## 2016

# 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.

1 Trail 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
- 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	

(F241)	Frontage Road (F precedes frontage route number)

(600) Secondary Route

Virginia State 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	ıck			К	Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle	_		QC	Factor QK	Factor	AAWDT	QW
~~~	From:	SCL Lync		2221						_				_
[29] [460] [29]	City of Lynchburg (Maint: 15)	1.38 <b>4900</b>	0 G	93%	0%	1%	1%	5%	0%	F	0.101	0.661	50000	G
	City of Lynchburg (Moint, 15)	Candler Mou		000/	00/	10/	10/	E0/	00/	F	0.101	0.500	20000	F
(29) (460) (29)	City of Lynchburg (Maint: 15)	0.49 <b>3700</b>		93%	0%	1%	1%	5%	0%	Г	0.101	0.598	38000	Г
	City of Lynchburg (Maint: 15)	1.91 <b>3900</b>		93%	0%	1%	1%	5%	0%	С	0.105	0.531	40000	F
(29) (460) (29) (501)	To:	US 501 Camp	_	0070	0 70		1 /0	070	0 70	Ü	0.100	0.001	40000	•
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:	Functional Cla												_
29 (460) Richmond Hwy	City of Lynchburg (Maint: 15)	2.14 <b>3600</b> US 2		93%	0%	1%	1%	5%	0%	F	0.093	0.560	37000	G
	From:	SCL Lync												
29	City of Lynchburg (Maint: 15)	0.33 <b>1800</b>	0 F	89%	1%	1%	1%	8%	0%	F	0.089	0.505	17000	F
<u> </u>	To:	NCL Lync	hburg											
$\sim\sim$	From:	SCL Lync		000/	00/	10/	40/	<b>F</b> 0/	00/	_	0.101	0.001	F0000	_
(29) (460) (29)	City of Lynchburg (Maint: 15)	1.38 <b>4900</b>	0 G	93%	0%	1%	1%	5%	0%	F	0.101	0.661	50000	G
	City of Lynchburg (Moint, 15)	Candler Mou		020/	0%	10/	10/	E0/	00/	F	0.101	0.500	20000	F
(29) (460) (29)	City of Lynchburg (Maint: 15)	0.49 <b>3700</b>		93%	0%	1%	1%	5%	0%	Г	0.101	0.598	38000	Г
	City of Lynchburg (Maint: 15)	1.91 <b>3900</b>		93%	0%	1%	1%	5%	0%	С	0.105	0.531	40000	F
(29) (460) (29) (501)	To:	Bus US 501; US 50			0 76	1/8	1 /0	J /6	0 /6	O	0.103	0.551	40000	'
Bus	From:	SCL Lync												
(29) Wards Rd	City of Lynchburg	1.64 <b>4000</b>	0 F	97%	0%	0%	1%	1%	0%	С	0.084	0.562	42000	F
$\bigcirc$	To:	US 501 Lynchburg Ex		SR 163										
Bus (29) 501 Lynchburg Expressway	City of Lynchburg	SR 163 Wa 0.33 <b>4400</b>		97%	0%	0%	1%	1%	0%	Ν	0.094	0.538	45000	N
29 (301) =,	To To	US 501, SR 128 Cand					.,,	.,.						
Bus	From:				00/	20/	40/	40/	00/	_	0.004	0.500	45000	_
29 Lynchburg Expressway	City of Lynchburg	1.33 4400		97%	0%	0%	1%	1%	0%	F	0.094	0.538	45000	F
Bus	To: From:	Odd Fello	ws Rd											
(29) Lynchburg Expressway	City of Lynchburg	1.46 <b>4100</b>	0 F	97%	0%	0%	1%	1%	0%	F	0.097	0.536	43000	F
Bus	To- From:	Kemper S	Street											
29 Lynchburg Expressway	City of Lynchburg	1.02 3800	0 F	97%	0%	0%	1%	1%	0%	F	0.095	0.538	39000	F
$\bigcirc$	То	Main St	reet											
Bus  29 Lynchburg Expressway	City of Lynchburg	0.22 <b>3000</b>		97%	0%	0%	1%	1%	0%	F	0.085	0.678	31000	G
29 Lynchburg Expressway	To:	Amherst Cou		3/70	U 7/0	070	1 /0	1 70	U %	Г	0.003	0.076	31000	G
	From	SR 163 Wa												
128 Candler Mt Rd	City of Lynchburg	0.26 <b>1600</b>		90%	2%	2%	2%	5%	0%	F	0.087	0.578	17000	F
$\smile$	To	Bus US 29, US 501 L		Expwy										
128 501 Candlers Mtn Rd	City of Lynchburg	0.43 <b>3500</b>		97%	0%	1%	1%	1%	0%	F	0.081	0.536	37000	F
(128) 501 Candlers Mtn Rd	Oity of Lyfforiburg	0.43 <b>3500</b> RT 501		J1 /0	U /0	1 /0	1 /0	1 /0	0 /0	1	0.001	0.550	0,000	

## Virginia Department of Transportation Traffic Engineering Division 2016

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

				_		Truck			K	., Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle 3-	+Axle 1Tra	il 2Trail	QC	Factor Q	K Factor	AAWDT	Q۱
	From:	US 501 Candlers Mt Rd						_				_
128 Mayflower Dr	City of Lynchburg	1.30 <b>7200 F</b>	90%	2%	2%	2% 5%	0%	С	0.091	0.583	7700	F
<u> </u>	To: From:	Odd Fellows Rd										
128 Mayflower Dr	City of Lynchburg	1.48 <b>2300 F</b>	94%	1%	2%	2% 1%	0%	С	0.118	0.713	2500	F
$\smile$	То:	Bus US 501 Campbell Ave	e									
	From:	Bus US 29, US 501 Lynchburg Ex										
163 Wards Rd	City of Lynchburg	0.44 <b>15000 F</b>	98%	0%	1%	0% 0%	0%	F	0.082	0.537	16000	F
$\smile$	To:	SR 128 Candler Mtn Rd										
163)Wards Rd	City of Lynchburg	0.42 <b>25000</b> F	98%	0%	1%	0% 0%	0%	F	0.082	0.537	26000	F
	To:	Bus US 460 Fort Avenue										
Bus	From:	Wards Rd										
163)(460) Fort Ave	City of Lynchburg	1.19 <b>22000 F</b>	98%	0%	1%	0% 0%	0%	С	0.08	0.511	24000	F
	To: From:	Memorial Ave										
163 Memorial Ave	City of Lynchburg	Fort Ave 0.60 <b>9900 F</b>	99%	0%	1%	0% 0%	0%	С	0.079	0.513	11000	ı
163 Wellional Ave	Oity of Eynenburg		33 76	0 70	1 70	070 070	0 70	O	0.073	0.515	11000	
	From:	Oakley Ave						_		2 = 1 2		
163 Memorial Ave	City of Lynchburg	0.47 <b>11000 F</b>	99%	0%	1%	0% 0%	0%	F	0.082	0.512	12000	ı
<u> </u>	To: From:	Park Ave										
163) Memorial Ave	City of Lynchburg	0.33 <b>9100 F</b>	99%	0%	1%	0% 0%	0%	F	0.086	0.579	9700	ı
	To	Langhorne Rd			$\neg$ —							
163)5th St	City of Lynchburg	0.17 <b>13000 F</b>	99%	0%	1%	0% 0%	0%	F	0.085	0.566	14000	ı
	To	Pollard St										
163)5th St	City of Lynchburg	0.26 <b>13000</b> F	99%	0%	1%	0% 0%	0%	F	0.085	0.605	14000	F
103/5411 51			0070	0 70		0,0	0,0	•	0.000	0.000		
Eth Ct	From:	Pierce St 0.27 <b>12000 F</b>	98%	0%	0%	0% 1%	0%	F	0.085	0.598	13000	-
163)5th St	City of Lynchburg	0.27 <b>12000 F</b>	96%	0%	0%	U% 1%	0%	Г	0.065	0.598	13000	-
	To: From:	Park Ave										
163)5th St	City of Lynchburg	0.38 <b>12000 F</b>	98%	0%	1%	0% 0%	0%	С	0.084	0.588	13000	I
<u> </u>	To: From:	Clay St										
163)5th St	City of Lynchburg	0.57 <b>15000 G</b>	98%	0%	0%	0% 1%	0%	С	0.093	0.632	15000	(
	To:	Amherst County Line										
	From:	WCL Lynchburg										
221 Lakeside Dr	City of Lynchburg	0.53 <b>29000 F</b>	99%	0%	0%	0% 1%	0%	С	0.091	0.568	30000	- 1
<i></i>	To:	Lynchburg Expressway										
~~ <u>-</u>	From:	US 501 Lynchburg Expressy						_				
221 Lakeside Dr	City of Lynchburg	0.94 <b>16000 F</b>	99%	0%	0%	0% 1%	0%	F	0.09	0.624	17000	F
~	To: From:	Forest Brook Rd										
221 Lakeside Dr	City of Lynchburg	1.52 <b>14000 F</b>	99%	0%	0%	0% 1%	0%	F	0.086	0.569	15000	F
<u> </u>	To	Old Forest Rd										
221 Lakeside Dr	City of Lynchburg	0.15 <b>17000 F</b>	99%	0%	0%	0% 1%	0%	F	0.085	0.58	18000	F
221)	To	Oakley Ave			i i		2,0	-	,,,,,,			·

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## Virginia Department of Transportation Traffic Engineering Division 2016

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

							Tru	ıck			K -	. Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus		3+Axle	_		QC	Factor Q	K Factor	AAWDT	Q۱
~~~	From:		eside Dr											
221 Oakley Ave	City of Lynchburg	0.57 <b>1</b>	1000 F	99%	0%	0%	0%	1%	0%	F	0.087	0.535	11000	F
<del>~</del>	To:		Memorial Ave											
Ooklov Avo	City of Lynabhura		orial Ave	99%	0%	0%	0%	1%	09/	F	0.087	0.526	9400	F
221 Oakley Ave	City of Lynchburg		<b>8800 F</b> 460 Fort Ave	99%	0%	0%	0%	170	0%	Г	0.087	0.536	9400	Г
Bus	From:		60 Oakley Ave											
221 (460 Fort Ave	City of Lynchburg		0000 F	96%	1%	2%	0%	1%	0%	С	0.084	0.51	11000	F
400)	To	110 606	20.5											
Bus	From:	118-602	29 Fort Ave											
221 (460) 12th St	City of Lynchburg	0.25 <b>9</b>	600 G	96%	1%	2%	0%	1%	0%	F	0.084	0.51	10000	(
~~ <u> </u>	To	Bus US 501	Campbell Ave	:										
Bus Bus	City of Lynchburg		•	95%	1%	2%	0%	1%	0%	F	0.09	0.564	9800	(
221 460 501 12th St	City of Lynchourg		mper St	95%	1 70	270	0%	1 70	0%	Г	0.09	0.364	9600	
Bus Bus	From:		h Street			-								
221 (460) (501) Kemper St	City of Lynchburg		'400 F	95%	1%	2%	0%	1%	0%	С	0.09	0.61	7900	ı
1 (400) (601)	To:	US 29 Lynch	burg Expresswa											
	From:	SCL I	Lynchburg											
460 (29) (29)	City of Lynchburg (Maint: 15)		9000 G	93%	0%	1%	1%	5%	0%	F	0.101	0.661	50000	(
460 (29) (29)							.,.							
	City of Lynchburg (Moint, 15)		Mountain Rd 7000 F	020/	00/	10/	10/	E0/	00/	F	0.101	0.500	20000	
460) (29) (29)	City of Lynchburg (Maint: 15)	0.49 <b>3</b>	7000 F	93%	0%	1%	1%	5%	0%	Г	0.101	0.598	38000	-
~ ~ ~ ~ ~ ~	To: From:		S 501											
460 (29) (29) (501)	City of Lynchburg (Maint: 15)		9000 F	93%	0%	1%	1%	5%	0%	С	0.105	0.531	40000	F
~ ~ ~ ~	To:	Bus US 501; US		Ave										
460 29 Richmond Hwy	City of Lynchburg (Maint: 15)		Class Change 6000 G	93%	0%	1%	1%	5%	0%	F	0.093	0.560	37000	(
460 29 Richmond Hwy	City of Lynchburg (Maint. 19)	2.14 30	6000 G	93%	0%	1 70	1 70	5%	0%	Г	0.093	0.360	37000	
~~~	To: From:		JS 29											
Richmond Hwy	City of Lynchburg (Maint: 15)		7000 N	93%	0%	1%	1%	4%	0%	N	0.093	0.560	28000	1
<del>~</del>	To:	ECL I	Lynchburg											
Bus	From:		Lynchburg											
Timberlake Rd	City of Lynchburg	0.62 <b>3</b> 2	2000 F	98%	0%	0%	0%	1%	0%	F	0.08	0.557	33000	F
<del></del>	To	Old Gra	ves Mill Rd			_								
Bus Timborloko Pd	City of Lynchburg	114 2	6000 F	98%	0%	0%	0%	1%	0%	F	0.080	0.513	28000	-
Timberlake Rd	City of Lynchburg	1.14 <b>2</b> 0	0000 г	90%	0%	0%	0%	1 70	0%	Г	0.000	0.515	20000	
Bus	To: From:	Lees	sville Rd											
Timberlake Rd	City of Lynchburg	0.37 <b>3</b> 4	4000 F	98%	0%	0%	0%	1%	0%	F	0.082	0.570	36000	F
.50)	Tot	IIC 501 I1	.1 T											
Bus	From:		nburg Expressw						_					
Fort Ave	City of Lynchburg		7000 F	98%	0%	0%	0%	1%	0%	F	0.087	0.518	18000	F
	To		29 Wards Rd											
Bus 460 (163) Fort Ave	City of Lynchburg		ards Rd 2000 F	98%	0%	1%	0%	0%	0%	С	0.08	0.511	24000	F
460 (163) Fort Ave														

_					_		Tru	ck			K	Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QV
Bus	From:		29 Memorial Av				2-1		221	_				_
Fort Ave	City of Lynchburg	0.57	8900 F	98%	0%	0%	0%	1%	0%	F	0.087	0.500	9300	F
Bus	To: From:	US 2	221 Oakley Ave											
Fort Ave	City of Lynchburg	0.42	10000 F	96%	1%	2%	0%	1%	0%	С	0.084	0.51	11000	F
~~	To- From-	118-	-6029 Fort Ave			_								
3us 160 (221 )12th St	City of Lynchburg	0.25	9600 G	96%	1%	2%	0%	1%	0%	F	0.084	0.51	10000	G
00)(221)	To		501 Campbell A											
Bus Bus	From:		•		40/		00/	40/	00/	_	0.00	0.504	2022	_
60 221 501 12th St	City of Lynchburg	0.18	9200 G	95%	1%	2%	0%	1%	0%	F	0.09	0.564	9800	(
us Bus	From:		Kemper St 12th Street											
60 (221) (501) Kemper St	City of Lynchburg	0.41	7400 F	95%	1%	2%	0%	1%	0%	С	0.09	0.61	7900	F
	To:		Lynchburg Expre	_										
us Bus	City of Lynchburg	US 29 Ly 0.34	7800 F	_	0%	1%	0%	0%	0%	F	0.109	0.626	8300	F
60 501 Kemper St	City of Lynchburg		ampbell Ave	96%	0%	1%	0%	0%	0%	Г	0.109	0.020	8300	
us Bus	From:		Kemper St											
60 501 Campbell Ave	City of Lynchburg	0.88	16000 F	98%	0%	1%	0%	0%	0%	С	0.102	0.651	17000	F
us Bus	To: From:	M	layflower Dr											
60 501 Campbell Ave	City of Lynchburg	0.48	15000 F	98%	0%	1%	0%	0%	0%	F	0.110	0.656	16000	F
	To- From:	]	Florida Ave											
us Bus 60 \ 501 Campbell Ave	City of Lynchburg	0.14	17000 F	98%	0%	1%	0%	0%	0%	F	0.107	0.667	19000	F
60 (501) Gampson 7.10	To:		S 501 Richmond		070		070	0 70	0 70	•	0.107	0.007	10000	
us ~~~	From:		Bus US 501	-										
60 501 Campbell Ave	City of Lynchburg	0.15	11000 N	97%	0%	1%	0%	2%	0%	N	0.105	0.662	13000	1
<i></i>	Τα:		S 29, US 460											
~	From:		L Lynchburg	070/	00/		00/	00/	00/	_	0.405	0.000	10000	
O1 Campbell Ave	City of Lynchburg	0.93	11000 F	97%	0%	1%	0%	2%	0%	F	0.105	0.662	13000	F
Bus	To: From:	I	Bus US 460											
01 (460) Campbell Ave	City of Lynchburg	0.15	11000 N	97%	0%	1%	0%	2%	0%	Ν	0.105	0.662	13000	١
	To:		8 460 Richmond l	Hwy										
	City of Lynchburg (Main		S 29, US 460 <b>39000 F</b>	93%	0%	1%	1%	5%	0%	С	0.105	0.531	40000	F
01 (460) (29) (29)	Oity of Lynchburg (Main	·			0 76	1 /0	1 /0	J /6	0 /6	O	0.105	0.551	40000	
~~~	City of Lynchburg	US 29, US 0.32	8200 G	•	0%	1%	1%	1%	0%	F	0.095		8800	(
01)	City of Lynchburg  Combined Traffic Estimates for 2 Parallel Road				0% 0%	1% 1%	1% 1%	1%	0% 0%	F	0.095	F 0.513	18000	(
	To To Talle Later To 2 Farallet Notes		ower Dr; Candlers		U /o	1 /0	1 /0	1 /0	U /o	'	0.034	1 0.515	10000	
	From		28 Mayflower Dr											
Candlers Mtn Rd	City of Lynchburg	0.43	35000 F	97%	0%	1%	1%	1%	0%	F	0.081	0.536	37000	F
~ ~	Тα	Bus US 29 I	Lynchburg Expre	ssway										

		Oity	of Lynchb	uig												
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	Q
	From						2Axle	3+Axle	1 I rail	21rail		Factor		Factor		
Bus 501 29 Lynchburg Express	way City of Lynch		8 Candlers M 44000	tn Rd <b>N</b>	97%	0%	0%	1%	1%	0%	N	0.094		0.538	45000	١
501 (29) Lynchburg Express	way Oity of Eyrion	_			37 70	0 70	0 70	1 /0	1 /0	0 70	11	0.034		0.550	+3000	'
	From		US 29 Wards		070/	00/	10/	10/	10/	00/	F	0.091			40000	F
501 Lynchburg Expressway	City of Lynch	1.37	46000	F	97%	0%	1%	1%	1%	0%	Г	0.091			49000	
~~	To: From:		60 Timberlak													
501 Lynchburg Expressway Ex	xt City of Lynch	1.21	47000	F	97%	0%	1%	1%	1%	0%	F	0.094		0.524	50000	
<del>-</del>	To: From:		raves Mill Ro													
501 Lynchburg Expressway	City of Lynch	burg 1.24	35000	F	97%	0%	1%	1%	1%	0%	F	0.090		0.504	37000	
<del>~</del>	To: From:		Lakeside Dr				$\Box$									
501 Lynchburg Expressway	City of Lynch	burg 0.31	37000	G	97%	0%	1%	1%	1%	0%	С	0.082		0.531	40000	
<i></i>	Too	118-60	044 Old Fores	st Rd			$\neg$ $\vdash$									
501 Lynchburg Expressway	City of Lynch		14000	F	97%	0%	1%	1%	1%	0%	F	0.087		0.578	15000	
	To:	, n	/iggington Rd	1												
501 Lynchburg Expressway	From: City of Lynch		14000	F	97%	0%	1%	1%	1%	0%	F	0.091		0.561	15000	
301) = 7.1.0.1.2d.lg = xp. 200112,	To:		oonsboro Rd		0.70	0,0		. , 0	. , 0	0,0	•	0.00		0.00	.0000	
	From:	Lynch	burg Express													
501 Boonsboro Rd	City of Lynch	burg 1.80	9400	F	96%	0%	1%	1%	2%	0%	С	0.095		0.625	10000	
<del>~</del>	To:	W	CL Lynchbur	g												
	From:		US 501													
501 (460) (29) (29)	City of Lynchburg (		39000	F	93%	0%	1%	1%	5%	0%	С	0.105		0.531	40000	
	To: From:		; US 501 Car S 460 Richmo													
501	City of Lynch		8800	G	97%	0%	1%	1%	1%	0%	F	0.092			9400	
<u>5</u> β1)	Combined Traffic Estimates for 2 Parallel	•		G	97%	0%	1%	1%	1%	0%	F	0.094	F	0.513	18000	
· ·	To:	SR 128 Mayfle		-		0 70		1 /0	1 /0	0 70	'	0.054	•	0.515	10000	
	From:		Bus US 29													
501	City of Lynch	burg 0.35	NA									NA			NA	
<del></del>	To:	US 501 L	ynchburg Exp	oresswa	ıy											
Bus Bus	From:		US 460													
501 (460 Campbell Ave	City of Lynch	burg 0.14	17000	F	98%	0%	1%	0%	0%	0%	F	0.107		0.667	19000	
Bus Bus	To: From:		Florida Ave													
Bus Bus 501 (460 Campbell Ave	City of Lynch	burg 0.48	15000	F	98%	0%	1%	0%	0%	0%	F	0.110		0.656	16000	
501)(460) Gampbell 740	Only of Eyrion				0070	0 70		070	0 70	0 70	•	0.110		0.000	10000	
Bus Bus	To: From:		Aayflower Dr													
501 (460) Campbell Ave	City of Lynch	burg 0.88	16000	F	98%	0%	1%	0%	0%	0%	С	0.102		0.651	17000	
	To:		Kemper St													
Bus Bus Kompor St	City of Lynch		Campbell Ave	F	98%	0%	 1%	0%	0%	0%	F	0.109		0.626	8300	
501 460 Kemper St	City of Lynch		7800 iburg Express		<b>30</b> 70	U 70	I 70	U-76	U 7/0	U-76	Г	0.109		0.020	0300	
Bus Bus	From:	Lyncr	US 221	sway			-+									
501 (221) (460 Kemper St	City of Lynch	burg 0.41	7400	F	95%	1%	2%	0%	1%	0%	С	0.09		0.61	7900	
55. <u>// 22. // 400</u> )	To		12th St													

				4	_		Tru	ck			K	Dir Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
Bus Bus	From:	118-6027; 1												
(501)(221)(460)12th St	City of Lynchburg	0.18 <b>920</b>	0 G	95%	1%	2%	0%	1%	0%	F	0.09	0.564	9800	G
Bus	To: From:	Fort A	Ave											
501 Campbell Ave	City of Lynchburg	0.23 890	0 F	98%	1%	1%	0%	0%	0%	F	0.103	0.743	9500	F
$\hookrightarrow$	To	Park A	Ave											
Bus Pd	City of Lynchburg	0.27 110		98%	1%	1%	0%	0%	0%	F	0.089	0.669	12000	F
501 Langhorne Rd	City of Lynchburg			90 /6	1 /0	1 /0	0 /6	0 /6	0 /6	1	0.009	0.009	12000	•
Bus	To: From:	Memoria	ıl Ave											
(501) Langhorne Rd	City of Lynchburg	0.29 <b>180</b> 0	00 F	98%	1%	1%	0%	0%	0%	F	0.086	0.594	19000	F
Bus	To: From:	Murrel	l Rd											
(501) Langhorne Rd	City of Lynchburg	1.06 <b>140</b> 0	00 F	98%	1%	1%	0%	0%	0%	С	0.09	0.677	14000	F
Bus	To: From:	Hill	St											
(501) Langhorne Rd	City of Lynchburg	0.47 <b>110</b> 0	00 F	98%	1%	1%	0%	0%	0%	F	0.09	0.705	11000	F
Bus	To: From:	Cranehi	ill Dr											
501 Langhorne Rd	City of Lynchburg	1.37 <b>800</b>	0 F	99%	1%	1%	0%	0%	0%	С	0.091	0.61	8500	F
	To:	Rivermont												
Bus	From:	Langhor		2001	40/		00/	00/	00/	_	0.004	0.505	5000	_
501 Rivermont Terrace	City of Lynchburg	0.25 <b>520</b>		99%	1%	1%	0%	0%	0%	F	0.094	0.585	5600	F
Bus	From:	Rivermont												
(501) Rivermont Ave	City of Lynchburg	0.44 <b>150</b> 0		98%	0%	1%	0%	0%	0%	F	0.091	0.56	16000	F
Bus	To: From:	Link	Rd											
(501) Boonsboro Rd	City of Lynchburg	0.76 <b>130</b> 0	00 F	98%	0%	1%	0%	0%	0%	F	0.093	0.562	14000	F
Bus	To: From:	Trents Fe	rry Rd											
501 Boonsboro Rd	City of Lynchburg	1.75 <b>120</b> 0	00 F	98%	0%	1%	0%	0%	0%	С	0.090	0.526	13000	F
<u> </u>	To:	Lynchburg E	xpressway											

						City of	Lynchbi	ırg								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	•••		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		From	1			D-	- 4 F- 4									
(F794) Top Ridge Rd	1.16	20	R			De	ad End				NA			NA		08/22/200
(F794) 10F 1 110g0 110	0	To	Ė			15-837 T	op Ridge	Rd								00/11/100
		From	1			De	ad End									
(F864) Brown Haven Lane	0.12	10	R								NA			NA		08/14/2007
$\bigcup$		To			1	18-6033 Br	own Have	n Lane								
_		From				De	ad End									
(F906) Liberty Mt Dr	0.40	3100	R								NA			NA		08/22/2007
$\overline{}$		То	1		118-603	35; Ramp F	r US 460 I	Byp Ent T	o L							
O		From				De	ad End									
(F907) Liberty Mt Dr	0.78	2500	R								NA			NA		08/22/200
		To	1			FR-906 I	Liberty Mt	Dr								
01010	0.40	From	<u> </u>			De	ad End				٠,,					07/04/000
(F975) Chetnut Creek Dr	0.46	160	R			ъ	15 1				NA			NA		07/31/200
			1				ad End				_					
1 Pawnee Dr	0.06	From	F	000/	10/		Meadow D		00/	F	0.126		0.506	420	F	2016
1 Pawnee Dr	0.86	390 To		98%	1%	1%	0% lusky Dr	0%	0%	Г	0.126		0.596	420	Г	2016
		From					*									
2 9th St	0.18	1300	G	98%	1%	1%	urch St 0%	0%	0%	С	0.133		0.536	1400	G	2016
2 9th St	0.10	То		30 70	1 /0		erson St	0 70	0 70		0.100		0.550	1400	а	2010
		From	4				Ray Circle									
3 Alta Lane	0.85	2300	F	99%	0%	0%	0%	0%	0%	С	0.100		0.577	2400	F	2016
3) / Illa Zario	0.00	To	Ė	0070	0 70		s Ferry Rd		0 70				0.077	2100	·	2010
		From					sville Rd									
4 Del Ray Circle	0.16	2500	F	99%	0%	0%	0%	0%	0%	F	0.104		0.504	2600	F	2016
,		To				Al	ta lane									
		From	1			Pa	rk Ave									
5 8th St	0.59	1500	F	94%	1%	4%	0%	0%	0%	С	0.087		0.5	1600	F	2016
		To				Co	ourt St									
		From			С	1US 501 R	ivermont 7	Геггасе								
6 Langhorne Rd	0.16	2300	F	97%	1%	2%	0%	0%	0%	F	0.109		0.713	2400	F	2016
		To From					illa Rd									
6 Villa Rd	0.12			97%	1%	Lang 2%	horne Rd 0%	0%	0%	F	0.096		0.720	2200	F	2016
6 Villa Rd	0.12	2100 To	É	97%	170		mont Ave	076	U76	Г	0.096		0.729	2200	Г	2016
		From														
7 Long Meadow Dr	0.73	2000	F	97%	0%	1%	60 Fort A 1%	1%	0%	F	0.108		0.517	2100	F	2016
Long Weadow Bi	0.70	<b>2000</b> To	ė	31 /6	0 70		vnee Dr	1 /0	0 70		0.100		0.517	2100	•	2010
		From	4				mont Ave									
8 Sussex St	0.79	3400	F	97%	0%	1%	1%	1%	0%	F	0.092		0.667	3600	F	2016
(a) Substant St	0.70	То	Ė	0.70	0,0		horne Rd	. , ,	0,0	•			0.007	0000	•	_0.0
		From	1		E	ntrance to L		iversity								
9 University Blvd	0.42	10000	F	93%	2%	4%	0%	0%	0%	С	0.092		0.51	11000	F	2016
		To					Mountain									
		From	1			118-6078	Concord T	pke								
(10) Pleasant Valley Rd	0.52	560	F	94%	0%	1%	3%	2%	0%	F	0.104		0.620	600	F	2016
•		To	4				Boundary	,								
10) Pleasant Valley Rd	0.13	560 From	N	94%	0%	1%	3%	2%	0%	N	0.104		0.620	600	N	2016
10)		т.			- / -				- / -							
10 Pleasant Valley Rd	0.15	560 From	L N	94%	0%	Functional 1%	Class Cha 3%	ange 2%	0%	N	0.104		0.620	600	N	2016
(10) Pleasant Valley Rd	0.13	<b>300</b>	11	J4 70	U /o	ECL Lync			U /0	11	0.104		0.020	000	IN	2010
		From					US 501				_					
(6001) V E S Rd	0.92	2800	F	97%	1%	2%	0%	0%	0%	С	0.101		0.534	3000	F	2016
0001) - = 0	0.02	То	Ė	/0	. 70		iams Rd	- / 3	3,3				2.001	3000	•	_0.0
_		10	1			Will	iams Rd									

						City of	Lynchbi	urg							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK Dir	AAWDT	QW	Year
City of Lynchburg															
Tuenda Ferra Del	1.00	From	<b>'</b>	070/	10/		sboro Rd	00/	00/			0.75	7 1000	_	0010
6002 Trents Ferry Rd	1.88	1500	_ <u>F</u>	97%	1%	1%	1%	0%	0%	С	0.106	0.75	7 1600	F	2016
		Fron					County L	me							
6003 Link Rd	0.78	9000	``	99%	0%	1%	Forest Rd 0%	0%	0%	F	0.087	0.55	8 9600	F	2016
(6003) Link Rd	0.76	3000 To		99 /o	0 /0		nehill Dr	0 /0	0 /6	- 1	0.007	0.55	0 9000	'	2010
		Fron	n:				nehill Rd								
6003) Link Rd	1.32	7400	F	99%	0%	1%	0%	0%	0%	С	0.087	0.50	2 7900	F	2016
$\bigcup$		To	0:			River	mont Ave								
_		Fron	1:			Old l	Forest Rd								
6004) Wiggington Rd	1.04	4700	F	98%	1%	1%	1%	0%	0%	F	0.115	0.82	7 5000	F	2016
<u> </u>		To	):				ynchburg								
Mineinsten Dd	0.70	Fron	" <u> </u>	000/	10/		hburg Exp		00/			0.00	0 4000	_	0010
Wiggington Rd	0.76	3800	F	98%	1%	1%	1%	0%	0%	С	0.103	0.82	2 4000	F	2016
		Ton Fron	1:			Cha	dwick Dr				$\Box$				
6004) Wiggington Rd	1.82	1700	F	98%	1%	1%	1%	0%	0%	F	0.115	0.66	5 1800	F	2016
$\overline{}$		To From	): ):				ins Mill R								
6004) Hawkins Mill Rd	0.36	2100	F	97%	2%	1%	ington Rd 0%	0%	0%	С	0.122	0.64	1 2200	F	2016
Hawkins Mill Rd	0.30	∠ I UU To	: F	J1 /0	£ /0		offee Rd	U /0	J /0		-0.122	0.04	. 2200	'	2010
		Fron	n				ins Mill R	d							
6004) Coffee Rd	0.89	2400	F	97%	2%	1%	0%	0%	0%	F	0.121	0.59	2500	F	2016
		To				Walnut	Hollow F	o d							
Coffee Rd	0.33	3900 From	F	97%	2%	1%	0%	0%	0%	F	0.121	0.59	9 4200	F	2016
Coffee Rd	0.00	т		07.70			Boonsboro		070	•	<u> </u>	0.00	1200	•	
		Fron	1:				Bus Fort A								
Graves Mill Rd	0.60	6100	F	97%	0%	1%	1%	1%	0%	F	0.102	0.55	0 6500	F	2016
Graves Mill Rd	0.00	0.00		01 70	0 70			1 /0	070			0.00	0 0000	•	2010
Croves Mill Dd	0.66	Fron		070/	00/		Mill Rd	10/	00/		0.107	0.54	o 5700	F	2016
Graves Mill Rd	0.66	5400	F	97%	0%	1%	1%	1%	0%	F	0.107	0.54	3 5700	Г	2016
<u> </u>		To Fron	1				onwide Dr								
Graves Mill Rd	0.27	10000	F	97%	0%	1%	1%	1%	0%	F	0.1	0.63	1 11000	F	2016
$\overline{}$		T <sub>e</sub>			US	501 Lync	hburg Exp	ressway			$\neg$ —				
6009) Graves Mill Rd	0.18	27000	F	97%	0%	1%	1%	1%	0%	С	0.100	0.52	6 28000	F	2016
		To				Old Cre	aves Mill I	D.d							
Graves Mill Rd	1.04	22000 From	F	97%	0%	1%	1%	1%	0%	F	0.093	0.54	5 23000	F	2016
6009) 6 10		To	_	0.70		WCL Lync			0,0	•		0.0 .		·	
		Fron	1:				earl St				i				
6012 Church St	0.23	4100	G	96%	1%	2%	0%	1%	0%	С	0.118		4400	G	2016
6012) Church St	0.20	4100		0070	1 /0			1 /0	070				1100	ŭ	20.0
Ohah Ct	0.47	Fron		000/	00/		2th St	10/	00/				7000		0010
6012 Church St	0.47	6800	G	98%	0%	1%	1%	1%	0%	F	0.098		7300	G	2016
		Fron	12				5th St								
6012 Rivermont Ave	0.90	14000	F	98%	0%	1%	1%	1%	0%	С	0.092	0.56	9 15000	F	2016
$\overline{}$		From	0:				l Ave E IN								
6012) Bedford Ave	0.96	3600	"L	96%	1%	2%	ont Ave E 0%	1%	0%	С	0.091	0.50	4 3800	F	2016
6012 Bedford Ave	0.90	3000 Tr	· F	90 /6	1 /0		nt Ave W		0 /6		0.091	0.50	4 3000	'	2010
		From	1.				d Ave W I								
Rivermont Ave	1.01	15000	F	96%	1%	2%	0%	1%	0%	F	0.094	0.51	7 15000	F	2016
$\mathcal{O}_{\mathbf{m}}$		To	n.				ont Terra								
		Fron	n:			Bedford	d Ave W I	nt				-			
Rivermont Ave	0.96	9000	F	96%	1%	2%	0%	1%	0%	F	0.095	0.61	2 9500	F	2016
		To	0:				d Ave E I								
		Fron	n:				ford Ave							_	
6022) Hollins Mill Rd	1.16	3500	F	96%	1%	2%	0%	1%	0%	F	0.1	0.52	1 3700	F	2016
Hollins Mill Ha	1.10	5500		0070	. 70			. 70	<b>0</b> /0	'		0.02	. 0700	•	_010
Codoral Ct	0.40	Fron		060/	10/		ollins St	10/	00/		0.001	0.50	0 4400	Г	0040
6022) Federal St	0.40	3900	_ <u>F</u> _	96%	1%	2%	0%	1%	0%	F	0.091	0.52	8 4100	F	2016
		To	1			5	Th St								

						City Oi	Lynchbu	ırg								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	• • •	2Trail	QC	K Factor	QK F	Dir actor	AAWDT	QW	Year
City of Lynchburg		From	1			T1.	acida D=									
6023) Murrell Rd	0.37	11000	F	96%	1%	2%	eside Dr 0%	1%	0%	F	0.086	(	0.534	12000	F	2016
0020		To					shorne Rd									
_		From				Ke	mper St									
(6027) 12th St	0.80	6600	F	97%	0%	2%	0%	0%	0%	F	0.086	(	0.533	7000	F	2016
		To From				C	Clay St									
6027) 12th St	0.25	7300	G	97%	0%	2%	0%	0%	0%	F	0.094	(	0.612	7700	G	2016
$\overline{}$		То				Con	nmerce St									
	2.22	From		070/	20/		Th St	00/	00/	_			0.074	5000	_	0010
6028 Commerce St	0.33	4700	G	97%	0%	2%	0%	0%	0%	F	0.107	(	0.671	5000	G	2016
		From			221		0Th St	221			<u> </u>					
6028 Commerce St	0.30	4000 To	G	97%	0%	2%	0%	0%	0%	F	0.122	(	0.758	4200	G	2016
		From	1				Iain St									
6029 Fort Ave	0.43	7900	F	97%	0%	2%	worth Ave	0%	0%	F	0.082	(	0.561	8400	F	2016
6029 Fort Ave	0.43	1900		JI /0	0 /0			U /0	0 /0	'	0.002	(	J.JU I	0400	'	2010
Park Ava	0.00	From	<u> </u>	079/	00/		mper St	00/	00/		0.004		0.511	6000		2010
6029 Park Ave	0.28	5600	F	97%	0%	2%	0%	0%	0%	F	0.084	(	0.511	6000	F	2016
O Devide As	0.00	From	L	0701	001		Th St	001	061				0.500	4000		0010
<sub>6029</sub> Park Ave	0.36	4600 <sub>To</sub>	F	97%	0%	2%	0%	0%	0%	F	0.085	(	0.538	4900	F	2016
			1				Th St									
6031) Lakeside Dr	0.41	13000	F	97%	0%	Oal 2%	dey Ave	0%	0%	F	0.087	,	0.656	14000	F	2016
Lakeside Dr	0.41	13000		9170	076			076	0%	Г	0.067	,	J.656	14000	Г	2010
<u> </u>	2.24	From	Ļ	070/	20/		ırrell Rd	201	00/							0010
6031 Lakeside Dr	0.34	5800	G	97%	0%	2%	0%	0%	0%	С	0.093	(	0.543	6200	G	2016
<u> </u>		From					norial Ave									
<sub>6031</sub> ) Park Ave	0.36	7600	G	98%	1%	1%	0%	0%	0%	F	0.083		0.5	8200	G	2016
		From					ghorne Rd US 501									
6031) Park Ave	0.35	5500	F	97%	0%	2%	0%	0%	0%	F	0.090	(	0.539	5900	F	2016
<u></u>		To			Ţ	JS 221; 11	8-6027:12	Th St								
		From				Flo	rida Ave									
(6032) Main St	0.25	2500	F	98%	1%	1%	0%	0%	0%	F	0.103	(	0.543	2600	F	2016
$\bigcirc$		To					g Expressy	way								
Main St	0.20	From	<u> </u>	000/	10/		hburg Exp	00/	00/		0.096	,	0 757	7400	_	2016
6032) Main St	0.28	7000	F	98%	1%	1%	0%	0%	0%	F	0.086	(	0.757	7400	F	2016
Maio Ot	0.55	From	ب	0001	401		2Th St	00/	00/					7000		0010
6032 Main St	0.55	6900 To	G	98%	1%	1%	0%	0%	0%	F	0.097			7300	G	2016
		- 10					Th St									
Florida Ava	1 00	4700	<u> </u>	000/	10/		pbell Ave	00/	Nº/		0 102	,	0 640	5000	_	2016
6033 Florida Ave	1.28	4700	F	98%	1%	1%	0%	0%	0%	С	0.103	(	0.648	5000	F	2016
C Florida	2.22	From	<u> </u>	0001	401		gusta St	001	667				0.00:	4465		0015
6033 Florida Ave	0.88	3800 <sub>To</sub>	F	98%	1%	1%	0%	0%	0%	F	0.105	(	0.661	4100	F	2016
		To	<u> </u>				Iain St									
Martin St	0.50	From Q <b>5</b> 0	F	070/	10/		rida Ave	00/	00/	С	0 107	,	റ ഓറ	000	F	2010
6034 Martin St	0.58	850 To		97%	1%	1% ECL	0% Lynchburg	0%	0%	U	0.107	(	0.632	900	۲	2016
_		From									<u> </u>					
6035) Candler Mtn Rd	1.09	7400	F	98%	1%	0%	Lynchburg 1%	0%	0%	С	0.097	(	0.517	7900	F	2016
6035) Candler Mtn Rd	1.03	1-700		JU /0					U /0	J	0.031	(	J.U 1 /	1 300	'	2010
Candler Mtn Pd	0.74	From 11000	F	98%	1%	amp From 0%	US 460; F	R 906 0%	0%	F	0.097	,	0.554	12000	F	2016
6035 Candler Mtn Rd	0.74	11000 <sub>To</sub>		30%			1% Iayflower I		U%	٢	0.097	(	0.554	12000	۲	2016
					-	JIX 120, IV	iayiiOWCi I	J11VC								
		E					TEL C:									
(6036) Clay St	0.50	From <b>2000</b>	F	97%	1%	2%	Th St 0%	0%	0%	С	0.102	,	0.540	2100	F	2016

						City of I	Lynchbi	ırg							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK Dir Facto	AAWDT	QW	Year
City of Lynchburg															
0	0.00	From	<u> </u>	000/	40/		Th St	00/	00/			0.000	- 4000	_	0010
Grace St	0.88	4300 <sub>т</sub>	F	98%	1%	1%	0% ida Ave	0%	0%	С	0.091	0.62	5 4600	F	2016
		From	l I								1				
6037) Stadium Dr	0.38	5700	F	98%	1%		ythe St 0%	0%	0%	F	0.094	0.533	3 6100	F	2016
6037) Stadium 21	0.00	To	-	0070	. , ,		roll Ave	0,70	0 70	-		0.00	0.00	•	
		From				Fo	rt Ave								
6038) Wythe St	0.27	8500	F	96%	1%	1%	1%	1%	0%	С	0.094	0.516	9000	F	2016
<u> </u>		To				Stac	lium Dr								
<u> </u>		From					lium Dr								
James St	0.22	3700 <sub>то</sub>	_ <del>_</del> _	96%	2%	2%	0%	0%	0%	С	0.093	0.53	7 3900	F	2016
			1				roll Ave								
Gnas Cranehill Dr	1.04	1700		98%	1%	Langl	horne Rd	Λο/	09/	С	0.118	0.76	7 1000	F	2016
Granehill Dr	1.04	1700	┌╴	90%	1 70		0% nk Rd	0%	0%	U	0.110	0.76	7 1900	Г	2010
		From	3			US 501 NV		NAME OF THE OWNER							
Old Forest Rd	0.94	21000	F	98%	1%	1%	0%	0%	0%	F	0.087	0.51	22000	F	2016
		Te								-					
Old Forest Rd	0.45	20000 From	1	99%	0%	1%	Brook Re	0%	0%	С	0.087	0.50	1 21000	F	2016
0044) 0.07 0.000 110	0.40	_5555	<u>.</u>	30 /0	3 /0			3,0	3,0			0.00	1000	•	_510
6044) Old Forest Rd	0.21	14000	<u>.</u> F	99%	0%	1%	nk Rd 0%	0%	0%	F	0.089	0.520	15000	F	2016
Old Forest Rd	0.21	1-1000		JJ /6	J /0			J /0	J /0			0.520	10000	'	2010
Old Forest Rd 1.61	8100	†	99%	0%		horne Dr	0%	0%	F	0.090	0.58	5 9600	F	2016	
Old Forest Rd	1.61	O I UU Te	_	99%	076	1%	0% eside Dr	076	0%	Г	0.090	0.56	5 8600	Г	2010
		From									1				
Greenwood Dr	0.38	2800	F	97%	1%	2%	dale Dr 0%	0%	0%	С	0.096	0.57	7 3000	F	2016
0043)		To												•	
6045) Thomas Rd	0.71	4100		97%	1%	2%	mont Ave 0%	0%	0%	F	0.099	0.578	3 4400	F	2016
6045)	· · ·	<b>.</b>	·	0.70	. , ,				0 / 0	•		0.07		•	
6045) Richmond Rd	0.35	3900 From	1	98%	1%	Langn 1%	orne Lane	0%	0%	С	0.102	0.510	3 4200	F	2016
Richmond Rd	0.00	To	•	3070	1 /0		ley Ave	0 70	0 70		7	0.010	7200	•	2010
		From					nwood Dr								
6046) Sandusky Dr	0.77	2800	F	98%	0%	1%	0%	0%	0%	С	0.096	0.554	4 3000	F	2016
		To	_			Pau	nee Dr								
6046) Sandusky Dr	0.49	4400 From	F	97%	2%	1%	0%	0%	0%	С	0.093	0.526	6 4700	F	2016
		To					rt Ave								
		From				US 29 B	us Fort A	ve							
6048) Perrymont Ave	0.84	3200	F	98%	1%	1%	0%	0%	0%	С	0.100	0.54	1 3400	F	2016
$\overline{}$		To	oc			Green	wood Dr								
$\widehat{}$		From	:			Lynchburg									
6050) Odd Fellows Rd	0.60	7400	F	84%	3%	3%	4%	6%	0%	F	0.11	0.628	3 7900	F	2016
<u> </u>		To From				Mayf	lower Dr				$\Box$				
Odd Fellows Rd	0.67	1400	F	84%	3%	3%	4%	6%	0%	С	0.1	0.610	1500	F	2016
<u> </u>		Te	1			Dea	ad End								
<u> </u>		From					Th St						_	_	
Campbell Ave	0.33	9200	F	99%	0%	1%	0%	0%	0%	С	0.09	0.656	9800	F	2016
		From					Th St liday St								
6052) Campbell Ave	0.41	9700	F	99%	0%	1%	0%	0%	0%	F	0.095	0.63	5 10000	F	2016
•		To					nper St						·		
		From	Ł				160 Fort A	ve							
6054) Fenwick Dr	0.23	3400	F	99%	1%	1%	0%	0%	0%	F	0.107	0.50	1 3600	F	2016
$\overline{}$		To					field Dr								
Shoffiold Dr	n 79	2800		000/	10/		wick Dr	Λo/	Uo/		0 110	0.50	3000	_	2016
Sheffield Dr	0.73	2800 To	╓	99%	1%	1%	0% Wards P	0% d	0%	С	0.112	0.526	3000	F	2016
<del>-</del>		10	1			SR 163	Wards R	u							

Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
ity of Lynchburg			T											
Organizacy Dr	1.00	40000	<u> </u>	000/	00/	WCL Lynchb		00/			0.515	20000	_	2017
Greenview Dr	1.29	19000	G	98%	0%	1% 0%  Leesville Re	0%	0%	С	0.086	0.515	20000	G	2016
		From:	1											
6066 Leesville Rd	1.14	9500	F	98%	0%	SCL Lynchbu	o%	0%	F	0.098	0.564	10000	F	2016
6066 Leesville Rd	1.14	9300		90 /6	0 /6	1/6 0/6	0 /6	0 /6	'	0.030	0.304	10000		2010
	4.45	From:	<u> </u>	000/		North St					0.574	7000		0044
6066 Leesville Rd	1.15	7400	<u>_</u> F_	98%	0%	1% 0%	0%	0%	С	0.091	0.574	7800	F	2016
		10.				Timberlake F								
Wanda Fann Dd	4.00	From:	<u> </u>	000/		CBusUS 460 Loga		00/			0.540	40000	_	004
6070 Wards Ferry Rd	1.29	11000	F	99%	0%	1% 0%	0%	0%	F	0.088	0.518	12000	F	2016
		From:				Harvard St								
<sub>6070</sub> Wards Ferry Rd	1.06	9800	<u>_F</u> _	99%	0%	1% 0%	0%	0%	С	0.095	0.539	10000	F	2016
<u> </u>		To				US 29; Wards	Rd							
		From				Wards Ferry							_	
6071 Harvard St	0.08	190	F	97%	0%	1% 1%	1%	0%	F	0.102	0.682	200	F	201
		To	<u> </u>			College Park	Dr							
O 011 6 = :		From	<u> </u>			Timberlake F							_	
6072 Old Graves Mill Rd	1.70	11000	F	97%	0%	1% 1%	1%	0%	С	0.097	0.658	11000	F	201
		To				Graves Mill I				<u> </u>				
<u> </u>		From	<u> </u>	0000		Graves Mill I							_	
6073 McConville Rd	1.80	5300	F	99%	0%	0% 0%	0%	0%	С	0.102	0.707	5700	F	201
<u> </u>		From				Wyndale D McConville I				$+\!\!\!\!-$				
6073) Wyndale Dr	0.24	4500	F	99%	1%	1% 0%	0%	0%	С	0.111	0.588	4800	F	201
wyndaie Dr	0.21	To	Ė	0070	170	Lakeside D			<u> </u>	<u> </u>	0.000	1000	•	
		From				Link Rd								
6074) Evergreen Rd	0.33	2000	F	98%	1%	1% 0%	0%	0%	F	0.099	0.676	2200	F	201
6074) = 10.g. 0011 110	0.00	To		0070	. , 0	Indian Hill R		0,0			0.0.0		•	_0.
_		From				Evergreen R								
6074) Indian Hill Rd	0.98	2200	F	98%	1%	1% 0%	0%	0%	F	0.111	0.599	2300	F	201
<u> </u>		To				Burnt Bridge				$\square$				
Purnt Pridge Pd	0.07	From:	F	98%	1%	Indian Hill R	0%	09/	С	0.119	0.632	1000	F	201
6074 Burnt Bridge Rd	0.97	1600 <sub>To:</sub>		90%		1% 0% Bus US 501, Boons		0%		0.119	0.032	1800	Г	201
		-	1											
6075) Langhorne Lane	0.04	2100	F			Richmond S								
6075) Langhorne Lane	0.34	2100		070/	10/			00/			0.571	2200	_	201
		To:		97%	1%	2% 0%	0%	0%	С	0.1	0.571	2200	F	201
				97%	1%		0%	0%	С	0.1	0.571	2200	F	201
6075) Eldon St	0.07	To		97%	1%	2% 0% Eldon St	0%	0%	C F	0.1	0.571	2200	F	
6075 Eldon St	0.07	To: From:				2% 0% Eldon St Langhorne La	0% nne 0%							
6075) Eldon St	0.07	From: <b>2400</b>				2% 0% Eldon St Langhorne La 2% 0% Memorial Av	0% nne 0%							
O Linkson Br	0.07	From: <b>2400</b> To:				2% 0% Eldon St Langhorne La 2% 0%	0% nne 0%							201
O Linkson Br		700 From: 2400 To:	F	97%	1%	2% 0% Eldon St Langhorne La 2% 0% Memorial Av Old Forest R	0% nne 0% ve Rd 0%	0%	F	0.102	0.614	2500	F	201
O Linkson Br		2400 To:	F	97%	1%	2% 0% Eldon St Langhorne La 2% 0% Memorial Av Old Forest R 2% 0%	0% nne 0% ve Rd 0%	0%	F	0.102	0.614	2500	F	201
6076 Linkhorne Rd		2400 To From 57700	F	97%	1%	2% 0%	0% nne 0% ve Rd 0%	0%	F	0.102	0.614	2500	F	201
6076 Linkhorne Rd	0.59	2400 To From 5700 To	F	97%	1%	2% 0%  Eldon St  Langhorne Le 2% 0%  Memorial Av  Old Forest R 2% 0%  Cranehill D  7Th St	0% une 0% ve Rd 0% r	0%	F	0.102	0.614	2500 6100	F	201
6076 Linkhorne Rd	0.59	2400 To From 5700 To 1000	F	97%	1%	2% 0% Eldon St Langhorne La 2% 0% Memorial A' Old Forest R 2% 0% Cranehill D 7Th St 2% 0% Concord Tpl	0% une 0% ve Rd 0% r	0%	F	0.102	0.614	2500 6100	F	201
6076) Linkhorne Rd 6077) Jefferson St	0.59	70 From 5700 To From 1000 To To	F	97%	1%	2% 0%  Eldon St  Langhorne Le 2% 0%  Memorial Av  Old Forest R 2% 0%  Cranehill D  7Th St 2% 0%	0% une 0% ve Rd 0% r	0%	F	0.102	0.614	2500 6100	F	2010 2010 2010 2010 2010
6076) Linkhorne Rd 6077) Jefferson St	0.59	From 1000 To From 5700 To From 1000 To From 5700 To From	F	97%	1%	2% 0% Eldon St Langhorne Le 2% 0% Memorial Av Old Forest R 2% 0% Cranehill D 7Th St 2% 0% Concord Tpl Main St 1% 3%	0% one 0% ove ad 0% r 0% se 4%	0%	F	0.102 0.102 0.102 0.121	0.614 0.511 0.561	2500 6100 1100	F F	2010
Linkhorne Rd  6076 Linkhorne Rd  6077 Jefferson St  6078 Washington St	0.59	70 From 5700 To From 1000 To From 2400	F	97% 97% 97%	1% 1% 1%	2% 0% Eldon St  Langhorne La 2% 0%  Memorial Av  Old Forest R 2% 0%  Cranehill D  7Th St 2% 0%  Concord Tpl  Main St 1% 3%  Jefferson S	0% one 0% ove and 0% r 0% r 4%	0%	F	0.102 0.102 0.102 0.121	0.614 0.511 0.561 0.527	2500 6100 1100 2600	F F	2010
Linkhorne Rd  6076 Linkhorne Rd  6077 Jefferson St  6078 Washington St	0.59	From 1000 To From 5700 To From 1000 To From 5700 To From	F	97%	1%	2% 0% Eldon St Langhorne La 2% 0% Memorial Av Old Forest R 2% 0% Cranehill D 7Th St 2% 0% Concord Tpl Main St 1% 3% Jefferson S 1% 3%	0% one 0% ove end 0% ove 0% r  0% t 4%	0%	F	0.102 0.102 0.102 0.121	0.614 0.511 0.561	2500 6100 1100	F F	2010
Linkhorne Rd  6076 Linkhorne Rd  6077 Jefferson St  6078 Washington St  6078 Concord Tpke	0.59 0.41 0.11 1.66	70 From 2400 To From 1000 To From 2400 To From 2100	F F F	97% 97% 97% 92%	1% 1% 1% 0%	2% 0%	0% one 0% ove Rd 0% r  0% tel 4% d	0% 0% 0% 0%	F	0.102 0.102 0.121 0.111	0.614 0.511 0.561 0.527 0.545	2500 6100 1100 2600 2300	F F F	201 201 201 201 201
6076 Linkhorne Rd  6077 Jefferson St  6078 Washington St  6078 Concord Tpke	0.59	From 1000 To From 2400 To From 2400 To From 2400 To From 2000	F	97% 97% 97%	1% 1% 1%	2% 0%	0% one 0% ove end 0% ove 0% r  0% t 4%	0%	F	0.102 0.102 0.102 0.121	0.614 0.511 0.561 0.527	2500 6100 1100 2600	F F	201 201 201 201 201
6076 Linkhorne Rd  6077 Jefferson St  6078 Washington St  6078 Concord Tpke	0.59 0.41 0.11 1.66	70 From 5700 To From 2400 To From 2400 To From 2400 To From 2000 To From 2000 To To From 2000 To	F F F	97% 97% 97% 92%	1% 1% 1% 0%	2% 0%	0% one 0% ove Rd 0% r  0% tel 4% d	0% 0% 0% 0%	F	0.102 0.102 0.121 0.111	0.614 0.511 0.561 0.527 0.545	2500 6100 1100 2600 2300	F F F	201 201 201 201 201
6076 Linkhorne Rd  6077 Jefferson St  6078 Washington St  6078 Concord Tpke	0.59 0.41 0.11 1.66	From 1000 To From 2400 To From 2400 To From 2400 To From 2000	F F F	97% 97% 97% 92%	1% 1% 1% 0%	2% 0%	0% one 0% ove Rd 0% r  0% tel 4% d	0% 0% 0% 0%	F	0.102 0.102 0.121 0.111	0.614 0.511 0.561 0.527 0.545	2500 6100 1100 2600 2300	F F F	2010

					City of Lynchbi	9								
Route	Length AAD	T QA	A 4Tire	Bus	Tru 2Axle 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
ity of Lynchburg		From:			Laborido Do									
Forest Brook Rd	0.92 4900		97%	1%	Lakeside Dr 1% 1%	1%	0%	С	0.098		0.586	5200	F	2016
1 Orest Brook Ha	0.92 4900	To	37 /6	1 /0	Old Forest Rd	1 /0	0 76	0	0.030		0.500	3200	'	2010
		From:			Old Forest Rd				i					
082) Hill St	0.58 <b>570</b> 0		98%	1%	0% 0%	0%	0%	F	0.095		0.697	6000	F	2016
5082) 1 1111 31	0.00	To:	0070	1 70	Langhorne Rd	070	0 70				0.007	0000	•	2010
		From			Fort Ave									
083) Edgewood Ave	0.73 1800	) <u>F</u>	98%	1%	0% 0%	0%	0%	С	0.099		0.507	1900	F	2016
		To:			Wards Rd									
		From:			Wise St									
4th St	60	F							0.170			70	F	201
		To:			Monroe St									
		From:			York St									
Caroline St	710	F							0.107		0.528	760	F	201
		To:			Chambers St									
<u> </u>		From:			Caroline St									
Chambers St	830								0.092		0.59	890	F	201
		To:			2Nd St									
		From:			Morningside Dr									
Clayton Ave	470	<u>F</u>							0.113		0.548	500	F	201
		To:			Spottswood Pl									
Danridge Dr		From:			Berkley Pl									
	1400	) <u>F</u>							0.107		0.576	0.576 1500	F	2016
		10:			Craigmont Dr									
Enterprise Dr		From			15-1520				<b>ᆜ</b>			.=	_	
	1500	0 <u>G</u>			D 16 1.6				0.1		0.593	15000	G	201
		10			Bedford County L	ne								
Fairnian Arra		From:			Maryland Ave						0.500	500 000	_	001
Fairview Ave	300	F F			M1-1 Ct				0.093		0.532	320	F	201
		From:			Mackel St									
Fleetwood Dr	1200				Ridgeway Dr				0.106		0.712	1200	F	201
i leetwood Di	1200	To:			Hillwood Dr				0.100		0.712	1200	'	201
		From:												
Georgia Ave	160				Campbell Ave				0.16		0.655	180	F	201
acorgia Avc	100	To:			Nevada Ave						0.000	100	·	201
		From:			11014441110									
Gorman Dr	270				Glen Oak Lane				0.151		0.5	280	F	201
an Di	210	To:			Northwood Cir				$\exists$		0.0		•	_01
		From:			Montgomery Rd				<del></del>					
Hawthorne Rd	110				mongonery RC				0.143		0.622	120	F	201
		To:			Woodcrest Dr									
		From:			Rhonda Dr				Ī					
Hayes Dr					Monda Di				0.122		0.682	140	F	2016
riayes Di	130				Crawford Dr									
	130	To									_			
	130	To:				Rd								
John Scott Dr	130	To:	97%	2%	Old Trents Ferry I	1%	0%	С	0.111		0.558	480	G	201
John Scott Dr		To:	97%	2%	Old Trents Ferry I		0%	С	0.111		0.558	480	G	201
John Scott Dr		From:	97%	2%	Old Trents Ferry I		0%	С	0.111		0.558	480	G	201
John Scott Dr Leyburn Ave		From: G To:	97%	2%	Old Trents Ferry I  1% 0%  Dead End		0%	С	0.111		0.558	480 220	G F	
	430	From: G To:	97%	2%	Old Trents Ferry I  1% 0%  Dead End		0%	C						
	430	From: G To:	97%	2%	Old Trents Ferry I 1% 0% Dead End Mosby Ave Sackett St		0%	С						201
	430	From:  From:  From:  From:  From:	97%	2%	Old Trents Ferry I  1% 0%  Dead End  Mosby Ave		0%	C						
Leyburn Ave	430 210	From:  From:  From:  From:  From:	97%	2%	Old Trents Ferry I 1% 0% Dead End Mosby Ave Sackett St	1%	0%	C	0.12		0.815	220	F	201
Leyburn Ave	430 210	From:  From:  From:  From:  From:	97%	2%	Old Trents Ferry I  1% 0%  Dead End  Mosby Ave  Sackett St  Bell Tavern Rd  Norvell House C	1%	0%	С	0.12		0.815	220	F	201
Leyburn Ave	430 210	From From From From From From From From	97%	2%	Old Trents Ferry I  1% 0%  Dead End  Mosby Ave  Sackett St  Bell Tavern Rd	1%	0%	C	0.12		0.815	220	F	201

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tra	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
of Lynchburg													
		From				Clarke St						_	
McKinney Ave		270	F			D 110		0.101		0.833	280	F	201
		10				Dodd St							
Mimosa Dr		From:				Burnt Bridge Rd						_	
		<b>710</b>	F			W 1 . B		0.108		0.533	750	F	201
						Woodcrest Dr							
		From				McGuffey Lane					<b>5</b> 40	_	004
Morningside Dr		510	F			T		0.203		0.922	540	F	201
		10.				Eastwood Lane							
Myrtle St		From				Westview Dr					0.1.0	_	004
		570	F					0.097			610	F	201
		10.				Toledo Ave							
New Hampshire Ave		From				Oakridge Blvd		<u>ا</u>				_	
		370	F					0.12		0.551	390	F	201
		10				Tremont St		<u> </u>					
Oxford St		From				McKinney Ave						_	
		310	F			- 4 4100 ·		0.104		0.578	330	F	201
		10				Radcliffe Ave							
		From				Hillcrest Rd						_	
Page St		2800	F					0.109		0.845	2900	F	201
		To				2Nd St							
		From				Tremont St							
Rhode Island Ave		110	F					0.128		0.516	110	F	201
		To				Fort Ave							
		From				Rhonda Dr							
Sanhill Dr		510	F					0.117		0.540	540	F	201
		To				Apache Lane							
		From				Campbell Ave							
Texas Ave		220	F					0.114		0.593	230	F	201
		To				Nevada Ave							
		From				Wingfield Ave							
Warren Ave		200	F					0.148		0.508	210	F	201
		To				Perry Ave							