### 2010

# Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

### Special Locality Report 118

City of Lynchburg

Information in this report is included in Report

**15** 

(Campbell County)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

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

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

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

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

### **Publication Notes**

### Parallel Roads

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

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

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

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

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

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

### Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

### QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

### Route Shield Legend

### Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
(600)	Secondary Route	

### **Special Routes**

Bus	Bus - Business Route	
{29}	Bypas - Bypass Route	
	Truck - Truck Route	
ALT	ALT - Alternate Route	
(220)	Wye - Wye Route connector	

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

		City of Lync					Trı	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SCL Lynchl	ourg												
(29) (460)	City of Lynchburg (Maint: 15)	1.38 <b>44000</b>	F	93%	0%	1%	1%	4%	0%	F	0.096	F	0.641	46000	F
<u> </u>	To- From:	Candler Mount	ain Rd												
29 (460)	City of Lynchburg (Maint: 15)	0.49 <b>34000</b>	F	93%	0%	1%	1%	4%	0%	F	0.092	F	0.615	35000	F
<u> </u>	To- From:	US 501													
29 (460)(501)	City of Lynchburg (Maint: 15)	1.91 <b>36000</b>	Α	93%	0%	1%	1%	4%	0%	С	0.103	Α	0.503	38000	Α
<del></del>	To: From:	US 501 Campb Functional Class													
29 (460) Richmond Hwy	City of Lynchburg (Maint: 15)	2.14 <b>33000</b>		93%	0%	1%	1%	4%	0%	F	0.086	F	0.542	35000	F
29 (460)	To:	US 29	-	00,0	0,0		.,,	.,0	0,0	-	0.000	•	0.0.2	55555	•
~~	From:	SCL Lynchl													
29)	City of Lynchburg (Maint: 15)	0.33 18000		89%	1%	1%	1%	8%	1%	F	0.084	F	0.513	17000	F
	10.	NCL Lynchi													
Bus 29 Wards Rd	City of Lynchburg	SCL Lyncht 1.64 <b>40000</b>		98%	0%	1%	0%	1%	0%	С	0.079	F	0.548	41000	F
29 Wards Rd	City of Lynchburg	US 501; SR 163 Lynchb			076	170	0%	170	076	C	0.079	г	0.346	41000	Г
Bus	From:	US 501; SR		33 way											
29)	City of Lynchburg	0.12 <b>NA</b>									NA			NA	
	To: From:	SR 163 Ward	ls Rd			<u> </u>									
Bus 29 501 Lynchburg Expressway	City of Lynchburg	0.33 39000	N	98%	0%	1%	0%	1%	0%	N	0.091	N	0.530	41000	N
29 (301) 25.101.1021.9 2.14.10001.103	To-			00,0	0,0		0,70	.,0	0,0		0.00		0.000		
Bus	From:	US 501, SR													
29 Lynchburg Expressway	City of Lynchburg	1.33 <b>39000</b>	F	98%	0%	1%	0%	1%	0%	F	0.091	F	0.530	41000	F
Bus	To: From:	Odd Fellows	s Rd												
29 Lynchburg Expressway	City of Lynchburg	1.46 <b>37000</b>	F	98%	0%	1%	0%	1%	0%	F	0.086	F	0.540	38000	F
$\stackrel{\smile}{\smile}$	Tay	Kemper Str	reet			<u> </u>									
Bus  29 Lynchburg Expressway	City of Lynchburg	1.02 37000	F	98%	0%	1%	0%	1%	0%	F	0.088	F	0.518	38000	F
29 Lynchburg Expressway	Oity of Eyrichburg			3070	070		070	170	070		0.000	•	0.510	30000	•
Bus	From:	Main Stre													
29 Lynchburg Expressway	City of Lynchburg	0.22 <b>23000</b>		98%	0%	1%	0%	1%	0%	F	0.082	F	0.589	24000	F
<del></del>	To:	Amherst Count													
	From:	SR 163 Ward			40.					_		_			_
128 Candler Mt Rd	City of Lynchburg	0.26 <b>18000</b>		89%	4%	2%	1%	3%	0%	F	0.092	F	0.544	20000	F
	From:	Bus US 29, US 501 Lyı RT 501 V		xpwy											
128)(501) Candler Mtn Rd	City of Lynchburg	0.43 <b>36000</b>		96%	0%	1%	0%	2%	0%	F	0.083	F	0.515	38000	F
	To	RT 501 I													
	From:	US 501 Candler		0001	40.		461	<b>0</b> 6 /	001		0.455	_	0.5:0		_
128 Mayflower Dr	City of Lynchburg	1.30 <b>7200</b>	F	89%	4%	2%	1%	3%	0%	С	0.102	F	0.542	7700	F
	To- From:	Odd Fellows													
Mayflower Dr	City of Lynchburg	1.48 <b>1800</b>	F	97%	1%	1%	1%	0%	0%	С	0.096	F	0.649	2000	F
$\smile$	To:	Bus US 501 Cam	bell Ave												

Б.,			٠.	4.7.	_		Tru	ıck			K	014	Dir	4 414/DT	
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Bus US 29, US 501 Lynchbu			00/	401	00/	00/	00/	_	0.004	_	0.550	40000	_
163 Wards Rd	City of Lynchburg	0.44 <b>17000</b>	F	99%	0%	1%	0%	0%	0%	F	0.081	F	0.558	18000	F
	To: From:	SR 128 Candler Mt													
163) Wards Rd	City of Lynchburg	0.42 <b>27000</b>	F	99%	0%	1%	0%	0%	0%	F	0.081	F	0.504	29000	F
Bus	From:	Bus US 460 Fort Av Wards Rd	venue												
163) (460) Fort Ave	City of Lynchburg	1.19 <b>23000</b>	F	99%	0%	1%	0%	0%	0%	С	0.083	F	0.546	24000	F
103/400).	To:	Memorial Ave				TÎ.				_					
	From:	Fort Ave													
163) Memorial Ave	City of Lynchburg	0.60 <b>11000</b>	F	99%	0%	0%	0%	0%	0%	С	0.08	F	0.540	12000	I
<u> </u>	To	Oakley Ave													
163) Memorial Ave	City of Lynchburg	0.47 <b>13000</b>	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.503	14000	ı
<u> </u>	To	Park Ave													
163) Memorial Ave	City of Lynchburg	0.33 <b>12000</b>	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.536	13000	-
163	- F			0070	070		070	070	070	•	0.000	•	0.000	10000	
Eth Ct	City of Lynophysia	Langhorne Rd		99%	0%	0%	00/	0%	0%	F	0.084	F	0.524	15000	
163 5th St	City of Lynchburg	0.17 <b>14000</b>	F	99%	0%	0%	0%	0%	0%	Г	0.064	Г	0.531	15000	
	To: From:	Pollard St													
163)5th St	City of Lynchburg	0.26 <b>13000</b>	F	99%	0%	0%	0%	0%	0%	F	0.089	F	0.57	14000	I
$\smile$	To: From:	Pierce St													
163)5th St	City of Lynchburg	0.27 <b>12000</b>	F	98%	0%	0%	0%	1%	0%	F	0.09	F	0.569	13000	I
$\smile$	To	Park Ave				<u> </u>									
163)5th St	City of Lynchburg	0.38 13000	F	98%	0%	0%	0%	1%	0%	F	0.09	F	0.579	14000	ı
103) - 111	To.														
Eth St	City of Lynchburg	Clay St 0.57 <b>14000</b>	F	98%	0%	0%	0%	1%	0%	С	0.102	F	0.632	15000	F
163) 5th St	To Table	Amherst County L		90 /0	076		0 /6	1 /0	0 /6	C	0.102		0.032	13000	
	From														_
Vorth	City of Lynchburg	SR 163 Wards R 0.09 <b>NA</b>	Ka								NA			NA	
163 Ramp	To:	US 501; Bus US	29								INA			INA	
	From					<u>.</u>									
221 Lakeside Dr	City of Lynchburg	WCL Lynchbur 0.53 <b>27000</b>	·g F	99%	0%	0%	0%	1%	0%	С	0.093	F	0.568	29000	ı
221 Lakeside Di	City of Lynchburg	0.55 27000	•	3370	070	076	070	1 /0	070	C	0.033	•	0.500	23000	
~	To- From:	Lynchburg Express										_			_
221 Lakeside Dr	City of Lynchburg	0.94 <b>16000</b>	F	99%	0%	0%	0%	1%	0%	F	0.086	F	0.576	17000	I
	To- From:	Forest Brook Re													
221 Lakeside Dr	City of Lynchburg	1.52 <b>14000</b>	F	99%	0%	0%	0%	1%	0%	F	0.086	F	0.554	15000	F
~~	To: From:	Old Forest Rd				<u> </u>									
221 Lakeside Dr	City of Lynchburg	0.15 <b>16000</b>	F	99%	0%	0%	0%	1%	0%	F	0.085	F	0.547	17000	F
<del></del> -)	To:	Oakley Ave													
~~	From:	Lakeside Dr													
Oakley Ave	City of Lynchburg	0.57 <b>8900</b>	F	99%	0%	0%	0%	1%	0%	F	0.088	F	0.509	9400	I
<i></i>	To:	Bus US 29 Memoria	al Ave												

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
~~~	From:	Memoria	Ave												
221 Oakley Ave	City of Lynchburg	0.24 <b>760</b>		99%	0%	0%	0%	1%	0%	F	0.089	F	0.505	8100	F
~ <u> </u>	To:	Bus US 460													
Bus	City of Lynnah hymn	Bus US 460 O		070/	40/	40/	00/	40/	00/	_	0.000	_	0.540	40000	F
221 (460) Fort Ave	City of Lynchburg	0.42 <b>960</b>	) F	97%	1%	1%	0%	1%	0%	С	0.089	F	0.543	10000	Г
Bus	To: From:	118-6029 F	ort Ave												
221 (460) 12th St	City of Lynchburg	0.25 <b>840</b>	) F	97%	1%	1%	0%	1%	0%	F	0.091	F	0.533	8900	ı
221)(400)	To:		manhall Avia												
Bus Bus	From:	Bus US 501 Ca													
221 \( 460 \) (501 \) 12th St	City of Lynchburg	0.18 <b>860</b>	) F	97%	1%	1%	0%	1%	0%	F	0.09	F	0.564	9200	ı
~~~	To	Kempe													
Bus Bus Kompor St	City of Lynobhurg	12th St		97%	1%	1%	0%	1%	0%	С	0.005	F	0.601	12000	ı
221 460 501 Kemper St	City of Lynchburg	0.41 <b>1100</b> US 29 Lynchburg	-		170	1%	0%	170	0%	C	0.085	Г	0.601	12000	
			•	ıy											
~~~	Oit and Lamphage (Mainta 45)	SCL Lync		000/	00/	40/	40/	407	00/	F	0.000	F	0.044	40000	
460 [ 29 ]	City of Lynchburg (Maint: 15)	1.38 <b>4400</b>	0 F	93%	0%	1%	1%	4%	0%	г	0.096	г	0.641	46000	
	To: From:	Candler Mou													
460 } { 29 }	City of Lynchburg (Maint: 15)	0.49 <b>3400</b>	0 F	93%	0%	1%	1%	4%	0%	F	0.092	F	0.615	35000	
$\Rightarrow \Diamond$	To	US 50	1			$\neg$ $\vdash$									
460 \ (29 \ (501 )	City of Lynchburg (Maint: 15)	1.91 <b>3600</b>	0 A	93%	0%	1%	1%	4%	0%	С	0.103	Α	0.503	38000	
	To:	Bus US 501; US 50	Campbell	Ave											
~~~	From:	Functional Cla													
460 (29) Richmond Hwy	City of Lynchburg (Maint: 15)	2.14 <b>3300</b>	0 F	93%	0%	1%	1%	4%	0%	F	0.086	F	0.542	35000	I
<del>~</del> ~	To: From:	US 2	)												
460 Richmond Hwy	City of Lynchburg (Maint: 15)	0.11 <b>2600</b>	0 N	94%	0%	1%	1%	4%	0%	Ν	0.087	Ν	0.573	27000	1
<del>~</del>	To:	ECL Lync	hburg												
Bus	From:	WCL Lyne	hburg												
Timberlake Rd	City of Lynchburg	0.62 3000	0 F	98%	0%	0%	0%	1%	0%	F	0.086	F	0.555	32000	-
<del>***</del>	To	Old Graves	Mill Da												
Bus	From:														
Timberlake Rd	City of Lynchburg	1.14 <b>2600</b>	0 F	98%	0%	0%	0%	1%	0%	F	0.081	F	0.517	27000	I
Bus	To From:	Leesville	e Rd												
~~	City of Lynchburg	0.37 3300	0 F	98%	0%	0%	0%	1%	0%	F	0.083	F	0.565	34000	ı
Timberlake Rd	Only of Lynchburg				070		070	1 70	070	'	0.003	'	0.505	34000	
Bus	From:	US 501 Lynchbur	g Expresswa	ay											
Fort Ave	City of Lynchburg	1.15 <b>1800</b>	0 F	98%	0%	0%	0%	1%	0%	F	0.087	F	0.540	19000	I
	To:	Bus US 29 V													
Bus	From:	Wards								_		_			
460 163 Fort Ave	City of Lynchburg	1.19 <b>2300</b>		99%	0%	1%	0%	0%	0%	С	0.083	F	0.546	24000	F
Pue Pue	To: From:	Memoria Bus US 29 Me													
Bus 460 Fort Ave	City of Lynchburg	0.57 <b>860</b>		98%	0%	0%	0%	1%	0%	F	0.082	F	0.506	9100	F
	City of Evrictibula	U.S/ <b>60U</b>	, г	3070	U70	U70	U70	170	U70	Г	0.002	г	0.500	9100	г

		City of Ly					Tru	ck			K		Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۱
Bus	From:		akley Ave												
460 221 Fort Ave	City of Lynchburg	0.42 <b>96</b>	00 F	97%	1%	1%	0%	1%	0%	С	0.089	F	0.543	10000	F
Bus	To: From:	118-6029	Fort Ave												
460)(221)12th St	City of Lynchburg	0.25 84	00 F	97%	1%	1%	0%	1%	0%	F	0.091	F	0.533	8900	
~~	To:	Bus US 501 C	Campbell Ave												
Bus Bus	City of Lynchburg		•	070/	40/	40/	00/	40/	00/	_	0.00	F	0.564	0200	
160 (221) (501) 12th St	City of Lynchburg	0.18 <b>86</b> Kemp	00 F	97%	1%	1%	0%	1%	0%	F	0.09	г	0.564	9200	
Bus Bus	From:	12th													
160 (221) (501) Kemper St	City of Lynchburg	0.41 <b>110</b>		97%	1%	1%	0%	1%	0%	С	0.085	F	0.601	12000	
<b></b>	To	Bus US 29 Lynch													
Bus Bus	From:	US 29 Lynchbu			40/	40/	00/	40/	00/	_	0.000	_	0.040	40000	
60 501 Kemper St	City of Lynchburg		00 F	97%	1%	1%	0%	1%	0%	F	0.086	F	0.618	10000	
us Bus	From:	Campb Kemp													
60 501 Campbell Ave	City of Lynchburg	0.88 170		97%	1%	1%	0%	1%	0%	С	0.093	F	0.664	18000	
	To:	Mayflo	war Dr												
Bus Bus	From:									_		_		.=	
60 501 Campbell Ave	City of Lynchburg	0.48 <b>160</b>	000 F	97%	1%	1%	0%	1%	0%	F	0.095	F	0.639	17000	
us Bus	To: From:	Florid	la Ave												
60 \ 501 Campbell Ave	City of Lynchburg	0.14 <b>18</b> 0	000 F	97%	1%	1%	0%	1%	0%	F	0.098	F	0.670	19000	
30)(01)	To:	US 460, US 501	Richmond H	wy											
Bus	From:	Bus U													
60 501 Campbell Ave	City of Lynchburg	0.15 120		98%	0%	0%	0%	1%	0%	N	0.098	N	0.68	13000	
~ ~	10*	US 29,													
~	From:	SCL Ly		200/	201		00/	407	00/	_	0.000	_	0.00	40000	
01 Campbell Ave	City of Lynchburg	0.93 <b>120</b>	000 F	98%	0%	0%	0%	1%	0%	F	0.098	F	0.68	13000	
Bus	To: From:	Bus U	JS 460												
601 (460 Campbell Ave	City of Lynchburg	0.15 <b>12</b> 0	000 N	98%	0%	0%	0%	1%	0%	Ν	0.098	Ν	0.68	13000	
	To:	US 29, US 460		vy											
~~~~	From:	US 29,								_					
01)(460)(29)	City of Lynchburg (Maint: 15)	1.91 <b>360</b>	000 A	93%	0%	1%	1%	4%	0%	С	0.103	Α	0.503	38000	
~ ~ ~	To: From:	US 29, US 460		vy											
01)	City of Lynchburg	0.50 <b>160</b>	000 F	96%	0%	1%	0%	2%	0%	F	0.094	F	0.513	17000	
	To: From:	SR 128 Ma	yflower Dr			$\neg$ $\vdash$									
01) 128 Candler Mtn Rd	City of Lynchburg	0.43 <b>360</b>	000 F	96%	0%	1%	0%	2%	0%	F	0.083	F	0.515	38000	
$\sim$	То:	Bus US 29 Lynch													
Bus	City of Lymphouse	US 29 Lynchbu		•	00/	10/	00/	10/	00/	N I	0.004	N.I	0.520	44000	
29 Lynchburg Expressway	City of Lynchburg	0.33 <b>390</b> Wards I		98%	0%	1%	0%	1%	0%	N	0.091	N	0.530	41000	
	From:		ds Rd			-									
Lynchburg Expressway	City of Lynchburg		000 F	98%	0%	0%	0%	1%	0%	F	0.087	F	0.521	45000	
	To:	Timber											•		

Deste	Laste d'artes	Learnith AADT		4	D		Tru	ıck		- 00	K	01/	Dir	A A)A/DT	- 014
Route	Jurisdiction	Length <b>AADT</b>		4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Lunghhurg Fungaguay Fut	City of Lynchburg	<u>Timberlake</u> 1.21 <b>44000</b>		96%	0%	10/	00/	2%	00/	F	0.000	F	0.544	47000	F
501 Lynchburg Expressway Ext	City of Lynchburg			96%	0%	1%	0%	2%	0%	Г	0.089	г	0.544	47000	г
501 Lynchburg Expressway	City of Lynchburg	Graves Mill 1.24 <b>31000</b>		96%	0%	1%	0%	2%	0%	F	0.088	F	0.518	33000	F
501 Eyrichburg Expressway	To.			3070	070		070	270	070	•	0.000	•	0.510	33000	•
501 Lynchburg Expressway	City of Lynchburg	0.31 <b>33000</b>		97%	0%	1%	1%	1%	0%	С	0.083	F	0.538	35000	F
301)	To-	118-6044 Old Fo													
501 Lynchburg Expressway	City of Lynchburg	1.23 14000		97%	0%	1%	1%	1%	0%	F	0.088	F	0.542	15000	F
301)	To	Wiggington	Rd												
501 Lynchburg Expressway	City of Lynchburg	1.86 <b>13000</b>		97%	0%	1%	1%	1%	0%	F	0.09	F	0.571	14000	F
55.)	To:	Boonsboro													
501 Boonsboro Rd	City of Lynchburg	Lynchburg Expi 1.80 <b>9000</b>	ressway <b>F</b>	96%	0%	1%	0%	2%	0%	С	0.094	F	0.645	9600	F
501 Boolisboio Ku	Tro	WCL Lynch		90 /6	076	1/0	0 /0	2/0	0 /0	C	0.094		0.043	9000	
	From:	US 460													
591	City of Lynchburg	0.62 <b>NA</b>									NA			NA	
<u> </u>	To:	SR 128 Mayflo													
	City of Lynchburg	0.35 <b>NA</b>	9								NA			NA	
591	To:	US 501 Lynchburg 1	Expressw	av							INA			INA	
Bus Bus	From:	US 460	•												
501 (460 Campbell Ave	City of Lynchburg	0.14 18000	F	97%	1%	1%	0%	1%	0%	F	0.098	F	0.670	19000	F
<b></b>	To	Florida Av	ve .												
Bus Bus 501 (460 Campbell Ave	City of Lynchburg	0.48 <b>16000</b>	F	97%	1%	1%	0%	1%	0%	F	0.095	F	0.639	17000	F
301)(400)	To:	Mayflower		0.70	.,,		0,70	.,0	0,0	-	0.000	•	0.000		•
Bus Bus	From	-						401		_		_			_
501 460 Campbell Ave	City of Lynchburg	0.88 <b>17000</b> Kemper S		97%	1%	1%	0%	1%	0%	С	0.093	F	0.664	18000	F
Bus Bus	From:	Campbell A													
501 (460 Kemper St	City of Lynchburg	0.34 <b>9800</b>	F	97%	1%	1%	0%	1%	0%	F	0.086	F	0.618	10000	F
<del></del>	To:	Lynchburg Expi US 221	essway												
Bus Bus 501 (221 (460 Kemper St	City of Lynchburg	0.41 11000	F	97%	1%	1%	0%	1%	0%	С	0.085	F	0.601	12000	F
301)(221)(400)	To:	12th St			.,,		*,*	.,.							
Bus Bus April 2:	From:	118-6027; 118		070/	407		001	407	00/	_	0.00	_	0.504	2000	_
501)(221)(460)12th St	City of Lynchburg	0.18 <b>8600</b>	F	97%	1%	1%	0%	1%	0%	F	0.09	F	0.564	9200	F
Bus	To: From:	Fort Ave	;	-	-										
501 Campbell Ave	City of Lynchburg	0.23 <b>8300</b>	F	99%	0%	1%	0%	0%	0%	F	0.116	F	0.761	8900	F
<del>~</del>	To: From:	Park Ave	<u> </u>												
Bus 501 Langhorne Rd	City of Lynchburg	0.27 10000	F	99%	0%	1%	0%	0%	0%	F	0.094	F	0.561	11000	F
301)9	To:	Memorial A		55,6	0,0	Ť	0,0	0,0	0,0	•	0.00	•	3.001		•

Route	Jurisdiction	Longth	AADT	QA	4Tire	Puo		Tru	ck		QC	K	QK	Dir	AAWDT	OW/
Roule	Julisalction	Lengin	AADT	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QN	Factor	AAWDI	QVV
Bus	From:	N	Iemorial Av	e												
(501) Langhorne Rd	City of Lynchburg	0.29	17000	F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.522	18000	F
Bus	To: From:		Murrell Rd													
(501) Langhorne Rd	City of Lynchburg	1.06	13000	F	99%	0%	1%	0%	0%	0%	С	0.088	F	0.654	14000	F
Pug	To: From:		Hill St													
Sus (501) Langhorne Rd	City of Lynchburg	0.47	11000	F	99%	0%	1%	0%	0%	0%	F	0.084	F	0.573	12000	F
Rus	To: From:	ı	Cranehill Dr													
Sus (501) Langhorne Rd	City of Lynchburg	1.37	8200	F	99%	0%	0%	0%	0%	0%	С	0.080	F	0.531	8700	F
	To: From:		ermont Terr													
Bus 501 Rivermont Terrace	City of Lynchburg	0.25	anghorne Ro	F	99%	0%	0%	0%	0%	0%	F	0.096	F	0.579	6000	F
<u> </u>	To:		ivermont Av													
Bus	From:		ermont Terr								_		_			_
(501) Rivermont Ave	City of Lynchburg	0.44	15000	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.593	15000	F
Pue	To: From:		Link Rd													
Bus (501) Boonsboro Rd	City of Lynchburg	0.76	13000	F	99%	0%	0%	0%	0%	0%	F	0.093	F	0.602	14000	F
Bus	To: From:	Ti	rents Ferry R	Rd												
501 Boonsboro Rd	City of Lynchburg	1.75	14000	F	99%	0%	0%	0%	0%	0%	С	0.092	F	0.530	14000	F
	To	Lynch	burg Expres	ssway												

							Lynchburg									
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		From	<del> </del>				15.1									
(F794) Top Ridge Rd	1.16	20	R			D	ead End				NA			NA		08/22/200
(1/34)	_	To				15-837	Top Ridge Rd									
		From	1			D	ead End									
(F864) Brown Haven Lane	0.12	10	R								NA			NA		08/14/200
$\bigcirc$		To	:		1	18-6033 B	rown Haven L	ane								
O., 5.		From	:			US	29; 15-758									
F <sub>905</sub> Memo Rd	0.20	<b>NA</b>				D	ead End				NA			NA		
		From														
F906) Liberty Mt Dr	0.40	3100	R			D	ead End				NA			NA		08/22/200
1 300) = 3001 ;		То	:		118-603	35; Ramp 1	Fr US 460 Byp	Ent To	L							
		From				D	ead End									
F907) Liberty Mt Dr	0.78	2500	R								NA			NA		08/22/200
<u> </u>		To				FR-906	Liberty Mt Dr									
O -		From				FR-907	Liberty Mt Dr									
F <sub>907</sub> Ramp	0.06	NA To	.—				70.450				NA			NA		
		From	<u> </u>				US 460									
F975) Chetnut Creek Dr	0.46	160	R			D	ead End				NA			NA		07/31/200
F975 Chethut Creek Dr	0.40	To				D	ead End							IVA		07/31/200
		From				Long	Meadow Dr									
1 Pawnee Dr	0.86	370	F	98%	1%	1%		)%	0%	F	0.125	F	0.593	400	F	2010
		To				Sar	idusky Dr									
		From				С	hurch St									
2 9th St	0.18	1100	F	98%	1%	1%		)%	0%	С	0.128	F	0.603	1200	F	2010
		To	<u> </u>			Jef	ferson St									
Alta Lana	0.05	From	<u> </u>	000/	00/		Ray Circle	20/	00/		0444	_	0.00	0000	_	2040
3 Alta Lane	0.85	2200 <sub>To</sub>	F	99%	0%	0% Warr	0% ( ds Ferry Rd	)%	0%	С	0.111	F	0.62	2300	F	2010
		From					esville Rd									
4 Del Ray Circle	0.16	2300	F	99%	0%	0%		)%	0%	F	0.106	F	0.616	2500	F	2010
4)		To	:				Alta lane			•		-			-	
		From	ī			P	ark Ave									
5 8th St	0.59	1500	F	96%	1%	2%	0% (	)%	0%	С	0.082	F	0.541	1600	F	2010
$\overline{}$		To	:			(	Court St									
$\sim$		From					Rivermont Terr									
6 Langhorne Rd	0.16	2200	F	98%	0%	2%		)%	0%	F	0.083	F	0.732	2400	F	2010
		From					/illa Rd ghorne Rd									
6 Villa Rd	0.12	2100	F	98%	0%	2%		)%	0%	F	0.085	F	0.735	2200	F	2010
		To	:			Rive	ermont Ave									
		From				CBUS	460 Fort Ave									
7 Long Meadow Dr	0.73	2200	F	98%	0%	1%		l%	0%	F	0.111	F	0.54	2300	F	2010
<u> </u>		To				Pa	wnee Dr									
O Ot	0.70	From	<u> </u>	000/	00/		ymont Ave	10/	00/		0.400	_	0.000	0700	_	2040
8 Sussex St	0.79	2500 To	F	98%	0%	1%	0% ′ghorne Rd	1%	0%	F	0.102	F	0.686	2700	F	2010
		From	<del></del>		r			oity			<del></del>					
g University Blvd	0.42	12000	F	94%	<u>Е</u> 1%	ntrance to	Liberty Univer	19%	0%	С	0.089	F	0.591	13000	F	2010
9 University Bivd	UT∠	000 To	· ·	J-7/0	1 /0		s Mountain Rd		J /U		7.000	•	0.001	.0000	•	2010
		From	_				Concord Tpk				÷					
10) Pleasant Valley Rd	0.52	790	F	96%	1%	1%		I%	0%	F	0.112	F	0.540	850	F	2010
,		To					n Boundary									
		From				Oroa	ıı Dounudiy									-
(10) Pleasant Valley Rd	0.13	790	N	96%	1%	1%	1%	۱%	0%	Ν	0.112	Ν	0.540	850	Ν	2010

							Lyrioribe									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg																
(10) Pleasant Valley Rd	0.15	790	·L	96%	1%	Functiona 1%	al Class Ch 1%	ange 1%	0%	N	0.112	N	0.540	850	N	2010
(10) Pleasant Valley Rd	0.13	7 <b>9 0</b>	_	30 70	1 70		chburg; 15		076	11	0.112	14	0.540	000	IN	2010
		Fron	n:				IUS 501				i					
(6001) V E S Rd	0.92	2600	F	97%	0%	2%	0%	1%	0%	С	0.098	F	0.543	2800	F	2010
		To	):			Wi	lliams Rd									
		Fron	1:			Boo	nsboro Rd									
(6002) Trents Ferry Rd	1.88	1600	_ <u>F</u> _	99%	0%	0%	0%	0%	0%	С	0.101	F	0.623	1800	F	2010
		To	0:				l County Li	ne								
O Link Dd	0.78	7600	"	99%	1%		Forest Rd	0%	0%	F	0.089	F	0.539	8100	F	2010
6003 Link Rd	0.76	7 000 To	:	99 /0	1 /0	0% Cra	0% mehill Dr	0 /6	0 /6		0.069	-	0.559	0100	Г	2010
		Fron	n:				nehill Rd									
(6003) Link Rd	1.32	6400	F	99%	1%	0%	0%	0%	0%	С	0.092	F	0.508	6800	F	2010
		To	:			Rive	rmont Ave									
O 14/1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4.04	Fron	<u> </u>	000/	201		Forest Rd	201	201			_	0.007	4000	_	2010
(6004) Wiggington Rd	1.04	3700	F	99%	0%	0%	0%	0%	0%	F	0.097	F	0.667	4000	F	2010
Winning to a Dal	0.70	From		000/	001		chburg Exp	001	001				0.005	2000		2012
(6004) Wiggington Rd	0.76	3500	F	99%	0%	0%	0%	0%	0%	С	0.099	F	0.635	3800	F	2010
		Fron					ndwick Dr				<u> </u>					
(6004) Wiggington Rd	1.82	1400 Tr	F	99%	0%	0%	0% ins Mill Ro	0%	0%	F	0.108	F	0.641	1500	F	2010
		Fron	1:				gington Rd	1								
(6004) Hawkins Mill Rd	0.36	1600	F	99%	1%	0%	0%	0%	0%	С	0.118	F	0.534	1800	F	2010
		To					offee Rd	1								
(6004) Coffee Rd	0.89	1900		99%	1%	0%	ins Mill Ro	0%	0%	F	0.12	F	0.609	2100	F	2010
Coffee Rd	0.00	1000 To		0070	170				070		0.12	•	0.000	2100	•	2010
(6004) Coffee Rd	0.33	3400 From	F	99%	1%	0%	t Hollow R	0%	0%	F	0.101	F	0.72	3600	F	2010
(6004) 33.133.13	0.00	Te	:	0070	.,,		Boonsboro		0,70			•	0	0000	•	_0.0
		Fron	1:			US 460	Bus Fort A	ve								
(6009) Graves Mill Rd	0.60	6100	F	97%	1%	1%	0%	1%	0%	F	0.100	F	0.597	6500	F	2010
$\overline{}$		Tr. Fron	-			Olo	d Mill Rd									
(6009) Graves Mill Rd	0.66	5100	F	97%	1%	1%	0%	1%	0%	F	0.108	F	0.571	5400	F	2010
$\overline{}$		Tr.	-			Nati	onwide Dr									
(6009) Graves Mill Rd	0.27	9600	F	97%	1%	1%	0%	1%	0%	F	0.101	F	0.639	10000	F	2010
		Tr.			U	S 501 Lyno	chburg Exp	ressway								
(6009) Graves Mill Rd	0.18	25000	F	97%	1%	1%	0%	1%	0%	С	0.094	F	0.55	26000	F	2010
		Te Fron				Old Gr	aves Mill F	Rd								
(6009) Graves Mill Rd	1.04	19000	F	97%	1%	1%	0%	1%	0%	F	0.093	F	0.528	20000	F	2010
		To	):			WCL Lyn	ichburg 09-	1425								
		Fron				F	Pearl St									
6012 Church St	0.23	3900	F	98%	1%	1%	0%	1%	0%	С	0.126	F		4100	F	2010
<u> </u>		To Fron	1:				12th St									
(6012) Church St	0.47	6500	F	97%	1%	1%	0%	1%	0%	F	0.089	F		6900	F	2010
<u> </u>		To Fron	1:				5th St									
(6012) Rivermont Ave	0.90	16000	F	97%	1%	1%	0%	1%	0%	С	0.097	F	0.583	17000	F	2010
		Tr Fron	1.				d Ave E IN ont Ave E									
(6012) Bedford Ave	0.96	2600	F	94%	1%	2%	1%	2%	0%	С	0.084	F	0.625	2800	F	2010
$\bigcirc$		To	:				ont Ave W									
Piverment Ave	1.01	1 4000	<u> </u>	040/	10/		d Ave W I		00/		0.104	_	0.507	15000	_	2040
Rivermont Ave	1.01	14000	F	94%	1%	2% Riverr	1% nont Terrac	2% re	0%	F	0.104	F	0.507	15000	F	2010
		Fron	1:				d Ave W I									
(6020) Rivermont Ave	0.96	11000	F	94%	1%	2%	1%	2%	0%	F	0.104	F	0.608	12000	F	2010
		Tc	00				rd Ave E Ir									

						City of Lynchb	urg								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg															
C Halling Mill Del	4.40	From		0.40/	40/	Bedford Ave	20/	00/	_	0.000	_	0.500	0400	_	2040
6022 Hollins Mill Rd	1.16	2000	F	94%	1%	2% 1%	2%	0%	F	0.093	F	0.539	2100	F	2010
$\overline{}$		To From	:			Hollins St									
6022 Federal St	0.40	2600	<u>_F</u>	94%	1%	2% 1%	2%	0%	F	0.088	F	0.517	2700	F	2010
<u> </u>		To	1			5Th St									
		From				Lakeside Dr									
(6023) Murrell Rd	0.37	8000	F	94%	1%	2% 1%	2%	0%	F	0.087	F	0.561	8500	F	2010
<u> </u>		To	•			Langhorne Rd									
		From	:			Kemper St									
6027) 12th St	0.80	7900	F	99%	0%	1% 0%	0%	0%	F	0.087	F	0.505	8500	F	2010
$\cup$		To				Clay St									
6027) 12th St	0.25	5900 From	F	99%	0%	1% 0%	0%	0%	F	0.087	F	0.51	6300	F	2010
0021)		To	:			Commerce St			-		-			-	
		From													-
6028 Commerce St	0.33		F	99%	0%	5Th St	Λ9/:	Λ9/.	F	0.107	F	0.651	4400	F	2010
6028 Commerce St	0.33	4100		JJ 70	0 /0	1% 0%	0%	0%	Г	0.107	г	0.651	4400	Г	2010
<u> </u>		From				10Th St					_			_	
6028) Commerce St	0.30	3500	F	99%	0%	1% 0%	0%	0%	F	0.121	F	0.789	3700	F	2010
$\smile$		To				Main St									
		From	:			Wadsworth Ave	e								
6029 Fort Ave	0.43	6000	G	99%	0%	1% 0%	0%	0%	F	NA			6500	G	2010
$\bigcirc$		To				Kemper St									
6029 Park Ave	0.28	5200 From	F	99%	0%	1% 0%	0%	0%	F	0.081	F	0.502	5500	F	2010
Park Ave	0.20	0200		0070	070		070	070		0.001	•	0.002	0000	•	2010
<u> </u>		From				9Th St									
<sub>6029</sub> ) Park Ave	0.36	4200	<u>_F</u>	99%	0%	1% 0%	0%	0%	F	0.083	F	0.527	4500	F	2010
<u> </u>		To	:			5Th St									
_		From	:			Oakley Ave									
6031) Lakeside Dr	0.41	12000	F	99%	0%	1% 0%	0%	0%	F	0.088	F	0.577	13000	F	2010
$\bigcirc$		To				Murrell Rd									
6031) Lakeside Dr	0.34	6300 From	F	99%	0%	1% 0%	0%	0%	С	0.093	F	0.563	6800	F	2010
6031) Lakeside Dr	0.01	0000		0070	070			070		0.000	•	0.000	0000	•	2010
<u> </u>		From				Memorial Ave				_					
6031) Park Ave	0.36	7100	F	97%	1%	2% 0%	0%	0%	F	0.083	F	0.5	7600	F	2010
$\overline{}$		To	:			Langhorne Rd									
Dork Ave	0.25		<u> </u>	000/	00/	C1US 501	00/	00/		0.070	_	0.55	12000	_	2010
6031) Park Ave	0.35	12000 <sub>To</sub>	F	99%	0%	1% 0% US 221; 118-6027:12	0%	0%	F	0.079	F	0.55	13000	F	2010
-							11113I			<u> </u>					
O a		From				Florida Ave					_			_	
<sub>6032</sub> Main St	0.25	2400	F	97%	1%	2% 0%	0%	0%	F	0.092	F	0.509	2500	F	2010
$\overline{}$		To				Lynchburg Express									
Main Ct	0.00		<u> </u>	070/	40/	Lynchburg Exp		00/		0.000	_	0.004	7000	_	2046
6032 Main St	0.28	6500	F	97%	1%	2% 0%	0%	0%	F	0.089	F	0.884	7000	F	2010
		To From				12Th St			,						
6032) Main St	0.55	6300	F	97%	1%	2% 0%	0%	0%	F	0.093	F		6700	F	2010
$\bigcirc$		To	:			5Th St									
		From	:	· · ·		Campbell Ave									
6033) Florida Ave	1.28	4100	F	97%	1%	2% 0%	0%	0%	С	0.1	F	0.61	4400	F	2010
	-	-			-		-	-							
Florida Aug	0.00	From	┖╤	070/	40/	Augusta St	00/	00/		0.400		0.667	2200		2040
6033) Florida Ave	0.88	3100	F	97%	1%	2% 0%	0%	0%	F	0.106	F	0.667	3300	F	2010
<u> </u>		To	J			Main St									
		From		-		Florida Ave		<del></del>							
			_			40/ 00/	0%	0%	С	0.112	F	0.635	1300	F	2010
6034) Martin St	0.58	1200	_ <u>F</u> _	98%	1%	1% 0%	070	0 /6		0.112	'	0.000	1000	•	
6034) Martin St	0.58	1200	·	98%	1%	1% 0% ECL Lynchburg		076		0.112	'	0.000			
6034) Martin St	0.58	1200 Tro		98%	1%		g	078							
Martin St  6034 Martin St  6035 Candler Mtn Rd	1.09	To	F	100%	0%	ECL Lynchburg	g	0%	С	0.108		0.586	3300	F	2010

						City of Ly	rictibuly								
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		From:													
6035) Candler Mtn Rd	0.74	11000	F	100%	F	Ramp From US 0%	S 460; FR 906	0%	F	0.090	F	0.572	12000	F	2010
6035 Candler Mtn Rd	0.74	To	┌╌	100%		SR 128; May	0% 0%	0%	Г	0.090	Г	0.572	12000	Г	2010
		From:	l							<u> </u>					
6036) Clay St	0.50	2100	F	97%	1%	5Th	1% 0%	0%	С	0.096	F	0.639	2200	F	2010
(6036) Clay St	0.50	2100		91 /0	1 /0	2 /0	170 070	0 /6		0.090		0.039	2200		2010
<u> </u>		From	<u> </u>			12T									
6036 Grace St	0.88	3400	F	97%	1%		1% 0%	0%	С	0.099	F	0.670	3600	F	2010
		10.	<u> </u>			Florid									
O 0: " - 5		From	L			Wyth					_			_	
6037 Stadium Dr	0.38	4500 To:	F	97%	1%		1% 0%	0%	F	0.095	F	0.558	4800	F	2010
						Carrol									
○ 144 d = 01	0.07	From:	<u> </u>	000/	00/	Fort		201			_	0.504	7.400	_	0040
6038) Wythe St	0.27	7000	F	96%	2%		1% 1%	0%	С	0.092	F	0.504	7400	F	2010
						Stadiu	ım Dr								
( ) (c)	0.00	From:	Ļ_	0001	001	Stadiu		001			_	0.511	0500	_	0040
James St	0.22	3300 To:	F	96%	2%		1% 0%	0%	С	0.100	F	0.514	3500	F	2010
_			<u> </u>				ll Ave			<u> </u>					
Orangh W Do	4.04	From:	<u> </u>	000/	40/	Langho		007					0000	_	0040
6042 Cranehill Dr	1.04	2400 To	G	98%	1%		0% 0%	0%	С	NA —			2600	G	2010
		10:	<u> </u>			Link									
Old 5+ D.1	0.04	From:	<u> </u>	0007	407	US 501 NW		001		0.000	_	0.540	00000	_	0046
Old Forest Rd	0.94	19000	F	98%	1%	1%	0% 0%	0%	F	0.086	F	0.518	20000	F	2010
<u> </u>		To-				Forrest B									
Old Forest Rd	0.45	18000	F	99%	0%	0%	0% 0%	0%	С	0.088	F	0.500	20000	F	2010
$\overline{}$		To:				Link	c Rd								
6044) Old Forest Rd	0.21	13000	F	99%	0%	0%	0% 0%	0%	F	0.091	F	0.55	14000	F	2010
$\cup$		To				Linkho	orne Dr								
6044) Old Forest Rd	1.61	7800	F	99%	0%		0% 0%	0%	F	0.092	F	0.563	8400	F	2010
		To:				Lakesi	ide Dr								
		From				Oakda	ale Dr								
6045) Greenwood Dr	0.38	2700	F	97%	1%		0% 0%	0%	С	0.108	F	0.589	2900	F	2010
		To				D	A								
6045) Thomas Dr	0.71	3900 From:	F	97%	1%	Perrymo 2%	0% 0%	0%	F	0.096	F	0.575	4200	F	2010
Thomas Dr	0.71	3300		31 70	1 /0	270	070 070	070		0.030	•	0.073	4200	•	2010
Diaharand Dd	0.05	From	ᆫ	070/	40/	Langhor		00/		0.445	_	0.540	4000	_	2040
Richmond Rd	0.35	3700 To:		97%	1%		0% 0%	0%	С	0.115	F	0.513	4000	F	2010
			l			Oakle				<u> </u>					
6046) Sandusky Dr	0.77	7700	F	98%	1%	Greenw 1%	0% 0%	0%	С	0.106	F	0.562	2900	F	2010
Sandusky Dr	0.77	2700		90%	170	170	U% U%	U%		0.106	Г	0.562	2900	٢	2010
<u> </u>	_	From	<u></u> _			Pawn					_				
6046) Sandusky Dr	0.49	4500	F	97%	2%		0% 0%	0%	С	0.095	F	0.506	4800	F	2010
~		To:	<u> </u>			Fort									
<u> </u>	<u></u>	From	L	0=5:		US 29 Bus					_	0.0:-		_	<b>.</b>
6048 Perrymont Ave	0.84	4000	F	97%	1%		0% 0%	0%	С	0.094	F	0.613	4300	F	2010
		10.				Greenw									
0445 " 5:	2.55	From	<u> </u>	0.401	001	Lynchburg I		20.1			_	0.555	0465	_	001
6050 Odd Fellows Rd	0.60	7600	F	84%	3%	3%	4% 7%	0%	F	0.098	F	0.556	8100	F	2010
<u> </u>		To: From:				Mayflo	wer Dr								
6050) Odd Fellows Rd	0.67	1400	F	84%	3%	3%	4% 7%	0%	С	0.113	F	0.655	1500	F	2010
$\overline{}$		To				Dead	l End								
		From				12T	h St								
6052) Campbell Ave	0.33	7900	F	98%	0%	1%	0% 0%	0%	С	0.100	F	0.703	8400	F	2010
$\cup$		To				17T	'h St			<u> </u>					
6052) Campbell Ave	0.41	8000 From:	F	98%	0%		0% 0%	0%	F	0.095	F	0.645	8600	F	2010
		To:		/ 0	- , •	Kemp			-		-			-	_5.0
						ACIII									

Harvard St   1.06   8900   F   99%   0%   0%   0%   0%   0%   0 %   0 0							City of	Lynchburg								
Bab US 407 En Ave	Route	Length	AADT	QA	4Tire	Bus						QK		AAWDT	QW	Year
Ferwick Dr 0.23 3500 F 2010    Sheffield Dr	City of Lynchburg		E													
Selective   Dr	Fenwick Dr	0.23		F			Bus US 4	160 Fort Ave			0 118	F	0 543	3800	F	2010
Sheffield Dr   0.73   NA	6054) 1 CHWICK DI	0.20	То	•			Shet	field Dr			- O.110	'	0.545	3000	Į.	2010
SR   Ed   Wards Red			From													
SK   L68 Wade Bd   SK   SK   L68 Wade Bd   SK   SK   SK   L68 Wade Bd   SK   SK   SK   SK   L68 Wade Bd   SK   SK   SK   SK   SK   SK   SK   S	6054) Sheffield Dr	0.73	NA								NA			NA		
Commonweal   Com			To				SR 163	Wards Rd								
Commonweal   1.29   18000   F   99%   0%   0%   0%   0%   0%   0%   0			From	1			WCL	Lynchhurg								
	Greenview Dr	1.29	16000	F	99%	0%			0%	С	0.084	F	0.699	17000	F	2010
Leesville Rd	6036) 3.36	0	То		0070	0,0			0,0			•	0.000		•	_0.0
Leesylile Rd			From													
North St	Ossa Leesville Rd	1 1/		ᆫ	07%	10/_			0%	F	0.096	F	0.565	7000	E	2010
Leesville Rd	6066 Leesville IVu	1.14	7400		31 /0	1 70	1 70	170 070	070	'	0.030	'	0.505	7 300		2010
Charles Rel	<u> </u>		To From													
	(6066) Leesville Rd	1.15	12000	G	97%	1%			0%	С	<u>N</u> A			13000	G	2010
Wards Ferry Rd	<u> </u>		To				Timb	erlake Rd								
Harvard St   1.06   8900   F   99%   0%   0%   0%   0%   0%   0%   0			From				CBusUS 46	60 Logans Lane								
Wards Ferry Rd	6070) Wards Ferry Rd	1.29	10000	F	99%	0%	0%	0% 0%	0%	F	0.096	F	0.533	11000	F	2010
Wards Ferry Rd	$\smile$		To	-			Hai	vard St								
US 29; Wards Rd	Wards Ferry Rd	1.06		F	99%	0%			0%	С	0.102	F	0.565	9500	F	2010
	0070		То	_	5576	U / U			- 70		<u> </u>	•	0.000	2300	•	_5.5
Harvard St   0.08   210   F   98%   0%   1%   0%   1%   0%   F   0.112   F   0.519   220   F   2010			From								_					
College Park Dr	Horward Ct	0.00		<u> </u>	000/	00/			00/		0.112	_	0.510	220	_	2010
F   98%   0%   0%   0%   0%   0%   0	6071) Harvaru St	0.08	∠1U T-		90%	U%			U%	г	0.112	г	0.519	220	۲	2010
F   98%   0%   1%   0%   1%   0%   0%   0   0%   0   0%   0   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%   0%																
Graves Mill Rd																
Common   C	(6072) Old Graves Mill Rd	1.70	9300	F	98%	0%			0%	С	0.098	F	0.639	9900	F	2010
Company   Comp	<u> </u>		To				Grave	s Mill Rd								
Wyndale Dr	_		From				Grave	s Mill Rd								
Myndale Dr   Myn	6073) McConville Rd	1.80	4700	F	99%	0%	0%	0% 0%	0%	С	0.110	F	0.517	5000	F	2010
Secretary   Secr	$\cup$		To				Wyı	ndale Dr								
Cora   Evergreen Rd   Evergreen Rd   Cor	<u> </u>			<u> </u>							<u> </u>	_			_	
Corr	(6073) Wyndale Dr	0.24		F	98%	0%			0%	С	0.106	F	0.530	4300	F	2010
Sergreen Rd   0.33   4200   F   98%   1%   19%   0%   0%   0%   0%   0 0 0.091   F   0.68   4500   F   2010	<u> </u>		To				Lake	eside Dr								
Indian Hill Rd	_		From				Li	nk Rd								
Sum   Frame	6074) Evergreen Rd	0.33	4200	F	98%	1%	1%	0% 0%	0%	С	0.091	F	0.68	4500	F	2010
Indian Hill Rd   0.98   1900   F   99%   0%   0%   0%   0%   0%   0%   0	<u> </u>		To													
Burnt Bridge Rd	<u> </u>			<u> </u>											_	
Surnt Bridge Rd   0.97   1800   F   99%   0%   0%   0%   0%   0%   0%   0	( <sub>6074</sub> ) Indian Hill Rd	0.98	1900	F	99%	0%			0%	F	0.093	F	0.687	2000	F	2010
Burnt Bridge Rd   0.97   1800   F   99%   0%   0%   0%   0%   0%   0%   0	<u> </u>		To								_					
Boonsboro Rd	Durnt Bridge Dd	0.07		<u> </u>	000/	00/			00/		0.006	г	0.604	1000	_	2040
From   Richmond St   Signature   Richmond	6074) Durni Driage Ka	0.97			99%	υ%			υ%	U	0.096	Г	0.004	1900	Г	2010
Concord Tpke   Conc				<u> </u>												
Eldon St   St   St   St   St   St   St   St	<u> </u>			<u> </u>								_			_	
Concord Tpke   Conc	(6075) Langhorne Lane	0.34	2000	F	98%	0%			0%	С	0.096	F	0.559	2100	F	2010
Eldon St   0.07   2300   F   98%   0%   2%   0%   0%   0%   F   0.09   F   0.573   2400   F   2010	$\overline{}$		То	-							_					
Name	C Eldon Ct	0.07		<u> </u>	000/	00/			00/	_	0.00	_	0.570	0.400	_	2040
Concord Tpke   Conc	(6075) EIUUII SI	0.07	∠3UU ™		90%	U%			U%	г	0.09	Г	0.5/3	<b>2400</b>	Г	2010
Concord Tpke   Conc			10	1												
Cranehill Dr	<u> </u>			<u> </u>					·		_] _				_	
Calcelled   From   Th St	(6076) Linkhorne Rd	0.59		F	98%	0%			0%	F	0.101	F	0.512	5900	F	2010
Output   O	$\overline{}$		To	<u> </u>			Crar	ehill Dr								
Concord Tpke   Main St     Main St			From				7	Γh St								
Concord Tpke   Main St     Main St	(6077) Jefferson St	0.41	560	F	98%	0%			0%	F	0.128	F	0.651	600	F	2010
Main St   Main	$\bigcup$		To				Conc	ord Tpke								
Washington St 0.11 <b>1900 F</b> 83% 0% 2% 10% 5% 0% F 0.079 F 0.649 2000 F 2010 F 1.66 <b>1700 F</b> 83% 0% 2% 10% 5% 0% F 0.091 F 0.601 1800 F 2010			From	1												
To   Jefferson St	(coze) Washington St	0 11		F	83%	0%			0%	F	0.079	F	0.649	2000	F	2010
6078) Concord Tpke 1.66 <b>1700 F</b> 83% 0% 2% 10% 5% 0% F 0.091 F 0.601 1800 F 2010	0078	0.11	.550		5570	J /0			370	'	0.070	•	0.0-10	2000	•	_010
	<u> </u>		From	<u> </u>						_						
To: Rockwell Rd	(6078) Concord Tpke	1.66	1700	<u></u> F	83%	0%			0%	F	0.091	F	0.601	1800	F	2010
	$\overline{}$		To				Rock	cwell Rd								

							Lynchbu									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Lynchburg		From	.ī				1 11701									
Concord Tpke	1.07	1900		83%	0%	2%	ckwell Rd 10%	5%	0%	С	0.092	F	0.615	2000	F	2010
5078) GONGOIG 1 PING	1.07	To		0070	070		US 460	070	070		0.002	•	0.010	2000	•	2010
		From	:			1	12Th St									
Court St	0.50	1200	F	83%	0%	2%	10%	5%	0%	F	0.103	F	0.553	1300	F	2010
		To	:				5Th St									
O =		From			401		keside Dr					_			_	
Forest Brook Rd	0.92	4000 To	F	97%	1%	1%	1% Forest Rd	1%	0%	С	0.109	F	0.588	4300	F	2010
		From	<u> </u>				Forest Rd									
6082) Hill St	0.58	5300	F	99%	0%	0%	0%	0%	0%	F	0.095	F	0.67	5600	F	2010
002		To	:				ghorne Rd									
		From	:			F	Fort Ave									
Edgewood Ave	0.73	2100	F	99%	0%	0%	0%	0%	0%	С	0.103	F	0.576	2300	F	2010
<u> </u>		To	c			W	Vards Rd									
		From				7	Wise St									
4th St		<b>70</b>	F								0.102	F		80	F	2010
		- 10	1				Ionroe St									
Caroline St		600					York St				0.104	F	0.623	640	F	2010
Caroline St		To				Ch	ambers St				0.104	-	0.023	040	Г	2010
		From					aroline St									
Chambers St		810	F			Ca	atomic St				0.091	F	0.635	860	F	2010
		To	:				2Nd St									
		From	c			Mor	ningside Dr									
Clayton Ave		520	F								0.122	F	0.647	550	F	2010
		To	·			Spo	ttswood Pl									
		From		Berkley Pl								_				
Danridge Dr		1300 To	F								0.086	F	0.640	1400	F	2010
							igmont Dr									
Enterprise Dr		14000	G				15-1520				 NA			14000	G	2010
Lillerprise Di		14000 To				Bedfor	d County Li	ne						14000	G	2010
		From	:				ryland Ave									
Fairview Ave		240	F	· · · · · · · · · · · · · · · · · · ·									0.616	260	F	2010
		To	:			M	Iackel St									
Fleetwood Dr		From	:			Ric	lgeway Dr									
		980	F								0.119	F	0.653	1000	F	2010
		To	:			Hil	llwood Dr									
Georgia Ave		From				Can	npbell Ave					_			_	
		<b>210</b>	F			No	viada Avia				0.137	F	0.597	230	F	2010
							vada Ave									
Gorman Dr		360	Glen Oak Lane								0.098	F	0.519	380	F	2010
Joinlan Di		To				Nor	thwood Cir				0.000	•	0.010	000	•	2010
Hawthorne Rd		From:		Montgomery Rd								F	0.684	150	F	2010
		140	ž ,								0.124					
		To				Wo	odcrest Dr									
Hayes Dr		From				RI	honda Dr									
		130	F								0.107	F	0.548	140	F	2010
		To	<u> </u>				awford Dr									
John Scott Dr		From	<u> </u>	Old Trents Ferry Rd										=00	_	001
		450	G			т.	and Em 4				NA			500	G	2010
		From					ead End									
Leyburn Ave		<b>200</b>				M	osby Ave				0.121	F	0.618	220	F	2010
Leybuill Ave		<b>200</b>				S	ackett St				0.121	Г	0.010	220	1"	2010
						υ,										

						Oity Oi	LYHUH	uig							
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
ty of Lynchburg															
Lookovious Dr		From	F			Bell	Tavern R	.d		0.106	F	0.560	000	_	201/
Locksview Dr		920 To				Norve	ell House	Ct		0.106	Г	0.568	980	F	2010
		From						Ci		1					
Maryland Ave		220	F				Craig St			0.130	F	0.516	240	F	2010
Marylana 7 Wo		To				Fair	rview Ave	<del></del>			•	0.010	240	•	201
		From	:				larke St								
McKinney Ave		410	F				rance or			0.119	F	0.564	440	F	201
,		To				Ι	Oodd St								
		From	:			Burn	t Bridge F	Rd							
Mimosa Dr		670	F							0.106	F	0.554	710	F	201
		To	:			Wo	odcrest D	r							
		From				McC	Guffey Lar	ne							
Morningside Dr		430	F							0.210	F	0.505	460	F	201
		To	:			East	wood Lan	ie							
		From				We	stview D	r							
Myrtle St		500	F							0.096	F		530	F	201
		To	:			To	oledo Ave								
New Hampshire Ave		From				Oak	ridge Blv	d							
		350	F_			_				0.103	F	0.519	370	F	201
		10					remont St								
Out and Ot		From	<u> </u>			Mck	Kinney Av	re			_		450	_	004
Oxford St		140 To	F			D - 4	lcliffe Ave			0.102	F		150	F	201
Page St  Rhode Island Ave		2600	F			Hı	llcrest Rd			0.111	F	0.835	2800	F	201
		<b>2000</b> To					2Nd St			0.111		0.033	2000	Г	201
		From	:I				remont St			_					
		120	F			11	CHIOIR St			0.109	F	0.6	130	F	201
		To	:			F	Fort Ave				-	0		-	
		From	:				honda Dr								
Sanhill Dr		470	F			Tu				0.145	F	0.52	500	F	201
		To	:			Apa	ache Lane	;							
Texas Ave		From				Can	npbell Av	e							
		330	F							0.094	F	0.514	360	F	201
		To				Ne	vada Ave								
		From				Win	gfield Av	e							
Warren Ave		230	F							0.106	F	0.571	250	F	201
		To				Pe	erry Ave								