### 2007

# 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.

•						Tru	ck			K	011	Dir		- 01
Route	Jurisdiction		QA 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
29 (460 Lynchburg Hwy	From: City of Lynchburg (Maint: 15)	SCL Lynchburg 1.13 <b>42000</b>	<b>F</b> 93%	0%	1%	1%	5%	0%	F	0.091	F	0.624	44000	F
29 \ 460 \ Lynchburg Hwy	Tol	Candler Mountain R		070	170	1 70	370	070		0.001	'	0.024	44000	
29 (460) Lynchburg Hwy	City of Lynchburg (Maint: 15)		<b>F</b> 93%	0%	1%	1%	5%	0%	F	0.092	F	0.616	37000	F
$\hookrightarrow$	To	US 501			<u> </u>									
29 (460)(501) Lynchburg Hwy	City of Lynchburg (Maint: 15)	2.36 <b>36000</b>	<b>A</b> 93%	0%	1%	1%	5%	0%	С	0.104	Α	0.500	37000	Α
	To- From:	US 501 Campbell A	ve											
29 (460) Lynchburg Hwy	City of Lynchburg (Maint: 15)		<b>F</b> 93%	0%	1%	1%	5%	0%	F	0.084	F	0.505	35000	F
~ ~	From:	US 29 SCL Lynchburg												
29)	City of Lynchburg (Maint: 15)		<b>F</b> 89%	1%	1%	1%	9%	1%	F	0.09	F	0.530	15000	F
~	To:	NCL Lynchburg												
Bus Wanda Dd	From:	SCL Lynchburg	0.70/	40/	40/	00/	40/	00/	F	NIA			20000	,
29 Wards Rd	City of Lynchburg	1.64 <b>37000</b> US 501; SR 163 Lynchburg E	G 97%	1%	1%	0%	1%	0%	F	NA			38000	(
Bus	From:	SR 163 Wards Rd												
29) (501) Lynchburg Expressway	City of Lynchburg	0.34 <b>40000</b>	N 97%	1%	1%	0%	1%	0%	N	NA			48000	1
Sus	To: From:	Candler Mt Rd												
29 Lynchburg Expressway	City of Lynchburg	1.37 <b>40000</b>	<b>F</b> 97%	1%	1%	0%	1%	0%	F	NA			48000	(
	To: From:	Odd Fellows Rd												
Bus 29 Lynchburg Expressway	City of Lynchburg	1.46 <b>45000</b>	<b>F</b> 97%	1%	1%	0%	1%	0%	F	NA			48000	(
~	Tay	Kemper Street												
Bus 29 Lynchburg Expressway	City of Lynchburg	•	<b>F</b> 97%	1%	1%	0%	1%	0%	F	NA			49000	(
29 Eyrichburg Expressway	City of Lynchburg		1 37 /6	1 /0	1 76	070	1 /0	0 70	•	INA			43000	•
Bus	From	Main Street												
29 Lynchburg Expressway	City of Lynchburg	0.22 <b>25000</b> Amherst County Lir	F 97%	1%	1%	0%	1%	0%	F	0.091	F	0.583	26000	F
-	From:													
Candler Mt Rd	City of Lynchburg	US 29 Bus Wards R 0.29 <b>19000</b>	<b>F</b> 89%	5%	1%	1%	4%	0%	F	0.080	F	0.544	21000	F
20)	To:	US 501 Lynchburg E												
Occasillar Mar Bul	From:	RT 501 W	0.00/	40/		40/	00/	00/	_	N.1.0			00000	,
28 501 Candler Mtn Rd	City of Lynchburg	0.40 <b>35000</b> RT 501 E	<b>G</b> 96%	1%	1%	1%	2%	0%	F	NA			39000	(
	From:	US 501 Candlers Mt	Rd											
28 Mayflower Dr	City of Lynchburg	1.30 <b>8000</b>	<b>F</b> 89%	5%	1%	1%	4%	0%	С	0.097	F	0.505	8700	F
	To: From:	Odd Fellows Rd												
Mayflower Dr	City of Lynchburg		F 96%	2%	1%	1%	0%	0%	С	0.108	F	0.676	2200	F
	10:	US 501 Bus Campbell												
Wards Rd	City of Lynchburg	Bus US 29, US 501 Lynchburg 0.44 <b>19000</b>		0%	19/	00/	0%	00/	F	0.077	F	0.517	20000	F
(63) Wards Rd	City of Lynchburg	0.44 <b>19000</b> SR 128 Candler Mtn		υ%	1%	0%	υ%	0%	Г	0.077	Г	0.517	∠0000	ŀ

				_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b> (	<b>QA</b> 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SR 128 Candler Mtn	Rd											
163 Wards Rd	City of Lynchburg	0.42 <b>29000</b>	<b>F</b> 98%	0%	1%	0%	0%	0%	F	0.074	F	0.522	31000	F
$\smile$	To:	Bus US 460 Fort Ave	nue											
Bus	From:	Wards Rd												
163)(460) Fort Ave	City of Lynchburg	1.19 <b>23000</b>	<b>G</b> 98%	0%	1%	0%	0%	0%	С	0.085	F	0.554	25000	G
	To	Memorial Ave												
	From:	Fort Ave	_						_		_			
163) Memorial Ave	City of Lynchburg	0.60 <b>10000</b>	<b>F</b> 98%	0%	1%	0%	1%	0%	С	0.078	F	0.622	11000	F
<u> </u>	To: From:	Oakley Ave												
163) Memorial Ave	City of Lynchburg	0.47 <b>13000</b>	F 98%	1%	1%	0%	0%	0%	С	0.083	F	0.529	14000	F
	т.													
Memorial Ava	City of Lymphhyra	Park Ave 0.33 <b>12000</b>	<b>F</b> 98%	0%	10/	00/	1%	0%	F	0.004	F	O E 4 E	12000	
163 Memorial Ave	City of Lynchburg	0.33 <b>12000</b>	<b>F</b> 98%	0%	1%	0%	1%	0%	г	0.084	г	0.545	13000	F
<u> </u>	To- From:	Langhorne Rd												
163)5th St	City of Lynchburg	0.17 <b>14000</b>	<b>F</b> 98%	1%	1%	0%	0%	0%	С	0.082	F	0.523	15000	F
	To:	Pollard St												
5th St	City of Lynchburg	0.26 <b>14000</b>	<b>F</b> 98%	0%	1%	0%	1%	0%	F	0.082	F	0.547	15000	F
163)5th St	City of Eyrichburg	0.20 14000	F 90 /0	076	1 /0	0 /0	1 /0	0 /0		0.002		0.547	13000	
	To: From:	Pierce St												
163)5th St	City of Lynchburg	0.27 <b>13000</b>	<b>F</b> 98%	0%	1%	0%	0%	0%	F	0.082	F	0.537	14000	F
$\smile$	Too	Park Ave												
163)5th St	City of Lynchburg	0.38 15000	<b>F</b> 98%	0%	1%	0%	0%	0%	F	0.08	F	0.538	16000	F
163) 5 61	5.i, 5,g		. 0070	0,0	.,,	0,0	0,0	0,0	-	0.00	•	0.000	.0000	•
	To: From:	Clay St												
163)5th St	City of Lynchburg	0.57 <b>15000</b>	<b>F</b> 98%	0%	1%	0%	0%	0%	С	0.088	F	0.6	17000	F
$\smile$	То:	Amherst County Lin	ne											
	From:	WCL Lynchburg												
221 Lakeside Dr	City of Lynchburg	0.53 <b>27000</b>	<b>F</b> 98%	0%	1%	0%	1%	0%	С	0.089	F	0.592	29000	F
==:)	To	Lynchburg Expressw												
221 Lakeside Dr	City of Lynchburg		ray <b>F</b> 98%	0%	1%	1%	1%	0%	С	0.09	F	0.624	17000	F
221 Lakeside Di	City of Lynchburg	0.94 10000	F 90%	0%	170	170	170	076	C	0.09	Г	0.024	17000	Г
~ ~ ~	To- From:	Forest Brook Rd												
221 Lakeside Dr	City of Lynchburg	1.52 <b>13000</b>	<b>F</b> 98%	1%	1%	0%	1%	0%	С	0.089	F	0.556	14000	F
<i></i>	To	Old Forest Rd												
221 Lakeside Dr	City of Lynchburg	0.15 <b>17000</b>	<b>F</b> 98%	1%	1%	0%	0%	0%	С	0.089	F	0.588	18000	F
221 Lakeside Di	To:	Oakley Ave	1 3070	1 70	170	0 70	076	0 70	C	0.003	'	0.500	10000	'
	From:	Lakeside Dr												
221 Oakley Ave	City of Lynchburg	0.57 <b>9400</b>	<b>F</b> 98%	1%	1%	0%	0%	0%	С	0.097	F	0.534	10000	F
221 Gainey Ave	To:	Bus US 29 Memorial		170	170	070	070	070	O	0.007	'	0.004	10000	
	From:	Memorial Ave	1110		-									
221 Oakley Ave	City of Lynchburg		<b>G</b> 98%	0%	1%	0%	1%	0%	F	NA			12000	G
221) 3000,710	To:	Bus US 460 Fort Av		070		J / U	1 /0	J / U	•	. 4/ 1			000	_
Bus	From:	Bus US 460 Oakley A												
~~~~	City of Lynchburg		<b>F</b> 97%	1%	1%	0%	1%	0%	С	0.092	F	0.559	11000	F
221 \\ 460 \Fort Ave														

<b>D</b> .				4.77	_		Tru	ıck			K	014	Dir	A A) A/D T	
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:	118-6029 F													
221 (460) 12th St	City of Lynchburg	0.25 <b>1000</b>	0 N	97%	1%	1%	0%	1%	0%	Ν	0.092	N	0.559	11000	Ν
Bus Bus	To- From:	Bus US 501 Car	mpbell Ave												
221)(460)(501)12th St	City of Lynchburg	0.18 <b>730</b> 0	) F	96%	1%	1%	0%	1%	0%	С	0.099	F	0.54	8000	F
127) (400) (601)	To	Kemper													
Bus Bus	From:	12th Str													
221 (460) (501) Kemper St	City of Lynchburg	0.41 1200		96%	1%	2%	0%	1%	0%	С	0.087	F	0.631	13000	
<del></del>	10"	US 29 Lynchburg		у											
~	From:	SCL Lync		000/	00/	40/	40/	<b>5</b> 0/	00/	_	0.004	_	0.004	44000	
60 29 Lynchburg Hwy	City of Lynchburg (Maint: 15)	1.13 <b>4200</b>	0 F	93%	0%	1%	1%	5%	0%	F	0.091	F	0.624	44000	
~~	To: From:	Candler Mou													_
60 (29 Lynchburg Hwy	City of Lynchburg (Maint: 15)	0.44 <b>3600</b>	0 F	93%	0%	1%	1%	5%	0%	F	0.092	F	0.616	37000	
<del>~</del> ~	To: From:	US 50	)1												
60 (29) (501 Lynchburg Hwy	City of Lynchburg (Maint: 15)	2.36 <b>3600</b>	0 A	93%	0%	1%	1%	5%	0%	С	0.104	Α	0.500	37000	
~~~ <u> </u>	To	US 501 Camp	bell Ave												
160 (29) Lynchburg Hwy	City of Lynchburg (Maint: 15)	2.00 3400		93%	0%	1%	1%	5%	0%	F	0.084	F	0.505	35000	
	Too	US 29	9												
Lynchburg Hwy	City of Lynchburg (Maint: 15)	0.11 <b>2700</b>		93%	0%	1%	1%	5%	0%	Ν	NA			27000	
, , , , ,	To:	ECL Lync													
Bus	From:	WCL Lync	chburg												
Timberlake Rd	City of Lynchburg	0.62 3100		98%	0%	0%	0%	1%	0%	F	NA			32000	
	To:	Old Graves	Mill Rd												
Bus	From			200/	00/		00/	407	00/	_	0.004	_	0.500	05000	
Timberlake Rd	City of Lynchburg	1.14 <b>2400</b>	0 F	98%	0%	0%	0%	1%	0%	F	0.091	F	0.536	25000	
Bus	To: From:	Leesville	e Rd												_
Timberlake Rd	City of Lynchburg	0.37 <b>3000</b>	0 F	98%	0%	0%	0%	1%	0%	F	0.091	F	0.572	32000	
	To	US 501 Lynchbur	o Evpracewa	N/											
Bus	Prom-	-								_		_			
60 Fort Ave	City of Lynchburg	1.15 <b>1700</b>		98%	0%	0%	0%	1%	0%	F	0.086	F	0.575	18000	
Bus	From:	Bus US 29 W Wards													_
160 (163) Fort Ave	City of Lynchburg	1.19 2300		98%	0%	1%	0%	0%	0%	С	0.085	F	0.554	25000	
00)(100)	To:	Memorial	Ave												
Bus	From:	Bus US 29 Mei													
Fort Ave	City of Lynchburg	0.57 <b>2400</b>	0 G	98%	0%	0%	0%	1%	0%	F	NA			26000	
tue.	To: From:	US 221 Oak	ley Ave												_
3us 360)(221)Fort Ave	City of Lynchburg	0.42 <b>1000</b>	0 F	97%	1%	1%	0%	1%	0%	С	0.092	F	0.559	11000	
(221). 5	Toler Lyndridaing			0.70	. 70		570	. 70	270	Ŭ	3.30 <b>L</b>	•	0.500		
Bus	From:	118-6029 F	ort Ave												
12th St	City of Lynchburg	0.25 <b>1000</b>	0 N	97%	1%	1%	0%	1%	0%	Ν	0.092	Ν	0.559	11000	ı
~~~	То:	Bus US 501 Car	mpbell Ave												

### Virginia Department of Transportation Traffic Engineering Division

### 2007 Annual Average Daily Traffic Volume Estimates By Section of Route City of Lynchburg

<b>5</b> .					_		Tru	ck			K	011	Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus Bus	From:	Bus US 501 Campb													
460 (221) 501 12th St	City of Lynchburg	0.18 <b>7300</b>	F	96%	1%	1%	0%	1%	0%	С	0.099	F	0.54	8000	F
~~~	To:	Kemper St													
Bus Bus	From:	12th Street		2001						_		_			_
460 221 501 Kemper St	City of Lynchburg	0.41 12000	F	96%	1%	2%	0%	1%	0%	С	0.087	F	0.631	13000	F
<del></del>	Prom:	Bus US 29 Lynchburg I US 29 Lynchburg Ex		_											
Bus Bus 460 501 Kemper St	City of Lynchburg	0.34 <b>10000</b>	pressway <b>F</b>	96%	1%	1%	1%	2%	0%	С	0.101	F	0.623	11000	F
460 501 Kemper St	City of Eyrichburg	Campbell Av		90 /0	1 /0	1 /0	1 /0	<b>2</b> /0	0 /6	C	0.101	-	0.023	11000	
Bus Bus	From:	Kemper St													
460 501 Campbell Ave	City of Lynchburg	0.88 17000	F	97%	1%	1%	0%	1%	0%	С	0.1	F	0.66	19000	F
460)(301) - 460)	To:	Mayflower D			.,,		0,0	.,,	0,0		0	•	0.00	.0000	
Bus Bus	From:	•													
460 501 Campbell Ave	City of Lynchburg	0.48 <b>16000</b>	F	97%	1%	1%	0%	1%	0%	F	0.104	F	0.633	18000	F
~~~	To: From:	Florida Ave	;												
Bus Bus 460 501 Campbell Ave	City of Lynchburg	0.23 <b>18000</b>	F	97%	1%	1%	0%	1%	0%	F	0.099	F	0.654	19000	F
460 501 Campbell Ave	Tay Of Eyrichburg	US 460 Richmond		31 /0	1 /0		0 70	1 /0	070	'	0.033	'	0.054	13000	'
~~	From:	SCL Lynchbu			201					_		_			_
Campbell Ave	City of Lynchburg	0.99 <b>12000</b>	F	97%	0%	1%	0%	2%	0%	F	0.098	F	0.675	13000	F
<del>~</del>	To: From:	US 460													
501 (460) (29) Lynchburg Hwy	City of Lynchburg (Maint: 15)	2.36 <b>36000</b>	Α	93%	0%	1%	1%	5%	0%	С	0.104	Α	0.500	37000	Α
	To	US 501													
	From:	US 460 Lynchburg													
501	City of Lynchburg	0.59 <b>26000</b>	G	96%	1%	1%	1%	2%	0%	F	NA			29000	G
~	To:	SR 128 Mayflow	er Dr												
501 (128) Candler Mtn Rd	City of Lynchburg	0.40 <b>35000</b>	G	96%	1%	1%	1%	2%	0%	F	NA			39000	G
301) (128)									-,-						_
Bus	From:	US 29 Lynchburg Ex	pressway	У											
501 29 Lynchburg Expressway	City of Lynchburg	0.34 <b>40000</b>	N	97%	1%	1%	0%	1%	0%	Ν	NA			48000	Ν
	To	Wards Rd Ex	.:.												
501 Lynchburg Expressway	City of Lynchburg	1.51 <b>43000</b>	F	96%	1%	1%	1%	2%	0%	С	0.090	F	0.509	44000	G
501 Expressway	City of Eyrichburg	1.51 43000	Г	90 /0	1 /0	1 /0	1 /0	<b>2</b> /0	0 /6	C	0.090	-	0.509	44000	G
	To: From:	Timberlake R													
501 Lynchburg Expressway Ext	City of Lynchburg	1.21 <b>49000</b>	F	96%	1%	1%	1%	2%	0%	F	NA			44000	G
<del>~</del>	To:	Graves Mill R	Rd												
501 Lynchburg Expressway	City of Lynchburg	1.24 <b>32000</b>	F	96%	0%	1%	1%	2%	0%	С	0.088	F	0.505	34000	G
301)															
~	From:	Lakeside Dr		000/	00/	40/	40/	00/	00/	_	NIA			45000	
501 Lynchburg Expressway	City of Lynchburg	0.31 <b>13000</b>	G	96%	0%	1%	1%	2%	0%	С	NA			15000	G
	To. From:	118-6044 Old For	est Rd												
501 Lynchburg Expressway	City of Lynchburg	1.23 <b>14000</b>	F	96%	0%	1%	1%	2%	0%	С	NA			34000	G
~ <i>_</i>	To	Wiggington R	2d												
501 Lynchburg Expressway	City of Lynchburg	1.86 <b>14000</b>	F	96%	0%	1%	1%	2%	0%	F	0.086	F	0.541	15000	F
501 Lynchburg Expressway	City of Lynchburg			90%	U%	170	1 70	∠70	U%	г	0.000	г	0.541	13000	г
•	10.	Boonsboro R	.a												

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT (	QA 4Tire	e Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
~	From:	Lynchburg Expressw		401					_		_			_
501 Boonsboro Rd	City of Lynchburg	1.80 <b>9100</b> WCL Lynchburg	<b>F</b> 96%	1%	1%	0%	2%	0%	С	0.098	F	0.616	9900	F
Puo Puo	From:	US 460			<u>.</u>									
Bus Bus 501 (460 Campbell Ave	City of Lynchburg	0.23 <b>18000</b>	<b>F</b> 97%	1%	1%	0%	1%	0%	F	0.099	F	0.654	19000	F
301)(400)	та:	Florida Ave												
Bus Bus Comphell Ave	From:		<b>F</b> 97%	1%	1%	0%	1%	00/	F	0.104	F	0.633	18000	F
501 460 Campbell Ave	City of Lynchburg		F 9170	170	170	076	170	0%	Г	0.104	Г	0.033	10000	Г
Bus Bus	To: From:	Mayflower Dr												
501 (460) Campbell Ave	City of Lynchburg		<b>F</b> 97%	1%	1%	0%	1%	0%	С	0.1	F	0.66	19000	F
Bus Bus	To: From:	Kemper St Campbell Ave												
501 (460 Kemper St	City of Lynchburg		<b>F</b> 96%	1%	1%	1%	2%	0%	С	0.101	F	0.623	11000	F
<del></del>	To:	Lynchburg Expressw	/ay											
Bus 501 (221 ) 460 Kemper St	City of Lynchburg	US 221 0.41 <b>12000</b>	<b>F</b> 96%	1%	2%	0%	1%	0%	С	0.087	F	0.631	13000	F
501 (221) (460 Kemper St	To:	12TH STREET	1 30%	170		070	170	070	O	0.007	'	0.001	13000	'
Bus Bus	From:	118-6027; 118-603												
501 221 460 12th St	City of Lynchburg	0.18 <b>7300</b>	<b>F</b> 96%	1%	1%	0%	1%	0%	С	0.099	F	0.54	8000	F
Bus	To: From:	FORT AVE												
501 Campbell Ave	City of Lynchburg	0.23 <b>9100</b>	<b>F</b> 99%	0%	0%	0%	0%	0%	F	0.098	F	0.634	9800	F
<u> </u>	To: From:	Park Ave												
Bus 501 Langhorne Rd	City of Lynchburg	0.27 <b>9500</b>	<b>F</b> 98%	1%	1%	0%	0%	0%	С	0.095	F	0.543	10000	F
301) Larigholio 110	To:	Memorial Ave	. 00%	170		070	070	070		0.000		0.010	10000	•
Bus	From:								_		_			
501 Langhorne Rd	City of Lynchburg	0.29 <b>18000</b>	<b>F</b> 98%	1%	1%	0%	0%	0%	С	0.084	F	0.532	19000	F
Bus	To: From:	Murrell Rd												
501 Langhorne Rd	City of Lynchburg	1.06 <b>13000</b>	<b>F</b> 99%	0%	0%	0%	0%	0%	С	0.098	F	0.731	15000	F
Rus	To: From:	Hill St												
Bus 501 Langhorne Rd	City of Lynchburg	0.47 <b>13000</b>	<b>F</b> 99%	0%	0%	0%	0%	0%	F	0.098	F	0.705	14000	F
<u> </u>	то-	Cranehill Dr												
Bus Dd	From:		<b>F</b> 99%	1%	0%	00/	00/	0%	С	0.00	F	0.515	9000	F
501 Langhorne Rd	City of Lynchburg	1.37 <b>8200</b> Rivermont Terrace		170	0%	0%	0%	0%	C	0.09	Г	0.515	8900	Г
Bus	From:	Langhorne Rd												
7501 Rivermont Terrace	City of Lynchburg		<b>F</b> 99%	1%	0%	0%	0%	0%	F	0.072	F	0.513	6100	F
Bus	To: From:	Rivermont Ave Rivermont Terrace	,											
501 Rivermont Ave	City of Lynchburg		<b>F</b> 98%	0%	1%	1%	1%	0%	F	0.085	F	0.629	16000	F
<u> </u>	то:	Link Rd												
Bus Pagnahara Pd	From:		<b>F</b> 0000	001	40/	40/	40/	00/	_	0.000	_	0.640	45000	_
Boonsboro Rd	City of Lynchburg	0.76 14000 Trents Ferry Rd	<b>F</b> 98%	0%	1%	1%	1%	0%	F	0.092	F	0.613	15000	F

Route	Jurisdiction	Length AADT	QA	4Tire	Bus		Tru 3+Axle			(.)(:	K Factor	QK	Dir Factor	AAWDT	QW
Bus	From:	Trents Ferry	Rd												
501 Boonsboro Rd	City of Lynchburg	1.75 <b>13000</b>	F	98%	0%	1%	1%	1%	0%	С	0.092	F	0.538	14000	F
$\hookrightarrow$	To:	Lynchburg Expre	ssway												

						City of Lynch	burg								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		From				Dood End				1					
(F794) Top Ridge Rd	1.16	20	R			Dead End				NA			NA		08/22/200
		To				15-837 Top Rid	ge Rd								
$\sim$		From				Dead End									
(F864) Brown Haven Lane	0.12	10	R		1.	10 c022 B II	<u> </u>			NA —			NA		08/14/200
		From	I		1.	18-6033 Brown Ha									
(F905) Memo Rd	0.20	0	R			US 29; 15-7:	00			NA			NA		08/22/200
		To				Dead End									
		From				Dead End									
F <sub>906</sub> Liberty Mt Dr	0.40	3100	R							NA			NA		08/22/200
		То			118-603	5; Ramp Fr US 46	0 Byp Ent	l'o L							
F907) Liberty Mt Dr	0.78	2500	R			Dead End				NA			NA		08/22/200
(F907) Liberty Mt Dr	0.70	<b>2300</b> To				FR-906 Liberty	Mt Dr						INA		00/22/200
		From				Dead End									
F975) Chetnut Creek Dr	0.46	160	R							NA			NA		07/31/200
<u> </u>		To				Dead End									
		From	L			Long Meadow	Dr				_			_	
1 Pawnee Dr	0.86	2200 <sub>то</sub>	F			Sandusky D	ir.			0.146	F	0.569	2400	F	2007
		From				Church St	1			1					
2 9th St	0.18	1100	F			Church St				0.126	F	0.601	1200	F	2007
		To				Jefferson S	t								
		From				Del Ray Circ	le								
(3) Alta Lane	0.85	2900	F	98%	1%	1% 0%	0%	0%	С	0.098	F	0.554	3100	F	2007
<u> </u>		To	<u> </u>			Wards Ferry									
4 Del Ray Circle	0.16	3000		98%	1%	Leesville R	d 0%	0%	F	0.102	F	0.511	3300	F	2007
4 Del Ray Circle	0.10	<b>3000</b> To		90 /0	1 /0	Alta lane	0 /6	0 /0		0.102		0.511	3300		2007
		From				Park Ave									
5 8th St	0.59	1400	F	97%	1%	2% 0%	0%	0%	С	0.092	F	0.554	1600	F	2007
		То				Court St									
O		From	L	2221		1US 501 Rivermon			_		_			_	
6 Langhorne Rd	0.16	2100 To	F	98%	1%	1% 0% Villa Rd	0%	0%	F	0.104	F	0.806	2300	F	2007
		From				Langhorne R	ld								
6 Villa Rd	0.12	2100	F	98%	1%	1% 0%	0%	0%	F	0.103	F	0.737	2200	F	2007
<u> </u>		То				Rivermont A	ve								
O Lang Mandau Dr	0.70	From	Ļ	000/	00/	CBUS 460 Fort		00/		0.400	_	0.504	2222	_	2007
7 Long Meadow Dr	0.73	2100 <sub>To</sub>	F	98%	0%	1% 0% Pawnee Dr	1%	0%	F	0.122	F	0.561	2300	F	2007
		From				Perrymont A									
8 Sussex St	0.79	2500	F	98%	0%	1% 0%	1%	0%	F	0.125	F	0.713	2700	F	2007
<u> </u>		To				Langhorne R	ld								
		From				ntrance to Liberty I	Jniversity								
(9) University Blvd	0.42	10000	F	94%	0%	5% 0%	0%	0%	С	0.086	F	0.52	11000	F	2007
<u> </u>		10				Candlers Mounta	un Rd								
6001) V E S Rd	0.92	2900	F	95%	1%	C1US 501 1% 2%	1%	0%	С	0.105	F	0.624	3100	F	2007
(6001) V E S Rd	0.02	<b>2300</b>		5570	1 /0	Williams R		0 /0		0.100	_ '	0.024		_ '	
		From				Boonsboro F				Ī					
(6002) Trents Ferry Rd	1.88	1400	F	97%	1%	1% 0%	0%	0%	С	0.104	F	0.588	1500	F	2007
$\bigcirc$		То				Bedford County	Line								
O 5		From	<u> </u>			Old Forest R					_		95	_	
6003 Link Rd	0.78	7900 <sub>To</sub>	F	98%	1%	1% 0%	0%	0%	F	0.09	F	0.563	8500	F	2007
		10				Cranehill D	Г								

						City Oi	Lynchbu	ıų								
Route	Length	AADT	QA	4Tire	Bus		True 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		Fron					1:11 D 1									
(6003) Link Rd	1.32	6700	F	98%	1%	1%	nehill Rd 0%	0%	0%	С	0.088	F	0.527	7200	F	2007
(6003) Ziriik rtd	1.02	Tr	Ť	0070	170		rmont Ave	070	070		0.000	•	0.027	7200	•	2001
		From	:			Old	Forest Rd				i					
(6004) Wiggington Rd	1.04	4000	F	98%	1%	1%	0%	0%	0%	F	0.104	F	0.811	4300	F	2007
$\cup$		To				Lync	hburg Exp									
(6004) Wiggington Rd	0.76	3600 From	F	98%	1%	1%	0%	0%	0%	С	0.108	F	0.645	3900	F	2007
<u></u>		То				Cha	dwick Dr									
6004) Wiggington Rd	1.82	1400	F	98%	1%	1%	0%	0%	0%	F	0.108	F	0.723	1600	F	2007
<u> </u>		To	:			Hawk	ins Mill Rd									
	0.00	Fron		070/	00/		gington Rd	00/	001			_	0.500	4000	_	0007
6004 Hawkins Mill Rd	0.36	1700	F	97%	2%	1%	0%	0%	0%	С	0.122	F	0.522	1900	F	2007
		Fron	:				offee Rd ins Mill Rd									
6004) Coffee Rd	0.89	2300	F	97%	2%	1%	0%	0%	0%	F	0.131	F	0.595	2500	F	2007
		То				Walnu	t Hollow Ro	1								
6004) Coffee Rd	0.33	3600 From	F	97%	2%	1%	0%	0%	0%	F	0.108	F	0.704	3900	F	2007
		Tc	:				JS 501									
		From				US 460	Bus Fort A	ve								
6009) Graves Mill Rd	0.60	5400	G	97%	1%	1%	1%	1%	0%	F	NA			5900	G	2007
		ть					Mill Rd									
Graves Mill Rd	0.66	3300 From	F	97%	1%	1%	1%	1%	0%	F	0.103	F	0.553	3600	F	2007
6009) Graves Willi Ra	0.00			01 70	170			170	070			•	0.000	0000	•	2007
6009 Graves Mill Rd	0.27	12000	F	97%	1%	Natio	nwide Dr 1%	1%	0%	F	0.098	F	0.633	13000	F	2007
Graves Mill Rd	0.27	12000		91 /0	1 /0	1 /0	1 /0	1 /0	0 /0		0.098	-	0.033	13000	-	2007
0 0 100	0.40	Fron		070/			hburg Expr		001			_	0.540	07000		0007
6009 Graves Mill Rd	0.18	25000	F	97%	1%	1%	1%	1%	0%	С	0.092	F	0.512	27000	F	2007
<u> </u>		To From	:			Old Gra	aves Mill R									
6009 Graves Mill Rd	1.04	19000	F	97%	1%	1%	1%	1%	0%	F	0.093	F	0.533	21000	F	2007
<u> </u>		To				WCL Lyn	chburg 09-1	425								
		Fron	<u> </u>				earl St				<u> </u>	_			_	
6012 Church St	0.30	3800	F	98%	1%	1%	0%	1%	0%	С	0.119	F		4100	F	2007
<u> </u>		To From				1	1Th St									
6012 Church St	0.40	6200	G	98%	0%	1%	0%	1%	0%	F	NA			6800	G	2007
<u> </u>		To Fron					5th St									
6012) Rivermont Ave	0.90	15000	F	98%	0%	1%	0%	1%	0%	С	0.095	F	0.610	16000	F	2007
<u> </u>		To	:				l Ave E IN									
6012) Bedford Ave	0.06	4200		96%	40/	Rivermo	ont Ave E I		00/	С	0.089	_	0.507	4500	F	2007
6012) Bedioid Ave	0.96	<b>4200</b>		90%	1%		0% ont Ave W I	2%	0%		0.069	F	0.507	4500	г	2007
		Fron	:				d Ave W In									
6012) Rivermont Ave	1.01	15000	F	96%	1%	1%	0%	2%	0%	F	0.099	F	0.523	16000	F	2007
$\cup$		To	:			Rivern	nont Terrace									
		Fron	:			Bedfor	d Ave W In	t								
6020) Rivermont Ave	1.11	8900	F	96%	1%	1%	0%	2%	0%	F	0.098	F	0.602	9700	F	2007
$\cup$		Tr				Bedfor	d Ave E In	t								
		Fron	:			Bed	ford Ave									
6022 Hollins Mill Rd	1.16	3200	F	96%	1%	1%	0%	2%	0%	F	0.095	F	0.559	3400	F	2007
		To From				Но	ollins St									
6022) Federal St	0.40	4000	F	96%	1%	1%	0%	2%	0%	F	0.097	F	0.534	4300	F	2007
$\overline{}$		Tr				5	Th St									
<u> </u>		Fron				Lak	eside Dr									
6023) Murrell Rd	0.37	8300	F	98%	1%	0%	0%	0%	0%	С	0.098	F	0.569	9000	F	2007
$\overline{}$		To				Lang	ghorne Rd									
$\bigcirc$		From					mper St									
(6027) 12th St	0.80	6600	F	98%	0%	1%	0%	0%	0%	F	0.104	F	0.549	7200	F	2007
$\overline{}$		To	:			C	Clay St									

						City of Ly	ricriburg								
Route	Length	AADT	QA	4Tire	Bus		Truck -Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		From	1			Cl	. C4			i					
6027) 12th St	0.25	5300	F	98%	0%	Clay	0% 0%	0%	F	0.095	F	0.551	5800	F	2007
6027) 12th St	0.20	To	Ė	3070	070	Comme		070	-	0.000	•	0.001	0000	•	2001
		From								i					
6028) Commerce St	0.33	4900	F	98%	0%	5Th	0% 0%	0%	F	0.114	F	0.547	5300	F	2007
(6028) Commerce St	0.55	4500		3070	070			070	'		•	0.541	3300	•	2007
<u> </u>		From	<u> </u>			10Th									
(6028) Commerce St	0.30	3300	F	98%	0%		0% 0%	0%	F	0.133	F	0.809	3600	F	2007
		10				Main	St								
$\sim$		From	·			Wadswor									
<sub>6029</sub> Fort Ave	0.43	5600	F	98%	1%	1%	0% 0%	0%	С	0.088	F	0.577	6100	F	2007
<u> </u>		To				Kempe	er St								
<sub>6029</sub> Park Ave	0.28	8000	F	98%	1%	1%	0% 0%	0%	С	0.082	F	0.576	8700	F	2007
$\bigcirc$		To				9Th	St.								
6029) Park Ave	0.36	6600 From	F	98%	0%		0% 0%	0%	F	0.080	F	0.511	7200	F	2007
6029 Park Ave	0.00	То	<u> </u>	3070	070	5Th		070	-	0.000	•	0.011	7200	•	2001
		From								i					
6031) Lakeside Dr	0.41	12000	F	98%	0%	Oakley 1%	0% 0%	0%	F	0.093	F	0.587	13000	F	2007
6031) Lakeside Dr	0.41	12000		<i>30 7</i> 0	U /0	1 /0	U /U /O	U /0	Г.	0.093	-	0.501	13000	1.	2007
<u> </u>		From	<u> </u>			Murrel								_	
<sub>6031</sub> ) Lakeside Dr	0.34	6100	F	98%	0%	1%	0% 0%	0%	С	0.094	F	0.580	6600	F	2007
		To From				Memoria	al Ave								
6031) Park Ave	0.36	7000	F	98%	1%		0% 0%	0%	С	0.092	F	0.511	7600	F	2007
		To				Langhor	ne Rd								
		From				C1US									
6031) Park Ave	0.35	9500	F_	98%	0%	1%	0% 0%	0%	F	0.081	F	0.547	10000	F	2007
<u> </u>		To	:		]	US 221; 118-6	027:12Th St								
_		From				Florida	Ave								
6032) Main St	0.25	2500	F	98%	1%	1%	0% 0%	0%	F	0.095	F	0.510	2800	F	2007
		To				Lynchburg E									
	0.00	From	<u> </u>	000/	40/	Lynchbu		201		<u>ا</u>			7000	_	0007
6032 Main St	0.28	6400	G	98%	1%	1%	0% 0%	0%	F	NA			7000	G	2007
		To From				12Th	St								
6032) Main St	0.55	6400	F	98%	1%	1%	0% 0%	0%	F	0.104	F		6900	F	2007
$\cup$		To	:			5Th	St								
		From				Campbe	ll Ave								
6033) Florida Ave	1.28	4600	F	98%	1%	1%	0% 0%	0%	С	0.104	F	0.620	5000	F	2007
$\bigcirc$		To				Augus	ta St								
6033) Florida Ave	0.88	3300 From	F	98%	1%	1% (		0%	F	0.111	F	0.649	3600	F	2007
6033) Florida Ave	0.00	То		0070	170	Main		070	•	<u> </u>	•	0.0 10	0000	•	2001
		From	.1												
6034) Martin St	0.58	1100	F	98%	1%	Florida 1% (	0% 0%	0%	С	0.115	F	0.662	1200	F	2007
Martin St	0.36	To		90%	170			0%	C	0.113	Г	0.002	1200	Г	2007
			<u> </u>			ECL Lyn				<u>l</u>					
0	4.00	From	<u> </u>	40007	001	SCL Lyn		001			_	0.704	0500	_	000=
6035 Candler Mtn Rd	1.09	3200	F	100%	0%	0%	0% 0%	0%	С	0.105	F	0.701	3500	F	2007
		From			R	amp From US			•	$\Box$ —					
6035) Candler Mtn Rd	0.74	12000	F	100%	0%	0%	0% 0%	0%	F	0.087	F	0.602	13000	F	2007
$\overline{}$		То				SR 128; Mayf	lower Drive			]					
		From				5Th	St								
6036) Clay St	0.50	2200	F	99%	0%	1%	0% 0%	0%	С	0.11	F	0.663	2300	F	2007
$\bigcirc$		To	<u>.                                      </u>			12Th	St								
6036) Grace St	0.88	3400 From	F	97%	1%		0% 0%	0%	С	0.106	F	0.702	3700	F	2007
Grace St	0.00	To	Ė	J1 /0	1 /0	Florida		J /0			•	0.102	3700	'	2007
		From	!							<u> </u>					
Ctadium Dr	0.00			070/	40/	Wyth		00/		0.400	_	0 5 4 5	4000	_	2007
6037 Stadium Dr	0.38	4400	F	97%	1%		0% 0%	0%	F	0.102	F	0.545	4800	F	2007
		To	1			Carroll	Ave								

The off Line Line Line   Factor   Fac							City Oi	Lynchibu	ıy								
First Are	Route	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
Wythe St	City of Lynchburg		From	1				A				- i					
Single   S	Wythe St	0.27		F	96%	1%			1%	0%	С	0.102	F	0.511	8100	F	2007
Second Dames St	5038) 11 / 1110 01	0.2.	To		0070	.,,			.,,	0,70			•	0.0	0.00	•	
Section   Cranchill Dr			From	•			Sta	dium Dr				1					
Campbell Ave   Cambbel Ave   Cambbe	<sub>6040</sub> James St	0.22	3800	F	96%	2%			0%	0%	С	0.099	F	0.543	4100	F	2007
Cranehill Dr			To	-			Car	roll Ave									
September   Sept	_		From				Lang	ghorne Rd									
	6042 Cranehill Dr	1.04	2200	F	98%	1%			0%	0%	С	0.141	F	0.788	2400	F	2007
Did Forest Rd	<u> </u>		To				L	ink Rd									
Formest Brook Rd	<u> </u>			<u> </u>									_			_	
Did Forest Rd   0.45   19000   F   98%   1%   0%   1%   0%   0%   0%   C   0.089   F   0.508   20000   F   2001	Old Forest Rd	0.94	20000	F	96%	1%	2%	1%	1%	0%	С	0.088	F	0.528	22000	F	2007
Campbell Ave   Cambbell Ave   Campbell Ave   Cambbell Ave   Campbell Ave   Cambbell Ave   Camb			From				Forres	st Brook Ro									
Did Forest Rd   0.21   15000   F   98%   1%   0%   1%   0%   0%   F   0.093   F   0.564   16000   F   2001	Old Forest Rd	0.45	19000	F	98%	1%	0%	1%	0%	0%	С	0.089	F	0.508	20000	F	2007
Company   Comp			To From				L	ink Rd									
Description   Color   Description   Descri	Old Forest Rd	0.21	15000	F	98%	1%	0%	1%	0%	0%	F	0.093	F	0.564	16000	F	2007
Old Forest Rd	$\smile$		To	:[			Link	thorne Dr				_					
Lakeside Dr	Old Forest Rd	1.61		G	98%	1%			0%	0%	F	NA			11000	G	2007
Composed Dr   0.38   3900   G   98%   1%   1%   0%   1%   0%   C   NA   4300   G   2007			To	:			Lak	eside Dr									
Perrymont Ave   Perrymont Av	_		From	:			Oa	kdale Dr									
Thomas Dr	Greenwood Dr	0.38	3900	G	98%	1%	1%	0%	1%	0%	С	NA			4300	G	2007
Thomas Dr			To	:			Perry	mont Ave				<b>—</b>					
Carpbell Ave   Carbbell Ave   Carb	Thomas Dr	0.71		G	98%	1%	1%	0%	1%	0%	F	NA			6100	G	2007
Sandusky Dr			То				Langl	norne Lane				<b>—</b>					
Trans   Cakley Ave   Cakley A	Richmond Rd	0.35		G	98%	0%				0%	С	0.11	F	0.656	5700	G	2007
Sandusky Dr   0.77   3700   G   98%   1%   1%   0%   0%   0%   0%   C   NA     4100   G   2007			To	:			Oal	kley Ave									
Pawnec Dr   Sandusky Dr   0.49   4900   G   98%   1%   0%   0%   0%   0%   0%   0%   0			From	:			Gree	nwood Dr									
Pawnec Dr   Pawn	Sandusky Dr	0.77	3700	G	98%	1%	1%	0%	0%	0%	С	NA			4100	G	2007
Sandusky Dr   0.49   4900   G   98%   1%   0%   0%   0%   0%   0%   C   NA   5400   G   2007	<u> </u>		То	-			Par	wnee Dr				<b>—</b>					
Fort Ave   Fort Ave   Fort Ave   US 29 Bus Pot   US 29 Bus Pot   US 29 Bus Pot   US 29 Bus	Sandusky Dr	0.49		G	98%	1%			0%	0%	С	NA			5400	G	2007
Perrymont Ave   0.84   4700   G   98%   1%   1%   0%   1%   0%   C   NA   5200   G   2007			То	:			Fe	ort Ave									
Title			From	:			US 29 I	Bus Fort Av	/e								
Campbell Ave   0.41   8300   F   98%   0%   1%   1%   1%   0%   0%   F   0.522   8800   F   2007	6048) Perrymont Ave	0.84	4700	G	98%	1%	1%	0%	1%	0%	С	NA			5200	G	2007
Compbell Ave   0.41   8300   F   98%   0%   1%   0%   0%   0%   0%   F   0.522   8800   F   2007			То				Gree	nwood Dr									
Nayflower Dr   1500   F   84%   2%   4%   2%   8%   0%   C   0.121   F   0.684   1600   F   2007	_						Lynchbu	rg Expressv	vay								
Odd Fellows Rd  0.67	6050) Odd Fellows Rd	0.60	8200	F	84%	2%	4%	2%	8%	0%	F	0.103	F	0.522	8800	F	2007
Dead End	<u> </u>		To From	:			May	flower Dr									
Campbell Ave   0.33   8200   F   98%   0%   1%   0%   0%   0%   0%   C   0.091   F   0.627   8900   F   2007	6050) Odd Fellows Rd	0.67	1500	F	84%	2%	4%	2%	8%	0%	С	0.121	F	0.684	1600	F	2007
Campbell Ave 0.33 <b>8200</b> F 98% 0% 1% 0% 0% 0% C 0.091 F 0.627 8900 F 2007    To	$\overline{}$		То	:			De	ead End									
Campbell Ave   0.41   8300   F   98%   0%   1%   0%   0%   0%   F   0.09   F   0.641   9000   F   2007			From	-			1	2Th St									
Campbell Ave 0.41 8300 F 98% 0% 1% 0% 0% 0% F 0.09 F 0.641 9000 F 2007    Compact   From   CBus 460 Fenwick & Sheffield Dr   Shemper St   CBus 29 Wards Rd   From   WCL Lynchburg   CBus 29 Wards Rd   CBus	6052 Campbell Ave	0.33	8200	F	98%	0%	1%	0%	0%	0%	С	0.091	F	0.627	8900	F	2007
To:   Kemper St     CBus 460 Fenwick & Sheffield Dr     CBus 460 Fenwick & Sheffield Dr   CBus 29 Wards Rd     CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards Rd   CBus 29 Wards			To From				1	7Th St									
CBus 460 Fenwick & Sheffield Dr	6052) Campbell Ave	0.41	8300	F	98%	0%	1%	0%	0%	0%	F	0.09	F	0.641	9000	F	2007
Fenwick Dr 0.96 4300 G 98% 1% 1% 1% 0% 0% F NA 4700 G 2007    CBus 29 Wards Rd	<u> </u>		То	:			Ke	mper St									
To: CBus 29 Wards Rd    From: WCL Lynchburg			From			CBı	ıs 460 Fen	wick & She	ffield Dr								
WCL Lynchburg WCL Lynchburg 1.29 <b>16000</b> F 98% 1% 1% 1% 0% 0% C 0.083 F 0.538 18000 F 2007	6054) Fenwick Dr	0.96		G	98%	1%				0%	F	<u>N</u> A			4700	G	2007
Greenview Dr 1.29 <b>16000</b> F 98% 1% 1% 1% 0% 0% C 0.083 F 0.538 18000 F 2007	<u> </u>																
				<u> </u>	000								_	0 ====		_	
Leesville Rd	Greenview Dr	1.29	16000	F	98%	1%			0%	0%	С	0.083	F	0.538	18000	F	2007
			10	<u> </u>													
From: SCL Lynchburg SCL Lynchburg				<u> </u>	0701	401			007	00/			_	0.500	0700	_	000-
6066 Leesville Rd 1.14 <b>8000 F</b> 97% 1% 1% 1% 0% 0% F 0.102 F 0.590 8700 F 2007	Leesville Rd	1.14	8000	_F	97%	1%	1%	1%	0%	0%	F	0.102	F	0.590	8700	F	2007
To- From: North St			To From														
	6066) Leesville Rd	1.15	11000	F	97%	1%			0%	0%	С	0.112	F	0.589	12000	F	2007
Timberlake Rd	$\overline{}$		To	1			Timl	erlake Rd									

						City of	Lynchbu	uig								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg																
Words Form Pd	1 20	From	F	000/			60 Logans		Ω0/		0.004	_	0.50	11000	_	2007
6070 Wards Ferry Rd	1.29	10000		98%	0%	0%	1%	0%	0%	F	0.094	F	0.59	11000	F	2007
O W 15 D1	4.00	From		000/	00/		rvard St	00/	00/			_	0.50	44000	_	0007
6070 Wards Ferry Rd	1.06	10000 To	F	98%	0%	0%	1%	0%	0%	С	0.099	F	0.56	11000	F	2007
		From					; Wards R				_					
6071) Harvard St	0.08	200	F	98%	0%	1%	s Ferry Rd	1%	0%	F	0.095	F	0.81	220	F	2007
(6071) Harvard St	0.00	<b>200</b>		3070	070		ge Park Di		070	-	0.000	· ·	0.01	220	•	2007
		From					erlake Rd				1					
6072) Old Graves Mill Rd	1.70	9900	G	98%	0%	1%	0%	1%	0%	С	NA			11000	G	2007
		To				Grav	es Mill Rd									
		From				Grav	es Mill Rd									
6073) McConville Rd	1.80	4900	F	99%	0%	0%	0%	0%	0%	С	0.103	F	0.522	5300	F	2007
		To From					ndale Dr									
Wyndalo Dr	0.24		F	00%	Λ9/:		onville Rd		09/	С	0.095	F	0.592	4000	F	2007
6073) Wyndale Dr	0.24	3700 <sub>To</sub>		99%	0%	1% Lak	0% eside Dr	0%	0%		0.095	Г	0.582	4000	Г	2007
		From					ink Rd				<del></del>					
6074) Evergreen Rd	0.33	2300	F	98%	1%	1%	0%	0%	0%	С	0.116	F	0.743	2500	F	2007
		To					an Hill Rd									
<u> </u>		From					rgreen Rd									
<sub>6074</sub> ) Indian Hill Rd	0.98	1800	F	98%	1%	0%	0%	0%	0%	F	0.11	F	0.513	2000	F	2007
<u> </u>		To					Bridge Ro an Hill Rd	i								
6074) Burnt Bridge Rd	0.97	1700	F	98%	1%	0%	0%	0%	0%	С	0.119	F	0.557	1900	F	2007
6074) Zami Zmago ma	0.0.	То	Ė	0070	.,,		nsboro Rd	0,70	0,70			•	0.00.		•	
		From				Ric	hmond St									
6075) Langhorne Lane	0.34	2400	F	98%	1%	1%	0%	0%	0%	С	0.090	F	0.528	2600	F	2007
		To				Е	ldon St									
O = 11 0		From	<u> </u>		401		norne Lane					_			_	
6075 Eldon St	0.07	2600 <sub>To</sub>	F	98%	1%	1%	0%	0%	0%	F	0.099	F	0.505	2900	F	2007
							norial Ave									
Linkharna Pd	0.50	From		98%	10/		Forest Rd	0%	09/	F	0.105	F	0.556	E000	F	2007
6076 Linkhorne Rd	0.59	5500 To		96%	1%	1%	0% nehill Dr	0%	0%	Г	0.105	Г	0.556	5900	Г	2007
		From									1					
(6077) Jefferson St	0.41	1000	F	98%	1%	1%	Th St 0%	0%	0%	F	0.15	F	0.5	1100	F	2007
6077) GOLLGISOLL CL	0.41	То	Ė	3070	170		cord Tpke	070	070	•		•	0.0	1100	•	2001
		From					1ain St									
6078) Washington St	0.11	1200	F	85%	1%	3%	7%	4%	0%	F	0.105	F	0.57	1300	F	2007
0076) ** BETTINGTON ET		To			.,,			.,,		•						
6078 Concord Tnpk	1.66	1800	F	85%	1%	3%	ferson St 7%	4%	0%	F	0.093	F	0.697	1900	F	2007
6078 Concord Tnpk	1.00	1000		00 /0	1 /0			470	070	'	0.033	'	0.037	1300	'	2001
6078) Concord Tnpk	1.07	1900	F	85%	1%	3%	kwell Rd 7%	4%	0%	С		F	0.739	2000	F	2007
(6078) Concord Tripk	1.07	1900 To		03%	170		JS 460	470	0%	C	0.1	Г	0.739	2000	Г	2007
		From	! :													
6080 Court St	0.50	1300	F	85%	1%	3%	2Th St 7%	4%	0%	F	0.11	F	0.515	1400	F	2007
6080 Court St	0.50	To	Ė	00 /0	1 70		Th St	770	070		<u> </u>	'	0.515	1400	•	2001
		From					eside Dr				_					
(6081) Forest Brook Rd	0.92	3600	F	96%	1%	1%	1%	1%	0%	С	0.115	F	0.613	3900	F	2007
		To					Forest Rd									
		From					Forest Rd				Ì					
(6082) Hill St	0.58	4800	F	99%	0%	1%	0%	0%	0%	F	0.101	F	0.682	5200	F	2007
		To					ghorne Rd									
		From				F	ort Ave									
				000/	201							_	0.540	0500	_	2007
(6083) Edgewood Ave	0.73	2300	F	99%	0%	1%	0%	0%	0%	С	0.098	F	0.542	2500	F	2007

					Oity Oi	Lynchbur	9								
Route	Length AADT	QA	4Tire	Bus		Truc 3+Axle			QC F	K actor	QK	Dir Factor	AAWDT	QW	Year
v of Lvnchburg	From:	1			X.	Vise St				1					
4th St	47	F				vise st			(	<b>」</b> ).139	F		50	F	2007
111 00	To				M	onroe St				1					
	From:				Y	ork St									
Caroline St	430	F							(	.104	F		460	F	2007
	To				Cha	ambers St									
Objects on Ot	From:	<u> </u>			Ca	roline St					_		750	_	000
Chambers St	690	F			,	2Nd St			(	0.093 T	F		750	F	200
	From:					ningside Dr				1					
Clayton Ave	480	F			WIOII	illigside Di			(	<b>」</b> ).105	F		530	F	200
,	To				Spot	ttswood Pl				1					
	From:				Ве	erkley Pl								_	
Danridge Dr	1200	F							(	.088	F		1400	F	200
	To				Crai	igmont Dr									
Enterprise Dr	From:				1	5-1520									
	14000	G			D 10	10 . 11				0.1	F	0.593	14000	G	2007
	10:					l County Lin	2			<u> </u>					
Fairview Ave	340	F			Mar	yland Ave			(	106	F		370	F	200
	34 <b>0</b>				М	ackel St				7.100	Г		310	1.	200
	From:					geway Dr				i i					
Fleetwood Dr	1000	F			Telu	ge way Di				0.09	F		1100	F	200
	To				Hil	lwood Dr				1					
	From:	:			Carr	pbell Ave									
Georgia Ave	360	F							(	.099	F		390	F	200
	To				Ne	vada Ave									
Gorman Dr	760 To	<u></u>			Glen	Oak Lane					_			F	
		F			Nont	hwood Cir			(	).102 T	F		390		200
	Fron									<del>                                     </del>					
Hawthorne Rd	170	F			Mont	gomery Rd			(	<b>」</b> ).101	F		190	F	200
	To:				Woo	odcrest Dr				7			100	•	200
	From:				Rh	onda Dr									
Hayes Dr	180	F							(	.117	F		190	F	200
	To				Cra	wford Dr									
John Scott Dr	400					ents Ferry Ro								G	2007
		G	97%	2%	1%	0%	1%	0%	С	NA			440		
	To				D	ead End									
Leyburn Ave	From:	<u> </u>			Mo	osby Ave					_		000	_	000
	240 <sub>то:</sub>	F			S.	ackett St			(	).108 <b>7</b>	F		260	F	200
	Froi	Bell Tavern Rd													
Locksview Dr	950	F			Dell	Taverii Ku			(	).103	F		1000	F	200
	To:				Norve	ell House Ct				1	-			•	
Maryland Ave	From				(	Craig St				Ī					
	240	F							(	.089	F		260	F	200
	To				Fair	view Ave									
McKinney Ave	From:				C	larke St				]					
	350	F				~			(	.088	F		380	F	200
	To:	<u> </u>				Oodd St				<u> </u>					
Mimosa Dr	710	<u> </u>			Burn	t Bridge Rd			,	J	_		770		200
Mimosa Dr	<b>710</b>	F			Wa	odcrest Dr			(	).091 <b>7</b>	F		770	F	200
	From:					uffey Lane				<u> </u>					
Morningside Dr	300	F			IVICO	uncy Lanc				).110	F		330	F	200
iviorningside Dr	300								(				33U		

						Oity of Eyrioribung							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Lvnchburg			-										
Marilla Or		From:	ᆫ			Westview Dr			_		000	_	000
Myrtle St		550	F			Toledo Ave		0.102	F		600	F	2007
			L										
Now Hompohire Ave		310	F			Oakridge Blvd		0.096	_		340	_	200
New Hampshire Ave		31U To:				Tremont St		0.096	F		340	F	200
		From:						1					
Oxford St		290	F			McKinney Ave		0.126	F		320	F	200
		<b>290</b>				Radcliffe Ave		0.120			320		2001
		From:						1					
Page St		3200	F			Hillcrest Rd		0.105	F		3500	F	200
	`	<b>3200</b> To:				2Nd St		100	•		3300	'	200
		From:	I			Tremont St							
Rhode Island Ave		110	F			Tremont St		0.101	F		120	F	200
Titlodo Iolana / tvo		To:	Ė			Fort Ave			•		120	•	200
		From:	I			Rhonda Dr		i					
Sanhill Dr		410	F			Riolida Di		0.148	F		440	F	200
		To:				Apache Lane							
		From				Campbell Ave							
Texas Ave		370	F					0.082	F		400	F	200
		To				Nevada Ave							
·	<u> </u>	From:				Wingfield Ave							
Warren Ave		160	F			<del></del>		0.117	F		170	F	200
		To:				Perry Ave							