
(6046/118) Sandusky Dr	0.77	3400	F	98%	1%	1%	0%	0%	0%	C	410	F	3600	F	2001
				From: Greenwood Dr											
				To: Pawnee Dr											
(6046/118) Sandusky Dr	0.49	4900	F	97%	1%	1%	0%	0%	0%	C	530	F	5100	F	2001
				From: Pawnee Dr											
				To: Fort Ave											
(6048/118) Perrymont Ave	0.84	3800	F	97%	1%	2%	0%	0%	0%	C	480	F	3900	F	2001
				From: US 29 Bus Fort Ave											
				To: Greenwood Dr											
(6050/118) Odd Fellows Rd	0.60	8700	F	83%	2%	6%	2%	7%	0%	F	840	F	9000	F	2001
				From: Lynchburg Expressway											
				To: Mayflower Dr											
(6050/118) Odd Fellows Rd	0.67	850	F	83%	2%	6%	2%	7%	0%	C	100	F	880	F	2001
				From: Mayflower Dr											
				To: Dead End											
(6052/118) Campbell Ave	0.33	7800	F	96%	1%	3%	1%	1%	0%	C	740	F	8100	F	2001
				From: 12Th St											
				To: 17Th St											
(6052/118) Campbell Ave	0.41	7900	F	96%	1%	3%	1%	1%	0%	F	790	F	8200	F	2001
				From: 17Th St											
				To: Kemper St											
(6054/118) Fenwick Dr	0.96	4500	F	94%	1%	3%	1%	1%	0%	F	470	F	4700	F	2001
				From: CBus 460 Fenwick & Sheffield Dr											
				To: CBus 29 Wards Rd											
(6056/118) Greenview Dr	1.29	11000	F	94%	1%	3%	1%	1%	0%	C	1100	F	12000	F	2001
				From: WCL Lynchburg											
				To: Leesville Rd											
(6066/118) Leesville Rd	1.14	7400	F	98%	1%	1%	0%	0%	0%	F	810	F	7700	F	2001
				From: SCL Lynchburg											
				To: North St											
(6066/118) Leesville Rd	1.15	8600	F	98%	1%	1%	0%	0%	0%	C	880	F	8900	F	2001
				From: North St											
				To: Timberlake Rd											

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						2Axle	3+Axle	1Trail	2Trail						
City of Lynchburg															
6071 118 Harvard St	0.08	260	F	94%	1%	3%	1%	2%	0%	F	40	F	280	F	2001
				From:	Wards Ferry Rd										
				To:	College Park Dr										
6072 118 Old Graves Mill Rd	1.70	11000	F	94%	1%	3%	1%	1%	0%	C	1000	F	11000	F	2001
				From:	Timberlake Rd										
				To:	Graves Mill Rd										
6073 118 Mcconville Rd	1.80	3700	F	97%	1%	1%	0%	0%	0%	C	450	F	3900	F	2001
				From:	Graves Mill Rd										
				To:	Wyndale Dr										
6073 118 Wyndale Dr	0.24	3600	F	97%	1%	1%	1%	0%	0%	C	380	F	3700	F	2001
				From:	McConville Rd										
				To:	Lakeside Dr										
6074 118 Evergreen Rd	0.33	2600	F	98%	1%	1%	0%	0%	0%	C	290	F	2700	F	2001
				From:	Link Rd										
				To:	Indian Hill Rd										
6074 118 Indian Hill Rd	0.98	2300	F	98%	1%	1%	0%	0%	0%	F	270	F	2400	F	2001
				From:	Evergreen Rd										
				To:	Burnt Bridge Rd										
6074 118 Burnt Bridge Rd	0.97	1800	F	98%	1%	1%	0%	0%	0%	C	240	F	1900	F	2001
				From:	Indian Hill Rd										
				To:	Boonsboro Rd										
6075 118 Langhorne Lane	0.34	3300	F	97%	1%	2%	0%	0%	0%	C	370	F	3400	F	2001
				From:	Richmond St										
				To:	Eldon St										
6075 118 Eldon St	0.07	3400	F	97%	1%	2%	0%	0%	0%	F	380	F	3600	F	2001
				From:	Langhorne Ln										
				To:	Memorial Ave										
6076 118 Linkhorne Rd	0.59	5400	F	97%	1%	2%	0%	0%	0%	F	590	F	5700	F	2001
				From:	Old Forest Rd										
				To:	Cranehill Dr										
6077 118 Jefferson St	0.41	1700	F	97%	1%	2%	0%	0%	0%	F	220	F	1800	F	2001
				From:	7Th St										
				To:	Concord TnPk										
6078 118 Washington St	0.11	1200	F	91%	1%	3%	3%	2%	0%	F	140	F	1200	F	2001
				From:	Main St										
				To:	Jefferson St										
6078 118 Concord TnPk	1.66	3400	F	91%	1%	3%	3%	2%	0%	F	400	F	3500	F	2001
				From:	Rockwell Rd										
				To:	US 460										
6078 118 Concord TnPk	1.07	3400	F	91%	1%	3%	3%	2%	0%	C	400	F	3500	F	2001
				From:	12Th St										
				To:	5Th St										
6080 118 Court St	0.50	1600	F	91%	1%	3%	3%	2%	0%	F	180	F	1600	F	2001
				From:	Lakeside Dr										
				To:	Old Forest Rd										
6081 118 Forest Brook Rd	0.92	3300	F	96%	1%	1%	1%	1%	0%	C	390	F	3500	F	2001
				From:	Old Forest Rd										
				To:	Langhorne Rd										
6082 118 Hill St	0.58	4000	F	97%	1%	2%	0%	0%	0%	F	440	F	4200	F	2001
				From:	Old Forest Rd										
				To:	Langhorne Rd										
6083 118 Edgewood Ave	0.73	2200	F	97%	1%	2%	0%	0%	0%	C	230	F	2300	F	2001
				From:	Fort Ave										
				To:	Wards Rd										
Town of Altavista															
1 162 7Th St	0.43	5100	F	97%	0%	1%	0%	0%	0%	C	520	F	5100	F	2001
				From:	Bedford Ave										
				To:	Franklin Ave										
1 162 7Th St	0.44	2600	F	97%	0%	1%	0%	0%	0%	F	290	F	2600	F	2001
				From:	Franklin Ave										
				To:	Lola Ave										

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						2Axle	3+Axle	1Trail	2Trail						
Town of Altavista															
(1) 162 7Th St	0.50	1800	F	From: Lola Ave 97%	0%	1%	0%	0%	0%	F	190	F	1800	F	2001
				To: US 29 Bus											
(2) 162 11th St	0.10	490	F	From: Bedford Ave 99%	1%	0%	0%	0%	0%	C	60	F	490	F	2001
				To: Broad St											
(3) 162 12th St	0.08	30	F	From: Dead End 93%	4%	0%	4%	0%	0%	C	10	F	30	F	2001
				To: Franklin Ave											
(4) 162 Avondale Dr	0.17	2500	F	From: Lola Ave Ext 96%	2%	2%	0%	0%	0%	F	280	F	2500	F	2001
				To: Frazier Rd											
(4) 162 Avondale Dr	0.60	770	F	From: Lola Ave Ext 96%	2%	2%	0%	0%	0%	C	110	F	770	F	2001
				To: Ogden Rd											
(5) 162 Broad St	0.13	180	F	From: 10Th St 97%	2%	1%	1%	0%	0%	C	20	F	180	F	2001
				To: Lynch Rd											
(6) 162 Franklin Ave	0.07	2000	F	From: Main St 99%	0%	1%	0%	0%	0%	F	200	F	2000	F	2001
				To: 7Th St											
(6) 162 Franklin Ave	0.46	1400	F	From: Main St 98%	1%	1%	0%	0%	0%	C	140	F	1400	F	2001
				To: 12Th St											
(7) 162 Frazier Rd	0.09	1800	F	From: Avondale Rd 96%	1%	1%	0%	1%	0%	F	210	F	1800	F	2001
				To: Lola Ave											
(7) 162 Frazier Rd	0.62	2600	F	From: Avondale Rd 96%	1%	1%	0%	1%	0%	C	270	F	2600	F	2001
				To: Lynch Mill Rd											
(8) 162 Lola Ave	0.07	3200	F	From: Main St 98%	1%	1%	0%	0%	0%	F	310	F	3100	F	2001
				To: 7Th St											
(8) 162 Lola Ave	0.36	3200	F	From: Main St 98%	1%	1%	0%	0%	0%	F	330	F	3200	F	2001
				To: 11Th St											
(8) 162 Lola Ave	0.13	3500	F	From: Main St 98%	1%	1%	0%	0%	0%	C	360	F	3500	F	2001
				To: Lola Ave Ext											
(9) 162 Lynch Rd	0.13	280	F	From: 11Th St 98%	1%	0%	0%	0%	0%	C	30	F	280	F	2001
				To: Broad St											
(10) 162 Ogden Rd	0.38	1100	F	From: Avondale Dr 89%	2%	3%	0%	6%	0%	C	150	F	1100	F	2001
				To: Lynch Mill Rd											
(425) 162 Pittsylvania Ave	0.42	8400	F	From: SCL Altavista 95%	0%	2%	0%	2%	0%	C	730	F	8400	F	2001
				To: Main St											
(1466) 162 Lynch Mill Rd	0.40	4900	F	From: NCL Altavista 94%	1%	2%	0%	2%	0%	C	500	F	4900	F	2001
				To: Frazier Rd											
(1466) 162 Lynch Mill Rd	0.49	3600	F	From: NCL Altavista 94%	1%	2%	0%	2%	0%	F	390	F	3600	F	2001
				To: Clairon Rd											
(1466) 162 Lynch Mill Rd	0.30	4000	F	From: Clairon Rd 94%	1%	2%	0%	2%	0%	F	360	F	4000	F	2001
				To: Main St											
(1468) 162 Clarion Rd	0.77	1400	F	From: Lynch Mill Rd 90%	1%	2%	1%	7%	0%	C	130	F	1400	F	2001
				To: NCL Altavista											

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

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
City of Lynchburg															
4th St	9.82	50	F								8	F	60	F	2001
Caroline St	9.82	590	F								60	F	620	F	2001
Chambers St	9.82	1000	F								100	F	1100	F	2001
Clayton Ave	9.82	640	F								120	F	670	F	2001
Danridge Dr	9.82	1600	F								170	F	1600	F	2001
Fairview Ave	9.82	470	F								50	F	490	F	2001
Fleetwood Dr	9.82	1100	F								120	F	1100	F	2001
Georgia Ave	9.82	400	F								40	F	420	F	2001
Gorman Dr	9.82	430	F								49	F	450	F	2001
Hawthorne Rd	9.82	160	F								30	F	170	F	2001
Hayes Dr	9.82	140	F								20	F	140	F	2001
John Scott Dr	0.00	420	F	97%	2%	1%	0%	0%	0%	C	60	F	440	F	2001
Leyburn Ave	9.82	290	F								30	F	300	F	2001
Locksview Dr	9.82	900	F								110	F	940	F	2001
Maryland Ave	9.82	310	F								30	F	320	F	2001
McKinney Ave	9.82	440	F								40	F	460	F	2001
Mimosa Dr	9.82	670	F								80	F	700	F	2001
Morningside Dr	9.82	520	F								110	F	550	F	2001
Myrtle St	9.82	680	F								80	F	710	F	2001
New Hampshire Ave	9.82	430	F								60	F	440	F	2001
Oxford St	9.82	440	F								60	F	460	F	2001

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Design Hour	QK	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
City of Lynchburg															
Page St	9.82	3200	F			From: Hillcrest Rd					310	F	3300	F	2001
						To: 2Nd St									
Rhode Island Ave	9.82	140	F			From: Tremont St					20	F	150	F	2001
						To: Fort Ave									
Sanhill Dr	9.82	420	F			From: Rhonda Dr					60	F	440	F	2001
						To: Apache Ln									
Texas Ave	9.82	330	F			From: Campbell Ave					40	F	340	F	2001
						To: Nevada Ave									
Warren Ave	9.82	210	F			From: Wingfield Ave					20	F	220	F	2001
						To: Perry Ave									
Town of Altavista															
Lakewood Dr	6.25	270	F			From: Sourwood Ln					30	F	280	F	2001
						To: Dogwood Ln									
Tabby Ln	6.25	190	F			From: Laurel Ln					20	F	200	F	2001
						To: Woodhaven Ln									
West Rd	6.25	160	F			From: Forest St					20	F	170	F	2001
						To: Lynch Rd									