## 2015

# 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<br>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.

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

|                             |                               |                                      |            |           |      |          | Tru    | ıck         |      |    | К         | . Dir  |       |      |
|-----------------------------|-------------------------------|--------------------------------------|------------|-----------|------|----------|--------|-------------|------|----|-----------|--------|-------|------|
| Route                       | Jurisdiction                  | Length AADT                          | QA         | 4Tire     | Bus  |          | 3+Axle | _           |      | QC | Factor Ql | Factor | AAWDT | QW   |
| ~~~                         | From:                         | SCL Lynch                            |            |           |      |          |        |             |      |    |           |        |       |      |
| [29] [460] [29]             | City of Lynchburg (Maint: 15) | 1.38 <b>47000</b>                    | G          | 93%       | 0%   | 1%       | 1%     | 5%          | 0%   | F  | 0.101     | 0.661  | 49000 | G    |
| ~~~                         | To From:                      | Candler Moun                         |            | 000/      | 00/  | 10/      | 40/    | <b>F</b> 0/ | 00/  |    | 0.000     | 0.000  | 00000 |      |
| (29) (460) (29)             | City of Lynchburg (Maint: 15) | 0.49 <b>37000</b>                    | G          | 93%       | 0%   | 1%       | 1%     | 5%          | 0%   | F  | 0.098     | 0.609  | 38000 | G    |
|                             | City of Lynchburg (Maint: 15) | US 501<br>1.91 <b>37000</b>          | Α          | 93%       | 0%   | 1%       | 1%     | 5%          | 0%   | С  | 0.105     | 0.531  | 39000 | Α    |
| (29) (460) (29) (501)       | To:                           | US 501 Campb                         |            | 30 /0     | 0 /6 | 1 /0     | 1 /0   | J /6        | 0 /0 | O  | 0.105     | 0.551  | 39000 | ^    |
| ~~~                         | From:                         | Functional Class                     | Change     |           |      |          |        |             |      |    |           |        |       |      |
| (29) (460) Richmond Hwy     | City of Lynchburg (Maint: 15) | 2.14 <b>35000</b>                    | G          | 93%       | 0%   | 1%       | 1%     | 5%          | 0%   | F  | 0.090     | 0.526  | 36000 | G    |
| ~ ~                         | From:                         | US 29<br>SCL Lynchi                  | burg       |           |      |          |        |             |      |    |           |        |       |      |
| 29                          | City of Lynchburg (Maint: 15) | 0.33 17000                           |            | 89%       | 1%   | 1%       | 1%     | 8%          | 1%   | F  | 0.092     | 0.511  | 16000 | G    |
| $\searrow$                  | To:                           | NCL Lynch                            | burg       |           |      |          |        |             |      |    |           |        |       |      |
| ~~~                         | From:                         | SCL Lynchi                           |            |           |      |          |        |             |      |    |           |        |       |      |
| (29) (460) (29)             | City of Lynchburg (Maint: 15) | 1.38 <b>47000</b>                    | G          | 93%       | 0%   | 1%       | 1%     | 5%          | 0%   | F  | 0.101     | 0.661  | 49000 | G    |
| ~~~                         | To:<br>From:                  | Candler Moun                         |            |           |      |          |        |             |      |    |           |        |       |      |
| [29] [460] [29]             | City of Lynchburg (Maint: 15) | 0.49 <b>37000</b>                    | G          | 93%       | 0%   | 1%       | 1%     | 5%          | 0%   | F  | 0.098     | 0.609  | 38000 | G    |
| ~~~                         | To:<br>From:                  | US 501                               |            |           |      |          |        |             |      |    |           |        |       |      |
| (29) (460) (29) (501)       | City of Lynchburg (Maint: 15) | 1.91 <b>37000</b> Bus US 501; US 501 |            | 93%       | 0%   | 1%       | 1%     | 5%          | 0%   | С  | 0.105     | 0.531  | 39000 | Α    |
| Bus                         | From:                         | SCL Lynchi                           |            | AVC       |      | <u> </u> |        |             |      |    |           |        |       |      |
| 29 Wards Rd                 | City of Lynchburg             | 1.64 <b>40000</b>                    |            | 97%       | 0%   | 0%       | 1%     | 1%          | 0%   | С  | 0.078     | 0.513  | 41000 | G    |
|                             | Τα                            | US 501 Lynchburg Expi                | ressway; S |           |      |          |        |             |      |    |           |        |       |      |
| Bus Furnal burger Furnance  | From:                         | SR 163 Ward                          |            | 070/      | 00/  | 00/      | 10/    | 10/         | 00/  | N. | 0.000     | 0.500  | 40000 | N.I. |
| 29 501 Lynchburg Expressway | City of Lynchburg             | 0.33 <b>39000</b>                    |            | 97%       | 0%   | 0%       | 1%     | 1%          | 0%   | N  | 0.096     | 0.538  | 40000 | N    |
| Bus                         | To:<br>From:                  | US 501, SR 128 Candle                | ers Mounta | ain Rd    |      |          |        |             |      |    |           |        |       |      |
| 29 Lynchburg Expressway     | City of Lynchburg             | 1.33 <b>39000</b>                    | G          | 97%       | 0%   | 0%       | 1%     | 1%          | 0%   | F  | 0.096     | 0.538  | 40000 | G    |
| Bus                         | To-<br>From:                  | Odd Fellow                           | s Rd       |           |      |          |        |             |      |    |           |        |       |      |
| 29 Lynchburg Expressway     | City of Lynchburg             | 1.46 <b>38000</b>                    | G          | 97%       | 0%   | 0%       | 1%     | 1%          | 0%   | F  | 0.094     | 0.538  | 40000 | G    |
| <del>\</del>                | To                            | Kemper Str                           | reet       |           |      |          |        |             |      |    |           |        |       |      |
| Bus 29 Lynchburg Expressway | City of Lynchburg             | 1.02 37000                           |            | 97%       | 0%   | 0%       | 1%     | 1%          | 0%   | F  | 0.092     | 0.526  | 39000 | G    |
| 29 Lynchburg Expressway     | City of Lynchburg             |                                      |            | 31 /6     | 0 /0 | 0 /6     | 1 /0   | 1 /0        | 0 /0 | '  | 0.032     | 0.520  | 39000 | G    |
| Bus                         | From:                         | Main Stre                            | eet        |           |      |          |        |             |      |    |           |        |       |      |
| 29 Lynchburg Expressway     | City of Lynchburg             | 0.22 30000                           |            | 97%       | 0%   | 0%       | 1%     | 1%          | 0%   | F  | 0.085     | 0.678  | 31000 | G    |
|                             | To:                           | Amherst Coun                         |            |           |      |          |        |             |      |    |           |        |       |      |
| 128 Candler Mt Rd           | City of Lypobhura             | SR 163 Ward<br>0.26 <b>19000</b>     |            | 91%       | 2%   | 1%       | 2%     | 4%          | 00/  | F  | 0.092     | 0.544  | 20000 | G    |
| 128 Candiel Mit Nu          | City of Lynchburg             | Bus US 29, US 501 Ly                 |            |           | ∠ 70 | 1 70     | ∠ /0   | 4-70        | 0%   | Г  | 0.032     | 0.544  | 20000 | G    |
|                             | From                          | RT 501 V                             |            | · <u></u> |      |          |        |             |      |    |           |        |       |      |
| 128 (501) Candlers Mtn Rd   | City of Lynchburg             | 0.43 <b>40000</b>                    |            | 97%       | 0%   | 1%       | 1%     | 1%          | 0%   | F  | 0.080     | 0.513  | 43000 | G    |
| $\smile \smile$             | To                            | RT 501                               | Е          |           |      |          |        |             |      |    |           |        |       |      |

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

|                     |                            | <u> </u>                                    |         |      | Tru          | ıck |     |    | K      | Dir Dir   |       |    |
|---------------------|----------------------------|---|---------|------|--------------|-----|-----|----|--------|-----------|-------|----|
| Route               | Jurisdiction               | Length AADT QA                              | 4Tire I | Bus  | 2Axle 3+Axle |     |     | QC | Factor | QK Factor | AAWDT | Q۱ |
| 128 Mayflower Dr    | City of Lynchburg          | US 501 Candlers Mt Rd<br>1.30 <b>7300 G</b> | 91%     | 2%   | 1% 2%        | 4%  | 0%  | С  | 0.092  | 0.639     | 7800  | G  |
| 128)                | 5.ty 5. 2y.16.1.5a.g       | Odd Fellows Rd                              | 0.70    |      |              | .,, | 0,0 |    | 0.002  | 0.000     |       |    |
| 128 Mayflower Dr    | From:<br>City of Lynchburg |   | 95%     | 1%   | 1% 3%        | 1%  | 0%  | С  | 0.102  | 0.659     | 2200  | C  |
| ,                   | To:                        | Bus US 501 Campbell Ave                     |         |      |              |     |     |    |        |           |       |    |
|                     | From:                      | Bus US 29, US 501 Lynchburg Expres          |         |      |              |     |     |    |        |           |       |    |
| 163) Wards Rd       | City of Lynchburg          | 0.44 <b>17000 G</b>                         | 98%     | 0%   | 1% 0%        | 0%  | 0%  | F  | 0.081  | 0.558     | 18000 | (  |
|                     | To:<br>From:               | SR 128 Candler Mtn Rd                       |         |      |              |     |     |    |        |           |       |    |
| 163) Wards Rd       | City of Lynchburg          |   | 98%     | 0%   | 1% 0%        | 0%  | 0%  | F  | 0.081  | 0.504     | 30000 | (  |
| Bus                 | To:<br>From:               | Bus US 460 Fort Avenue<br>Wards Rd          |         |      | _            |     |     |    |        |           |       |    |
| 163) (460) Fort Ave | City of Lynchburg          |   | 98%     | 0%   | 1% 0%        | 0%  | 0%  | С  | 0.083  | 0.536     | 23000 | (  |
|                     | To:                        | Memorial Ave                                |         |      |              |     |     |    |        |           |       |    |
| 163)Memorial Ave    | City of Lynchburg          | Fort Ave<br>0.60 <b>11000 G</b>             | 99%     | 0%   | 1% 0%        | 0%  | 0%  | С  | 0.079  | 0.643     | 12000 |    |
| 163) Meliloliai Ave | City of Lytichburg         |   | 9976    | U 70 | 1% 0%        | 076 | U70 | C  | 0.079  | 0.043     | 12000 |    |
| Momorial Ava        | City of Lynchburg          | Oakley Ave 0.47 <b>13000 G</b>              | 99%     | 0%   | 19/ 09/      | 00/ | 0%  | F  | 0.000  | 0.505     | 14000 |    |
| Memorial Ave        | City of Lynchburg          |   | 99%     | 0%   | 1% 0%<br>    | 0%  | 0%  | Г  | 0.082  | 0.505     | 14000 |    |
| Mamarial Ava        | City of Lypophouse         | Park Ave 0.33 <b>13000 G</b>                | 99%     | 0%   | 10/ 00/      | 00/ | 00/ | F  | 0.005  | 0.500     | 14000 |    |
| Memorial Ave        | City of Lynchburg          |   | 99%     | 0%   | 1% 0%        | 0%  | 0%  | г  | 0.085  | 0.536     | 14000 |    |
| Eth St              | City of Lypobburg          | Langhorne Rd                                | 99%     | 0%   | 10/ 00/      | 00/ | 0%  | F  | 0.004  | 0.521     | 16000 |    |
| 163)5th St          | City of Lynchburg          |   | 99%     | 0%   | 1% 0%<br>    | 0%  | 0%  | Г  | 0.084  | 0.531     | 16000 |    |
| Eth Ct              | City of Lynchburg          | Pollard St<br>0.26 <b>14000 G</b>           | 99%     | 0%   | 1% 0%        | 0%  | 0%  | F  | 0.089  | 0.57      | 15000 |    |
| 163)5th St          | City of Lyrichburg         |   | 99%     | 0%   | 1% 0%        | 0%  | 0%  | Г  | 0.069  | 0.57      | 15000 | ,  |
| Eth Ct              | City of Lynchburg          | Pierce St                                   | 98%     | 0%   | 0% 0%        | 10/ | 0%  | F  | 0.00   | 0.500     | 14000 |    |
| 163)5th St          | City of Lyrichburg         |   | 96%     | 0%   | 0% 0%<br>    | 1%  | 0%  | Г  | 0.09   | 0.569     | 14000 |    |
| Eth Ct              | City of Lynchburg          | Park Ave 0.38 <b>12000 G</b>                | 98%     | 0%   | 19/ 09/      | 00/ | 0%  | С  | 0.005  | 0.546     | 12000 |    |
| 163)5th St          | City of Lynchburg          |   | 96%     | 0%   | 1% 0%        | 0%  | 0%  | C  | 0.085  | 0.546     | 13000 |    |
| Eth Ct              | City of Lynchburg          | Clay St<br>0.57 <b>14000 G</b>              | 000/    | 00/  | 00/ 00/      | 10/ | 0%  | С  | 0.000  | 0.600     | 15000 |    |
| 163)5th St          | City of Lynchburg          | 0.57 <b>14000 G</b> Amherst County Line     | 98%     | 0%   | 0% 0%        | 1%  | 0%  | C  | 0.093  | 0.632     | 15000 | ,  |
| North               | From:                      | SR 163 Wards Rd                             |         |      |              |     |     |    |        |           |       |    |
| 163)Ramp            | City of Lynchburg          | 0.09 <b>NA</b>                              |         |      |              |     |     |    | NA     |           | NA    |    |
|                     | To:                        | US 501; Bus US 29                           |         |      |              |     |     |    |        |           |       |    |
|                     | From:                      | WCL Lynchburg                               |         |      |              |     |     |    |        |           |       |    |
| 221 Lakeside Dr     | City of Lynchburg          | 0.53 <b>29000 G</b>                         | 99%     | 0%   | 0% 0%        | 0%  | 0%  | С  | 0.091  | 0.56      | 31000 | (  |
|                     | To:<br>From:               | Lynchburg Expressway                        |         |      |              |     |     |    |        |           |       |    |
| 221 Lakeside Dr     | City of Lynchburg          | 0.94 <b>17000 G</b>                         | 99%     | 0%   | 0% 0%        | 0%  | 0%  | F  | 0.086  | 0.576     | 18000 | (  |
| ~ <u></u>           | To:<br>From:               | Forest Brook Rd                             |         |      |              |     |     |    |        |           |       |    |
| 221 Lakeside Dr     | City of Lynchburg          | 1.52 <b>14000 G</b>                         | 99%     | 0%   | 0% 0%        | 0%  | 0%  | F  | 0.088  | 0.572     | 15000 | (  |
| ~                   | To:                        | Old Forest Rd                               |         |      |              |     |     |    |        |           |       |    |

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

|                           |  |                        |       |       |                 | Tru    | ıck         |        |    | К            | , Dir       |       |    |
|---------------------------|--|------------------------|-------|-------|-----------------|--------|-------------|--------|----|--------------|-------------|-------|----|
| Route                     | Jurisdiction   | Length AADT QA         | 4Tire | Bus   | 2Axle           | 3+Axle | 1Trail      | 2Trail | QC | Qł<br>Factor | (<br>Factor | AAWDT | QW |
| ~~~                       | From:  | Old Forest Rd          |       |       |                 |        |             |        |    |              |             |       |    |
| 221 Lakeside Dr           | City of Lynchburg  | 0.15 <b>16000 G</b>    | 99%   | 0%    | 0%              | 0%     | 0%          | 0%     | F  | 0.087        | 0.586       | 18000 | G  |
| <u> </u>                  | To:  | Oakley Ave             |       |       |                 |        |             |        |    |              |             |       |    |
| 221 Oakley Ave            | City of Lypobburg  |                        | 000/  | 00/   | 09/             | 00/    | 00/         | 00/    | _  | 0.007        | 0.501       | 11000 | G  |
| 221 Oakley Ave            | City of Lynchburg  |                        |       | 076   | 0%              | 0%     | 076         | 0%     | Г  | 0.007        | 0.361       | 11000 | G  |
|                           | From:  |                        |       |       |                 |        |             |        |    |              |             |       |    |
| 221 Oakley Ave            | City of Lynchburg  |                        | 99%   | 0%    | 0%              | 0%     | 0%          | 0%     | F  | 0.086        | 0.507       | 11000 | G  |
| <del></del> )             | To:  | Bus US 460 Fort Ave    |       |       |                 |        |             |        |    |              |             |       |    |
| Bus                       | From:  |                        |       |       |                 |        |             |        | _  |              |             |       | _  |
| 221 (460) Fort Ave        | City of Lynchburg  | 0.42 <b>9400 G</b>     | 97%   | 1%    | 1%              | 1%     | 1%          | 0%     | С  | 0.082        | 0.506       | 10000 | G  |
| Bus                       | To:<br>From:   | 118-6029 Fort Ave      |       |       |                 |        |             |        |    |              |             |       |    |
| 221 (460) 12th St         | City of Lynchburg  | 0.25 <b>9300 G</b>     | 97%   | 1%    | 1%              | 1%     | 1%          | 0%     | F  | 0.085        | 0.504       | 9900  | G  |
| 221 (460) 31              |  |                        |       | . , 0 |                 | . , 0  | . , 0       | 0,0    | •  | 0.000        | 0.00        | 0000  | •  |
| Bus Bus                   | From:  | Bus US 501 Campbell Av | /e    |       |                 |        |             |        |    |              |             |       |    |
| 221 (460)(501)12th St     | City of Lynchburg  | 0.18 <b>8900 G</b>     | 96%   | 1%    | 1%              | 1%     | 1%          | 0%     | F  | 0.09         | 0.564       | 9400  | G  |
| ~~~                       | To:  | Kemper St              |       |       |                 |        |             |        |    |              |             |       |    |
| Bus Bus                   | City of Lynnols by year  |                        | 000/  | 10/   | 10/             | 10/    | 40/         | 00/    | _  | 0.004        | 0.550       | 11000 | _  |
| 221 460 501 Kemper St     | City of Lynchburg  |                        |       | 1%    | 1%              | 1%     | 1%          | 0%     | C  | 0.081        | 0.552       | 11000 | G  |
|                           |  | April                  |       |       |                 |        |             |        |    |              |             |       |    |
|                           | City of Lynchburg (Mainty 15)  |                        | 020/  | 00/   | 10/             | 10/    | E0/         | 00/    | _  | 0.101        | 0.661       | 40000 |    |
| 460] (29) (29)            | City of Lynchburg   City | г                      | 0.101 | 0.661 | 49000           | G      |             |        |    |              |             |       |    |
|                           | To:<br>From:   |                        |       |       |                 |        |             |        |    |              |             |       |    |
| 460 (29) (29)             | City of Lynchburg (Maint: 15)  | 0.49 <b>37000 G</b>    | 93%   | 0%    | 1%              | 1%     | 5%          | 0%     | F  | 0.098        | 0.609       | 38000 | G  |
| <del>*</del>              | To:<br>From:   | US 501                 |       |       |                 |        |             |        |    |              |             |       |    |
| 460 (29) (29) (501)       | City of Lynchburg (Maint: 15)  | 1.91 <b>37000 A</b>    | 93%   | 0%    | 1%              | 1%     | 5%          | 0%     | С  | 0.105        | 0.531       | 39000 | Α  |
|                           | Tα   |                        |       |       |                 |        |             |        |    |              |             |       |    |
| Pick as and I have        | Other of Leaves (Mariety 45)   |                        |       | 00/   | 40/             | 40/    | <b>5</b> 0/ | 00/    | _  | 0.000        | 0.500       | 00000 | _  |
| 460 (29) Richmond Hwy     | City of Lynchburg (Maint: 15)  | 2.14 <b>35000 G</b>    | 93%   | 0%    | 1%              | 1%     | 5%          | 0%     | F  | 0.090        | 0.526       | 36000 | G  |
| <u></u>                   | To:<br>From:   |                        |       |       |                 |        |             |        |    |              |             |       |    |
| Richmond Hwy              | City of Lynchburg (Maint: 15)  |                        | 93%   | 0%    | 1%              | 1%     | 4%          | 0%     | N  | 0.090        | 0.526       | 26000 | N  |
| <del>~</del>              | To:  | ECL Lynchburg          |       |       |                 |        |             |        |    |              |             |       |    |
| Bus                       | From:  |                        |       |       |                 |        |             |        |    |              |             |       |    |
| 460 Timberlake Rd         | City of Lynchburg  | 0.62 <b>32000 G</b>    | 98%   | 0%    | 0%              | 0%     | 1%          | 0%     | F  | 0.084        | 0.526       | 33000 | G  |
|                           | To:<br>Fram:   | Old Graves Mill Rd     |       |       | $\neg$ $\vdash$ |        |             |        |    |              |             |       |    |
| Bus<br>460 (Timberlake Rd | City of Lypobburg  |                        | 000/  | 00/   | 09/             | 00/    | 10/         | 00/    | _  | 0.083        | 0.521       | 27000 | G  |
| Timberlake Rd             | Oity of Lynchburg  |                        | JU /0 | U /0  | U /0            | 0 /0   | 1 /0        | U /0   | '  | 0.002        | 0.021       | 21000 | G  |
| Bus                       | To:<br>From:   | Leesville Rd           |       |       |                 |        |             |        |    |              |             |       |    |
| 460 Timberlake Rd         | City of Lynchburg  | 0.37 <b>34000 G</b>    | 98%   | 0%    | 0%              | 0%     | 1%          | 0%     | F  | 0.085        | 0.577       | 36000 | G  |
| <del></del>               | To   |                        | way   |       |                 |        |             |        |    |              |             |       |    |
| Bus                       | From   |                        |       |       |                 |        |             |        |    |              |             |       |    |
| 460 Fort Ave              |  |                        | 98%   | 0%    | 0%              | 0%     | 1%          | 0%     | F  | 0.087        | 0.557       | 19000 | G  |
| ~                         | To   | Bus US 29 Wards Rd     |       |       |                 |        |             |        |    |              |             |       |    |

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

|                               |   |                |                                 |        | _    |         | Truc | :k   |      |    | K      |       | )ir     |   |     |
|-------------------------------|---|----------------|---------------------------------|--------|------|---------|------|------|------|----|--------|-------|---------|---|-----|
| Route                         | Jurisdiction  | Length A       | AADT QA                         | 4Tire  | Bus  | 2Axle 3 |      |      |      | QC | Factor | QK Fa | ctor    | AWDT  | Q۷  |
| Bus                           | Fron:   |                | ards Rd                         |        |      |         |      |      |      |    |        |       |         |   |     |
| 60 (163) Fort Ave             | City of Lynchburg                                     |                | 22000 G                         | 98%    | 0%   | 1%      | 0%   | 0%   | 0%   | С  | 0.083  | 0.5   | 536 2   | 3000  | G   |
|                               | To:   |                | morial Ave                      |        |      |         |      |      |      |    |        |       |         |   |     |
| Bus<br>60 Fort Ave            | City of Lynchburg                                     |                | 9 Memorial Ave<br><b>8400 G</b> | 98%    | 0%   | 0%      | 0%   | 1%   | 0%   | F  | 0.083  | 0     | 549 8   | 2000  | (   |
| .60 IT OIL AVE                | City of Lynchburg                                     | 0.57           | 6400 G                          | 90 /6  | 0 /6 | 0 /6    | 0 /6 | 1 /0 | 0 /6 | '  | 0.003  | 0.0   | 049 (   | 3000  | •   |
| Bus                           | To:<br>From:  | US 221         | l Oakley Ave                    |        |      |         |      |      |      |    |        |       |         |   | _   |
| 60 221 Fort Ave               | City of Lynchburg                                     | 0.42           | 9400 G                          | 97%    | 1%   | 1%      | 1%   | 1%   | 0%   | С  | 0.082  | 0.4   | 506 1   | 0000  | (   |
|                               | To  | 110.77         | 020 Fart A                      |        |      |         |      |      |      |    |        |       |         |   |     |
| ius                           | From:   |                | 029 Fort Ave                    |        |      |         |      |      |      |    |        |       |         |   |     |
| 60 (221) 12th St              | City of Lynchburg                                     | 0.25           | 9300 G                          | 97%    | 1%   | 1%      | 1%   | 1%   | 0%   | F  | 0.085  | 9.0   | 504     | 9900  | (   |
|                               | Tα  | Bus US 50      | 01 Campbell Ave                 |        |      |         |      |      |      |    |        |       |         |   |     |
| us Bus                        | City of Lyppolaryes                                   |                | •                               |        | 10/  | 10/     | 10/  | 10/  | 00/  | _  | 0.00   | 0     | -04     | 2400  | ,   |
| 60 221 501 12th St            | City of Lynchburg                                     |                | 8900 G                          | 96%    | 1%   | 1%      | 1%   | 1%   | 0%   | F  | 0.09   | 0.:   | 564 9   | 9400  | (   |
| us Bus                        | From:   |                | emper St<br>2th Street          |        |      |         |      |      |      |    |        |       |         |   |     |
| 60 (221) (501 Kemper S        | City of Lynchburg                                     |                | 10000 G                         | 96%    | 1%   | 1%      | 1%   | 1%   | 0%   | С  | 0.081  | 0.1   | 552 1   | 1000  | (   |
| 50)(221)(501)(1611)por 6      | To:   |                | nchburg Expressy                |        | 1 /0 |         | 1 /0 | 1 /0 | 070  | Ŭ  | 0.001  | 0.0   |         | .000  |     |
| us Bus                        | From:   |                | hburg Expresswa                 | _      |      |         |      |      |      |    |        |       |         |   |     |
| 50 501 Kemper St              | City of Lynchburg                                     | 0.34           | 8900 G                          | 97%    | 0%   | 1%      | 1%   | 1%   | 0%   | F  | 0.096  | 0.    | 589 9   | 9400  | (   |
|                               | To:   | Can            | npbell Ave                      |        |      |         |      |      |      |    |        |       |         | AAWDT  23000  8800  10000  9900  9400  11000  19000  18000  13000  13000  17000  NA |     |
| us Bus                        | From:   |                | emper St                        |        |      |         |      |      |      |    |        |       |         |   |     |
| 60 (501) Campbell Ave         | City of Lynchburg                                     | 0.88 1         | 18000 G                         | 97%    | 0%   | 1%      | 1%   | 1%   | 0%   | С  | 0.092  | 0.6   | 529 1   | 23000 8800 10000 9900 9400 11000 19000 18000 13000 13000 13000 39000                | (   |
| Due Due                       | To:<br>Fron:  | May            | yflower Dr                      |        |      |         |      |      |      |    |        |       |         |   |     |
| us Bus<br>60 501 Campbell Ave | City of Lynchburg                                     | 0.48 1         | 17000 G                         | 97%    | 0%   | 1%      | 1%   | 1%   | 0%   | F  | 0.092  | 0.0   | 616 1   | 9000  | (   |
| 60 501 Campbell Ave           | City of Lynchburg                                     | 0.46           | 17000 G                         | 31 /6  | 0 /6 | 1 /0    | 1 /0 | 1 /0 | 0 /6 | '  | 0.032  | 0.0   | ) 10 1  | 8000  | ,   |
| us Bus                        | To:<br>From:  | Flo            | orida Ave                       |        |      |         |      |      |      |    |        |       |         |   |     |
| 60 501 Campbell Ave           | City of Lynchburg                                     | 0.14           | 20000 G                         | 97%    | 0%   | 1%      | 1%   | 1%   | 0%   | F  | 0.092  | 0.0   | 618 2   | 1000  | (   |
|                               | To:   | US 460, US 5   | 501 Richmond Hy                 | vy     |      |         |      |      |      |    |        |       |         |   |     |
| us                            | From:   | Bu             | s US 501                        |        |      |         |      |      |      |    |        |       |         |   |     |
| 60 501 Campbell Ave           | City of Lynchburg                                     | 0.15 1         | 12000 N                         | 97%    | 0%   | 1%      | 0%   | 2%   | 0%   | Ν  | 0.106  | 0.0   | 85 1    | 3000  | - 1 |
|                               | To:   | US 2           | 29, US 460                      |        |      |         |      |      |      |    |        |       |         |   |     |
|                               | From:   | SCL            | Lynchburg                       |        |      |         |      |      |      |    |        |       |         |   |     |
| 01 Campbell Ave               | City of Lynchburg                                     | 0.93 1         | 12000 G                         | 97%    | 0%   | 1%      | 0%   | 2%   | 0%   | F  | 0.106  | 0.6   | 85 1    | 3000  | (   |
| <del>\( \)</del>              | To:   | Ru             | s US 460                        |        |      |         |      |      |      |    |        |       |         |   |     |
| Bus                           | From:   |                |                                 |        |      |         |      |      |      |    |        |       |         |   |     |
| 01)(460)Campbell Ave          | City of Lynchburg                                     |                | 12000 N                         | 97%    | 0%   | 1%      | 0%   | 2%   | 0%   | Ν  | 0.106  | 0.6   | 85 1    | 3000  | - 1 |
| <i></i>                       | To:   |                | 60 Richmond Hw                  | уу     |      |         |      |      |      |    |        |       |         |   |     |
|                               | City of Lynchburg (Maint: 15)                         |                | 29, US 460<br><b>37000 A</b>    | 93%    | 0%   | <br>1%  | 1%   | 5%   | 0%   | С  | 0.105  | 0.5   | 521 º   | 2000  | ,   |
| 01 (460) (29) (29)            | City of Lynchburg (Maint. 15)                         | 1.91           | 57000 A                         | 93%    | 0%   | 1 70    | 1 70 | 5%   | 0%   | C  | 0.105  | 0.3   | ) S I S | 9000  | ′   |
| ~                             | To:<br>From:  |                | 60 Richmond Hw                  | -      |      |         |      |      |      |    |        |       |         |   | _   |
| 01 }                          | City of Lynchburg                                     |                | 16000 G                         | 97%    | 0%   | 1%      | 1%   | 1%   | 0%   | F  | 0.094  | 0.5   | 513 1   | 7000  | (   |
| ~                             | Combined Traffic Estimates for 2 Parallel Roadways on | this Route: 1  | 16000 G                         |        |      |         |      |      |      |    | 0.094  | F 0.6 | 606     | NA  |     |
|                               |   | SR 128 Mayflow |                                 | Atn Rd |      |         |      |      |      |    | 0.004  | 1 0.0 | ,,,,    |   |     |

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

|                                  |   |                     | or Lynchburg         |        |      |                 | Tru      | ok  |      |    | - K     | Dir   |       |    |
|----------------------------------|---|---------------------|----------------------|--------|------|-----------------|----------|---|------|----|---------|-------|-------|----|
| Route                            | Jurisdiction                                | Length              | AADT QA              | 4Tire  | Bus  |                 | _        | -   |      | QC | C       | )K    | AAWDT | QV |
|                                  | From:                                       | SR 128              | 8 Mayflower Dr       |        |      |                 | 017.0.00 |   |      |    | . 40101 |       |       |    |
| 501 (128) Candlers Mtn Rd        | City of Lynchburg                           | 0.43                | 40000 G              | 97%    | 0%   | 1%              | 1%       | 1%  | 0%   | F  | 0.080   | 0.513 | 43000 | G  |
|                                  | To:   | Bus US 29 L         | ynchburg Express     | sway   |      |                 |          |   |      |    |         |       |       |    |
| Bus                              | From:                                       |                     | Candlers Mtn Rd      |        |      |                 |          |   |      |    |         |       |       |    |
| 501 (29) Lynchburg Expressway    | City of Lynchburg                           | 0.33                | 39000 N              | 97%    | 0%   | 0%              | 1%       | 1%  | 0%   | Ν  | 0.096   | 0.538 | 40000 | N  |
| <del>\$\ \</del>                 | To:   | Bus U               | IS 29 Wards Rd       |        |      | _               |          |   |      |    |         |       |       |    |
| 501 Lynchburg Expressway         | City of Lynchburg                           |                     | 46000 G              | 97%    | 0%   | 1%              | 1%       | 1%  | 0%   | F  | 0.091   | 0.521 | 49000 | G  |
| <i></i>                          | Too   | Rus 460             | 0 Timberlake Rd      |        |      |                 |          |   |      |    |         |       |       |    |
| 501 Lynchburg Expressway Ext     | City of Lynchburg                           |                     | 45000 G              | 97%    | 0%   | 1%              | 1%       | 1%  | 0%   | F  | 0.092   | 0.532 | 48000 | G  |
| 301) =, =                        |   |                     |                      |        |      |                 | .,.      | . , .   |      | -  | ****    | ***** |       |    |
| Lynchhurg Evargeaugy             | City of Lynchburg                           |                     | aves Mill Rd         | 070/   | 0%   | 10/             | 10/      | 10/   | 00/  | г  | 0.000   | 0.505 | 27000 | G  |
| Lynchburg Expressway             | City of Lynchburg                           | 1.24                | 35000 G              | 97%    | 0%   | 1%              | 170      | 170   | 0%   | Г  | 0.069   | 0.525 | 37000 |    |
|                                  | To:<br>From:                                |                     | akeside Dr           |        |      |                 |          |   |      |    |         |       |       |    |
| 501 Lynchburg Expressway         | City of Lynchburg                           | 0.31                | 36000 G              | 97%    | 0%   | 1%              | 1%       | 1%  | 0%   | С  | 0.082   | 0.531 | 39000 | C  |
| <del>~</del>                     | To  | 118-604             | 44 Old Forest Rd     |        |      | $\neg$ $\vdash$ |          |   |      |    |         |       |       |    |
| 501 Lynchburg Expressway         | City of Lynchburg                           |                     | 14000 G              | 97%    | 0%   | 1%              | 1%       | 1%  | 0%   | F  | 0.082   | 0.531 | 15000 | G  |
|                                  | Total                                       | W:                  | andreadan D.J.       |        |      |                 |          |   |      |    |         |       |       |    |
| 501 Lynchburg Expressway         | City of Lynchburg                           |                     | iggington Rd 14000 G | 97%    | 0%   | 1%              | 10/      | 10/   | 00/  | Е  | 0.000   | 0.605 | 15000 | Ċ  |
| 501 Eyrichburg Expressway        | City of Lynchburg                           |                     | onsboro Rd           | 91 /0  | 0 /6 | 1 /0            | 1 /0     | 1 /0  | 0 /6 |    | 0.000   | 0.003 | 13000 |    |
|                                  | From:                                       |                     | ourg Expressway      |        |      |                 |          |   |      |    |         |       |       |    |
| 501 Boonsboro Rd                 | City of Lynchburg                           | 1.80                | 9200 G               | 96%    | 1%   | 1%              | 0%       | 2%  | 0%   | С  | 0.097   | 0.64  | 9800  | (  |
| 50.7)                            | Τα:   | WC                  | CL Lynchburg         |        |      |                 |          |   |      |    |         |       |       |    |
|                                  | From:                                       |                     | US 501               |        |      |                 |          |   |      |    |         |       |       |    |
| 501 (460) (29) (29)              | City of Lynchburg (Maint:                   |                     | 37000 A              | 93%    | 0%   | 1%              | 1%       | 5%  | 0%   | С  | 0.105   | 0.531 | 39000 | A  |
| 591 (460) (29) (29)              | To:   |                     | US 501 Campbell      |        |      | Ti.             | .,.      |   |      | _  |         |       |       | -  |
|                                  | From:                                       |                     | 460 Richmond H       |        |      |                 |          |   |      |    |         |       |       |    |
| <u>5</u> β1                      | City of Lynchburg                           | 0.32                | NA                   |        |      |                 |          |   |      |    | NA      |       | NA    |    |
| Con                              | nbined Traffic Estimates for Parallel Roadv | ways on this Route: | NA                   |        |      |                 |          |   |      |    | NA      |       | NA    |    |
|                                  | To:   | •                   | wer Dr; Candlers     | Mtn Rd |      |                 |          | FAXIE 1 Trail 2 Trail Factor Factor 1% 1% 0% F 0.080 0.513 430 1% 1% 0% N 0.096 0.538 400 1% 1% 0% F 0.091 0.521 490 1% 1% 0% F 0.092 0.532 480 1% 1% 0% F 0.089 0.525 370 1% 1% 0% F 0.082 0.531 390 1% 1% 0% F 0.082 0.531 150 1% 1% 0% F 0.088 0.605 150 0% 2% 0% C 0.097 0.64 980 1% 5% 0% C 0.105 0.531 390 NA |      |    |         |       |       |    |
| ~~                               | From:                                       |                     | Bus US 29            |        |      |                 |          |   |      |    |         |       |       |    |
| 501                              | City of Lynchburg                           | 0.35                | NA                   |        |      |                 |          |   |      |    | NA      |       | NA    |    |
| <del></del>                      | To:   | US 501 Lyr          | nchburg Expressw     | vay    |      |                 |          |   |      |    |         |       |       |    |
| Bus Bus                          | From:                                       |                     | US 460               |        |      |                 |          |   |      |    |         |       |       |    |
| 501 (460 Campbell Ave            | City of Lynchburg                           | 0.14                | 20000 G              | 97%    | 0%   | 1%              | 1%       | 1%  | 0%   | F  | 0.092   | 0.618 | 21000 | (  |
| <b>~</b> ~~                      | Tα  | F                   | florida Ave          |        |      |                 |          |   |      |    |         |       |       |    |
| Bus Bus                          | From:                                       |                     |                      | 070/   | 00/  | 101             | 10/      | 10/   | 00/  | _  | 0.000   | 0.040 | 10000 | _  |
| 501 (460) Campbell Ave           | City of Lynchburg                           | 0.48                | 17000 G              | 97%    | 0%   | 1%              | 1%       | 1%  | 0%   | F  | 0.092   | 0.616 | 18000 | (  |
| Pug Pug                          | To:<br>From:                                | Ma                  | ayflower Dr          |        |      |                 |          |   |      |    |         |       |       |    |
| Bus Bus<br>501 (460 Campbell Ave | City of Lynchburg                           | 0.88                | 18000 G              | 97%    | 0%   | 1%              | 1%       | 1%  | 0%   | C  | 0 002   | 0 620 | 19000 | (  |
| 501 (460) Campbell Ave           | Trail                                       |                     | Kemper St            | 31 /0  | U /0 |                 | 1 /0     | 1 /0  | 0 /0 | J  | 0.032   | 0.023 | 13000 |    |
| -                                | From  |                     | ampbell Ave          |        |      |                 |          |   |      |    |         |       |       |    |
| Rue Rue                          |   |                     |                      |        |      |                 |          |   |      |    |         |       |       |    |
| Bus Bus<br>501 (460 Kemper St    | City of Lynchburg                           | 0.34                | 8900 G               | 97%    | 0%   | 1%              | 1%       | 1%  | 0%   | F  | 0.096   | 0.589 | 9400  | G  |

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

| 5 .                                    |   |        |                           |       |       | _    |          | Tru    | uck    |        |    | K      | Dir Dir   |        | -014 |
|--|---|--------|---------------------------|-------|-------|------|----------|--------|--------|--------|----|--------|-----------|--------|------|
| Route                                  | Jurisdiction  | Length | AADT                      | QA    | 4Tire | Bus  | 2Axle    | 3+Axle | 1Trail | 2Trail | QC | Factor | QK Factor | AAWDT  | QW   |
| Bus Bus                                | From:   |        | US 221                    |       |       |      |          |        |        |        |    |        |           |        |      |
| 501 (221) (460 ) Kemper St             | City of Lynchburg   | 0.41   | 10000                     | G     | 96%   | 1%   | 1%       | 1%     | 1%     | 0%     | С  | 0.081  | 0.552     | 11000  | G    |
| P                                      | To:   | 110    | 12th St<br>6027: 118-6    | 021   |       |      |          |        |        |        |    |        |           |        |      |
| Bus Bus<br>501 (221) (460) 12th St     | City of Lynchburg   | 0.18   | 8900                      | G     | 96%   | 1%   | 1%       | 1%     | 1%     | 0%     | F  | 0.09   | 0.564     | 9400   | G    |
| 501)(221)(460) 12 50                   | and a substitution of the | 0.10   |                           |       | 0070  | 1 70 |          | 1 70   | . 70   | 070    | •  | 0.00   | 0.001     | 0.100  | ~    |
| Bus                                    | From:   |        | Fort Ave                  |       |       |      |          |        |        |        |    |        |           |        |      |
| Campbell Ave                           | City of Lynchburg   | 0.23   | 8600                      | G     | 98%   | 0%   | 1%       | 0%     | 0%     | 0%     | F  | 0.116  | 0.761     | 9200   | G    |
| ~                                      | To  |        | Park Ave                  |       |       |      | <u> </u> |        |        |        |    |        |           |        |      |
| Bus<br>501 Langhorne Rd                | City of Lynchburg   | 0.27   | 11000                     | G     | 98%   | 0%   | 1%       | 0%     | 0%     | 0%     | F  | 0.078  | 0.534     | 12000  | G    |
| Langhome Nu                            | Only of Lynchburg   |        |                           |       | 30 /6 | 0 76 | 1 /6     | 0 /6   | 0 /6   | 0 /6   | •  | 0.070  | 0.554     | 12000  |      |
| Bus                                    | To:<br>From:  | N      | Iemorial Av               | e     |       |      |          |        |        |        |    |        |           |        |      |
| 501 Langhorne Rd                       | City of Lynchburg   | 0.29   | 18000                     | G     | 98%   | 0%   | 1%       | 0%     | 0%     | 0%     | F  | 0.078  | 0.574     | 19000  | G    |
| ~                                      | To  |        | Murrell Rd                |       |       |      | <u> </u> |        |        |        |    |        |           |        |      |
| Bus                                    | From:   |        |                           | _     | 000/  | 00/  | 10/      | 00/    | 00/    | 00/    | _  | 0.000  | 0.000     | 1 4000 | _    |
| Langhorne Rd                           | City of Lynchburg   | 1.06   | 13000                     | G     | 98%   | 0%   | 1%       | 0%     | 0%     | 0%     | С  | 0.086  | 0.689     | 14000  | G    |
| Bus                                    | To:<br>From:  |        | Hill St                   |       |       |      |          |        |        |        |    |        |           |        |      |
| 501 (Langhorne Rd                      | City of Lynchburg   | 0.47   | 10000                     | G     | 98%   | 0%   | 1%       | 0%     | 0%     | 0%     | F  | 0.084  | 0.686     | 11000  | (    |
| 20.)                                   | To  |        | Cranehill Dr              |       |       |      |          |        |        |        |    |        |           |        |      |
| Bus                                    | From:   |        |                           |       |       |      |          |        |        |        | _  |        |           |        | _    |
| 501 Langhorne Rd                       | City of Lynchburg   | 1.37   | 8000                      | G     | 99%   | 0%   | 0%       | 0%     | 0%     | 0%     | С  | 0.086  | 0.612     | 8500   | G    |
| Bus                                    | From:   |        | ermont Terr<br>anghorne R |       |       |      |          |        |        |        |    |        |           |        | _    |
| 501 Rivermont Terrace                  | City of Lynchburg   | 0.25   | 5400                      | G     | 99%   | 0%   | 0%       | 0%     | 0%     | 0%     | F  | 0.09   | 0.582     | 5700   |      |
| 501)                                   | To:   |        | ivermont Av               | /e    |       |      |          |        |        |        |    |        |           |        |      |
| Bus                                    | From:   |        | ermont Terr               |       |       |      |          |        |        |        |    |        |           |        |      |
| Rivermont Ave                          | City of Lynchburg   | 0.44   | 15000                     | G     | 99%   | 0%   | 1%       | 0%     | 0%     | 0%     | F  | 0.093  | 0.577     | 16000  | (    |
| ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | To:<br>From:  |        | Link Rd                   |       |       |      | _        |        |        |        |    |        |           |        |      |
| Bus<br>501 Boonsboro Rd                | City of Lynchburg   | 0.76   | 14000                     | G     | 99%   | 0%   | 1%       | 0%     | 0%     | 0%     | F  | 0.089  | 0.589     | 14000  | (    |
| 501)2551155010 114                     | only or Lymonoung   |        |                           |       | 30 /0 | 0 /0 | 1 /0     | 0 /0   | 0 /0   | 0 /0   | •  | 5.000  | 0.000     | 1-1000 |      |
| Bus                                    | To:<br>From:  | Tr     | ents Ferry F              | Rd    |       |      |          |        |        |        |    |        |           |        |      |
| 501 Boonsboro Rd                       | City of Lynchburg   | 1.75   | 13000                     | G     | 99%   | 0%   | 1%       | 0%     | 0%     | 0%     | С  | 0.098  | 0.532     | 14000  | G    |
| <b>~</b>                               | То:   | Lynch  | burg Expres               | ssway |       |      |          |        |        |        |    |        |           |        |      |

|                         |        |             |          |       |        |          |                    | _         |      |    | 17          |    | D:            |       |    |           |
|-------------------------|--------|-------------|----------|-------|--------|----------|--------------------|-----------|------|----|-------------|----|---------------|-------|----|-----------|
| Route                   | Length | AADT        | QA       | 4Tire | Bus    |          | Tru<br>e 3+Axle    |           |      | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year      |
| City of Lynchburg       |        | From        |          |       |        |          | Dead End           |           |      |    |             |    |               |       |    |           |
| (F794) Top Ridge Rd     | 1.16   | 20          | R        |       |        |          | Dead End           |           |      |    | NA          |    |               | NA    |    | 08/22/200 |
| <u> </u>                |        | Te          |          |       |        | 15-83    | 7 Top Ridge        | Rd        |      |    |             |    |               |       |    |           |
| Prown Haven Lane        | 0.10   | From        | R        |       |        |          | Dead End           |           |      |    |             |    |               | NΙΛ   |    | 09/14/200 |
| Brown Haven Lane        | 0.12   | 10          | <u> </u> |       | 1      | 118-6033 | Brown Have         | n Lane    |      |    | NA          |    |               | NA    |    | 08/14/200 |
|                         |        | From        | 1        |       |        |          | Dead End           |           |      |    |             |    |               |       |    |           |
| (F906) Liberty Mt Dr    | 0.40   | 3100        | R        |       |        |          |                    |           |      |    | NA          |    |               | NA    |    | 08/22/200 |
| <u> </u>                |        | To          | 1        |       | 118-60 |          | o Fr US 460 I      | Byp Ent ' | To L |    |             |    |               |       |    |           |
| F907) Liberty Mt Dr     | 0.78   | 2500        | L<br>R   |       |        |          | Dead End           |           |      |    | NA          |    |               | NA    |    | 08/22/200 |
| F907 Liberty Mt Dr      | 0.70   | <b>2300</b> | <u> </u> |       |        | FR-90    | 6 Liberty Mt       | Dr        |      |    |             |    |               | 1471  |    | 00/22/200 |
|                         |        | From        | 1        |       |        | FR-90    | 7 Liberty Mt       | Dr        |      |    |             |    |               |       |    |           |
| F907 Ramp               | 0.06   | NA          |          |       |        |          |                    |           |      |    | NA          |    |               | NA    |    |           |
| <u> </u>                |        | To          | 1        |       |        |          | US 460             |           |      |    |             |    |               |       |    |           |
| F975) Chetnut Creek Dr  | 0.46   | 160         | Ľ<br>R   |       |        |          | Dead End           |           |      |    | NA          |    |               | NA    |    | 07/31/200 |
| F973) GIIGUIGU GIGGK BI | 0.10   | To          | Ċ        |       |        |          | Dead End           |           |      |    |             |    |               |       |    | 077017200 |
|                         |        | From        |          |       |        | Lon      | g Meadow D         | r         |      |    |             |    |               |       |    |           |
| 1 Pawnee Dr             | 0.86   | 380         | G        | 98%   | 1%     | 1%       |                    | 0%        | 0%   | F  | 0.125       |    | 0.593         | 410   | G  | 2015      |
|                         |        | From        | 1        |       |        |          | andusky Dr         |           |      |    |             |    |               |       |    |           |
| 2 9th St                | 0.18   | 1300        | G        | 98%   | 1%     | 1%       | Church St<br>0%    | 0%        | 0%   | С  | 0.133       |    | 0.536         | 1400  | G  | 2015      |
| 2) *** **               |        | To          |          |       | .,,    |          | efferson St        |           |      |    |             |    |               |       |    |           |
|                         |        | From        |          |       |        | De       | el Ray Circle      |           |      |    |             |    |               |       |    |           |
| 3 Alta Lane             | 0.85   | 2300        | G        | 99%   | 1%     | 0%       |                    | 0%        | 0%   | С  | 0.110       |    | 0.566         | 2400  | G  | 2015      |
|                         |        | From        | 1        |       |        |          | ards Ferry Rd      |           |      |    |             |    |               |       |    |           |
| 4 Del Ray Circle        | 0.16   | 2400        | G        | 99%   | 1%     | 0%       | eesville Rd<br>0%  | 0%        | 0%   | F  | 0.103       |    | 0.545         | 2600  | G  | 2015      |
|                         |        | To          |          |       |        |          | Alta lane          |           |      |    |             |    |               |       |    |           |
|                         |        | From        |          |       |        |          | Park Ave           |           |      |    |             |    |               |       |    |           |
| 5 8th St                | 0.59   | 1700        | G        | 96%   | 1%     | 3%       | 0%<br>Court St     | 0%        | 0%   | С  | 0.09        |    | 0.579         | 1800  | G  | 2015      |
|                         |        | From        | 1        |       |        | THE 501  | Rivermont 7        | Tarraca   |      |    |             |    |               |       |    |           |
| 6 Langhorne Rd          | 0.16   | 2100        | G        | 99%   | 0%     | 0%       |                    | 0%        | 0%   | F  | 0.093       |    | 0.789         | 2300  | G  | 2015      |
| <u> </u>                |        | To          |          |       |        |          | Villa Rd           |           |      |    |             |    |               |       |    |           |
| 6 Villa Rd              | 0.12   | 2000        | G        | 99%   | 0%     | 0%       | anghorne Rd<br>0%  | 0%        | 0%   | F  | 0.091       |    | 0.781         | 2100  | G  | 2015      |
| 0                       |        | To          |          |       |        |          | vermont Ave        |           |      |    |             |    |               |       |    |           |
|                         |        | From        |          |       |        |          | S 460 Fort A       |           |      |    |             |    |               |       |    |           |
| 7 Long Meadow Dr        | 0.73   | 1900        | G        | 97%   | 0%     | 1%       |                    | 1%        | 0%   | F  | 0.085       |    | 0.566         | 2000  | G  | 2015      |
|                         |        | From        | 1        |       |        |          | Pawnee Dr          |           |      |    |             |    |               |       |    |           |
| 8 Sussex St             | 0.79   | 2500        | G        | 97%   | 0%     | 1%       | rrymont Ave        | 1%        | 0%   | F  | 0.102       |    | 0.666         | 2700  | G  | 2015      |
| <u> </u>                |        | To          |          |       |        |          | anghorne Rd        |           |      |    |             |    |               |       |    |           |
| $\widehat{}$            |        | From        |          |       |        |          | o Liberty Un       |           |      |    |             |    |               |       |    |           |
| 9 University Blvd       | 0.42   | 12000       | G        | 93%   | 3%     | 4%       |                    | 0%        | 0%   | С  | 0.084       |    | 0.841         | 12000 | G  | 2015      |
|                         |        | From        |          |       |        |          | ers Mountain       |           |      |    |             |    |               |       |    |           |
| 10) Pleasant Valley Rd  | 0.52   | 650         | G        | 94%   | 1%     | 118-60   | 78 Concord 7<br>3% | 1%        | 0%   | F  | 0.118       |    | 0.514         | 690   | G  | 2015      |
| ., ,                    | -      | To          | -        |       |        |          | oan Boundary       |           | -    |    |             |    |               |       |    |           |
| (10) Pleasant Valley Rd | 0.13   | 650 From    | N        | 94%   | 1%     | 1%       |                    | 1%        | 0%   | N  | 0.118       |    | 0.514         | 690   | Ν  | 2015      |
|                         |        | To<br>From  |          |       |        | Functio  | nal Class Ch       | ange      |      |    |             |    |               |       |    |           |
| (10) Pleasant Valley Rd | 0.15   | 650         | N        | 94%   | 1%     | 1%       | 3%                 | 1%        | 0%   | N  | 0.118       |    | 0.514         | 690   | Ν  | 2015      |
| $\overline{}$           |        | To          | 1        |       |        | ECL L    | ynchburg; 15-      | -817      |      |    |             |    |               |       |    |           |

|   |                      |  |             |                   |                | City Oi  | Lynchbu  | 9                                    |      |             |                                  |     |              |                                |             |                              |
|---|----------------------|--|-------------|-------------------|----------------|--|--|--------------------------------------|------|-------------|----------------------------------|-----|--------------|--------------------------------|-------------|------------------------------|
| Route   | Length               | AADT   | QA          | 4Tire             | Bus            |  | Tru<br>3+Axle  |                                      |      | QC          | K<br>Factor                      | ΩK  | Dir<br>.ctor | AAWDT                          | QW          | Year                         |
| City of Lynchburg                                   |                      |  | r           |                   |                |  |  |                                      |      |             |                                  |     |              |                                |             |                              |
| ○ VE O D-I  | 0.00                 | From   | _           | 070/              | 40/            |  | US 501   | 00/                                  | 00/  |             |                                  | 0.1 |              | 0000                           | _           | 0045                         |
| 6001) V E S Rd                                      | 0.92                 | 2600 To:   | G           | 97%               | 1%             | 2%   | 0%   | 0%                                   | 0%   | С           | 0.108                            | 0.9 | 575          | 2800                           | G           | 2015                         |
|   |                      |  |             |                   |                |  | liams Rd   |                                      |      |             | _                                |     |              |                                |             |                              |
| Tuesda Farma Dal                                    | 4.00                 | From:  |             | 000/              | 40/            |  | nsboro Rd  | 00/                                  | 00/  |             |                                  | 0.  | 700          | 4000                           | _           | 0045                         |
| (6002) Trents Ferry Rd                              | 1.88                 | 1800<br>To:  | G           | 99%               | 1%             | 0%   | 0%   | 0%                                   | 0%   | С           | 0.106                            | 0.  | 703          | 1900                           | G           | 2015                         |
|   |                      |  |             |                   |                | Bedford  | County Li  | ne                                   |      |             |                                  |     |              |                                |             |                              |
| O 5.  |                      | From   |             |                   |                |  | Forest Rd  |                                      |      |             |                                  | _   |              |                                | _           |                              |
| 6003 Link Rd  | 0.78                 | 9400   | G           | 99%               | 0%             | 1%   | 0%   | 0%                                   | 0%   | F           | 0.085                            | 0.  | .61          | 10000                          | G           | 2015                         |
|   |                      | To:<br>From:   |             |                   |                |  | nehill Dr<br>nehill Rd   |                                      |      |             | +                                |     |              |                                |             |                              |
| 6003) Link Rd                                       | 1.32                 | 7200   | G           | 99%               | 0%             | 1%   | 0%   | 0%                                   | 0%   | С           | 0.085                            | 0 ! | 588          | 7700                           | G           | 2015                         |
| 6003) =   |                      | To:  | Ť           |                   | 0,0            |  | rmont Ave  | 0 70                                 | 0,0  |             |                                  | 0   |              |                                | <b>O</b> .  | _0.0                         |
|   |                      | From:  |             |                   |                |  |  |                                      |      |             | <u> </u>                         |     |              |                                |             |                              |
| Wiggington Rd                                       | 1.04                 | 4500   | G           | 99%               | 0%             | 0%   | Forest Rd<br>0%  | 0%                                   | 0%   | F           | 0.09                             | 0.0 | 642          | 4800                           | G           | 2015                         |
| Wiggington Rd                                       | 1.04                 | 4500   | G           | 33 /6             | 0 76           | 0 /6   | 0 76   | 0 76                                 | 0 /6 | '           | 0.03                             | 0.0 | 042          | 4000                           | ч           | 2013                         |
| $\overline{}$                                       |                      | From:  |             |                   |                |  | hburg Exp  |                                      |      |             |                                  |     |              |                                |             |                              |
| Wiggington Rd                                       | 0.76                 | 3800   | G           | 99%               | 0%             | 0%   | 0%   | 0%                                   | 0%   | С           | 0.107                            | 0.0 | 671          | 4100                           | G           | 2015                         |
| $\overline{}$                                       |                      | To:  |             |                   |                | Cha  | dwick Dr   |                                      |      |             | $\neg$ —                         |     |              |                                |             |                              |
| Wiggington Rd                                       | 1.82                 | 1700   | G           | 99%               | 0%             | 0%   | 0%   | 0%                                   | 0%   | F           | 0.115                            | 0.7 | 725          | 1800                           | G           | 2015                         |
|   |                      | To:  |             |                   |                | Hawk   | ins Mill Ro  | 1                                    |      |             |                                  |     |              |                                |             |                              |
|   |                      | From:  |             |                   |                | Wigg   | gington Rd   |                                      |      |             |                                  |     |              |                                |             |                              |
| 6004) Hawkins Mill Rd                               | 0.36                 | 1900   | G           | 99%               | 0%             | 0%   | 0%   | 0%                                   | 0%   | С           | 0.114                            | 0.9 | 537          | 2000                           | G           | 2015                         |
| $\overline{}$                                       |                      | To:  |             |                   |                |  | offee Rd   |                                      |      |             |                                  |     |              |                                |             |                              |
| O-" D-  | 0.00                 | From:  |             | 000/              | 00/            |  | ins Mill Ro  |                                      | 00/  |             |                                  | 0.1 | <b>-07</b>   | 0000                           | _           | 0045                         |
| Coffee Rd   | 0.89                 | 2200   | G           | 99%               | 0%             | 0%   | 0%   | 0%                                   | 0%   | F           | 0.105                            | 0.9 | 527          | 2300                           | G           | 2015                         |
|   |                      | From:  |             |                   |                | Walnu  | t Hollow R   | d                                    |      |             | $\Box$                           |     |              |                                |             |                              |
| Coffee Rd   | 0.33                 | 3600   | G           | 99%               | 0%             | 0%   | 0%   | 0%                                   | 0%   | F           | 0.109                            | 0.0 | 648          | 3800                           | G           | 2015                         |
| $\bigcirc$  |                      | To   |             |                   |                | US 501   | Boonsboro  | Rd                                   |      |             |                                  |     |              |                                |             |                              |
|   |                      | From:  |             |                   |                | US 460   | Bus Fort A   | ve                                   |      |             |                                  |     |              |                                |             |                              |
| Graves Mill Rd                                      | 0.60                 | 6500   | G           | 97%               | 0%             | 1%   | 1%   | 1%                                   | 0%   | F           | 0.111                            | 0.9 | 531          | 6900                           | G           | 2015                         |
| $\cup$  |                      | To   |             |                   |                | Ola  | Mill Rd  |                                      |      |             |                                  |     |              |                                |             |                              |
| Graves Mill Rd                                      | 0.66                 | 5300 From:   | G           | 97%               | 0%             | 1%   | 1%   | 1%                                   | 0%   | F           | 0.124                            | 0.  | .53          | 5600                           | G           | 2015                         |
| Graves Mill Rd                                      | 0.00                 | 3300   |             | 01 70             | 0 70           |  |  | 1 /0                                 | 0 70 |             | 0.124                            | 0.  | .00          | 0000                           | ď           | 2010                         |
| O MELLER L  | 0.07                 | From:  |             | 070/              | 20/            |  | onwide Dr  | 10/                                  | 201  |             |                                  |     |              | 2000                           | _           | 0015                         |
| 6009 Graves Mill Rd                                 | 0.27                 | 9300   | G           | 97%               | 0%             | 1%   | 1%   | 1%                                   | 0%   | F           | 0.116                            | 0.  | .68          | 9900                           | G           | 2015                         |
|   |                      | To:  |             |                   | US             | 501 Lync   | hburg Expi   | essway                               |      |             | $\neg$ —                         |     |              |                                |             |                              |
| 6009) Graves Mill Rd                                | 0.18                 | 26000  | G           | 97%               | 0%             | 1%   | 1%   | 1%                                   | 0%   | С           | 0.097                            | 0.  | .53          | 28000                          | G           | 2015                         |
|   |                      | To   |             |                   |                | Old Gr   | aves Mill F  | d                                    |      |             |                                  |     |              |                                |             |                              |
| Graves Mill Rd                                      | 1.04                 | 21000  | G           | 97%               | 0%             | 1%   | 1%   | 1%                                   | 0%   | F           | 0.100                            | 0 ! | 518          | 22000                          | G           | 2015                         |
| 5009) Gravos iviii ria                              | 1.01                 | To:  |             | 07.70             |                |  | chburg 09-   |                                      | 0 70 | •           |                                  | 0.0 | 0.0          | 22000                          | Ğ           | 2010                         |
|   |                      | From:  |             |                   |                |  |  |                                      |      |             | <u> </u>                         |     |              |                                |             |                              |
| 6012) Church St                                     |                      | 110111   |             |                   |                | P  |  |                                      |      |             | 1                                |     |              |                                |             | 0045                         |
| 6012 Church St                                      | 0.00                 | 4000   | _           | 060/              | 10/            | 20/  | earl St  | 10/                                  | 00/  |             | Λ 110                            |     |              | 4200                           | <u>_</u>    |                              |
|   | 0.23                 | 4000   | G           | 96%               | 1%             | 2%   | 0%   | 1%                                   | 0%   | С           | 0.118                            |     |              | 4300                           | G           | 2015                         |
| $\stackrel{\smile}{\sim}$                           |                      | To:<br>From:   | G           |                   | 1%             | 1  | 0%<br>2th St   |                                      | 0%   |             |                                  |     |              | 4300                           |             | 2015                         |
| 6012) Church St                                     | 0.23                 | To   | G<br>G      | 96%               | 1%             |  | 0%   | 1%                                   | 0%   | C<br>F      | 0.118                            |     |              | 7100                           | G<br>G      | 2015                         |
| 6012) Church St                                     |                      | To:<br>From:   |             |                   |                | 1%   | 0%<br>2th St<br>0%   |                                      |      |             |                                  |     |              |                                |             |                              |
| O Birrana and Arra                                  |                      | 6700 Too:  |             |                   |                | 1%   | 0%<br>2th St   |                                      |      |             |                                  | 0.9 | 571          |                                |             | 2015                         |
| O Birrana and Arra                                  | 0.47                 | To:<br>From:   | G           | 98%               | 1%             | 1%   | 0%<br>2th St<br>0%<br>5th St   | 1%                                   | 0%   | F           | 0.098                            | 0.9 | 571          | 7100                           | G           | 2015                         |
| Rivermont Ave                                       | 0.47                 | 6700 From: 6700 To: F | G<br>G      | 98%               | 1%             | 1% 1% Bedfor   | 0% 2th St 0% 5th St 0% d Ave E IN ont Ave E I  | 1%<br>1%<br>T                        | 0%   | F<br>C      | 0.098                            | 0.9 | 571          | 7100                           | G<br>G      | 2015                         |
| Rivermont Ave                                       | 0.47                 | 6700 Too:  | G           | 98%               | 1%             | 1% 1% Bedfor Riverm 2%                                       | 0% 2th St 0% 5th St 0% d Ave E IN ont Ave E I  | 1% 1% T int 2%                       | 0%   | F           | 0.098                            |     | 571<br>506   | 7100                           | G           | 2015                         |
| Rivermont Ave                                       | 0.47                 | 6700  Too From: 13000  To 4200   | G<br>G      | 98%               | 1%             | 1% 1% Bedfor Riverm 2% Rivermo                               | 0%  2th St 0%  5th St 0%  d Ave E IN 1%  ont Ave W   | 1% 1% T int 2% Int                   | 0%   | F<br>C      | 0.098                            |     |              | 7100                           | G<br>G      | 2015                         |
| Rivermont Ave  Bedford Ave                          | 0.47                 | 6700  Too From: 13000  To From: 4200  To From: 6700  | G<br>G      | 98%<br>98%<br>95% | 1%             | 1% 1% Bedfor Riverm 2% Rivermo Bedfor                        | 2th St 0% 5th St 0% d Ave E IN ont Ave E I 1% ont Ave W d Ave W In   | 1%  1%  T int 2%  Int t              | 0%   | F<br>C      | 0.098                            | 0.8 | 506          | 7100<br>14000<br>4500          | G<br>G<br>G | 2015<br>2015<br>2015         |
| Rivermont Ave  Bedford Ave                          | 0.47                 | 13000 From: 4200 From: 15000   | G<br>G      | 98%               | 1%             | 1%  1%  Bedfor Riverme 2% Riverme Bedfor 2%                  | 0%  2th St 0%  5th St 0%  d Ave E IN ont Ave E 1% ont Ave W In 1%  | 1%  1%  T  (int) 2%  IInt  1t  2%    | 0%   | F<br>C      | 0.098                            | 0.8 |              | 7100                           | G<br>G      | 2015<br>2015<br>2015         |
| Rivermont Ave  Bedford Ave                          | 0.47                 | 6700  Too From: 13000  To From: 4200  To From: 6700  | G<br>G      | 98%<br>98%<br>95% | 1%             | 1%  1%  Bedfor Riverme 2% Riverme Bedfor 2%                  | 2th St 0% 5th St 0% d Ave E IN ont Ave E I 1% ont Ave W d Ave W In   | 1%  1%  T  (int) 2%  IInt  1t  2%    | 0%   | F<br>C      | 0.098                            | 0.8 | 506          | 7100<br>14000<br>4500          | G<br>G<br>G | 2015<br>2015<br>2015         |
| Rivermont Ave  6012 Bedford Ave  6012 Rivermont Ave | 0.47<br>0.90<br>0.96 | 13000 To From: 14200 To From: 15000 To From: 15000 To From: 15000  | G<br>G      | 98%<br>98%<br>95% | 1%             | 1% Bedfor Riverm 2% Rivermo Bedfor 2% Rivermo Bedfor         | 2th St 0% 5th St 0% d Ave E IN 1% at Ave W to Av | 1%  1%  Trint 2%  Int 2%  e  nt      | 0%   | F<br>C<br>C | 0.098<br>0.094<br>0.092<br>0.099 | 0.9 | 506<br>512   | 7100<br>14000<br>4500<br>16000 | G<br>G<br>G | 2015<br>2015<br>2015<br>2015 |
| Riverment Ave  Bedford Ave  Riverment Ave           | 0.47                 | 13000 To   | G<br>G      | 98%<br>98%<br>95% | 1%             | 1% Bedfor Riverm 2% Rivermo Bedfor 2% Rivermo                | 2th St 0% 5th St 0% d Ave E IN 1% and Ave W In 1% hont Terrac  | 1%  1%  Trint 2%  Int 2% e           | 0%   | F<br>C      | 0.098                            | 0.9 | 506          | 7100<br>14000<br>4500          | G<br>G<br>G | 2015<br>2015<br>2015<br>2015 |
| Riverment Ave  Bedford Ave  Riverment Ave           | 0.47<br>0.90<br>0.96 | 13000 To From: 14200 To From: 15000 To From: 15000 To From: 15000  | G<br>G<br>G | 98%<br>98%<br>95% | 1%<br>1%<br>1% | 1% Bedfor Riverm 2% Riverme Bedfor 2% Riverm                 | 2th St 0% 5th St 0% d Ave E IN 1% at Ave W to Av | 1%  1%  Trint 2%  Int 1t 2% e  nt 2% | 0%   | F<br>C<br>C | 0.098<br>0.094<br>0.092<br>0.099 | 0.9 | 506<br>512   | 7100<br>14000<br>4500<br>16000 | G<br>G<br>G | 2015<br>2015<br>2015<br>2015 |
| Riverment Ave  Bedford Ave  Riverment Ave           | 0.47<br>0.90<br>0.96 | 13000 15000 15000 15000 15000 15000 15000 15000  | G<br>G<br>G | 98%<br>98%<br>95% | 1%<br>1%<br>1% | 1% Bedfor Riverm 2% Riverm Bedfor 2% Riverm Bedfor 2% Bedfor | 2th St 0%  5th St 0% d Ave E IN ont Ave E 1% ont Ave W In 1% d Ave W In 1%   | 1%  1%  Trint 2%  Int 1t 2% e  nt 2% | 0%   | F<br>C<br>C | 0.098<br>0.094<br>0.092<br>0.099 | 0.9 | 506<br>512   | 7100<br>14000<br>4500<br>16000 | G<br>G<br>G |                              |
| Rivermont Ave  6012 Bedford Ave  6012 Rivermont Ave | 0.47<br>0.90<br>0.96 | 13000 To From: 4200 To From: 15000 To From: 15000 To From: 15000 To T  | G<br>G<br>G | 98%<br>98%<br>95% | 1%<br>1%<br>1% | 1% Bedfor Riverm 2% Riverm Bedfor 2% Riverm Bedfor 2% Bedfor | 2th St 0%  2th St 0%  5th St 0%  d Ave E IN ont Ave E 1% ont Ave W d Ave W In 1% and Terrac d Ave W In 1% cd Ave E Ir  | 1%  1%  Trint 2%  Int 1t 2% e  nt 2% | 0%   | F<br>C<br>C | 0.098<br>0.094<br>0.092<br>0.099 | 0.9 | 506<br>512   | 7100<br>14000<br>4500<br>16000 | G<br>G<br>G | 2015<br>2015<br>2015<br>2015 |

|        |   |  |       |              | City of    | Lynchbi                                  | urg                |   |                                  |                                  |                                |               |             |                    |  |
|--------|---|--|-------|--------------|------------|--|--------------------|---|----------------------------------|----------------------------------|--------------------------------|---------------|-------------|--------------------|--|
| Length | AADT  | QA   | 4Tire | Bus          |            |  |                    |   | QC                               | K<br>Factor                      | QK                             | Dir<br>Factor | AAWDT       | QW                 | Year   |
|        | From  |  |       |              | н          | olline St                                |                    |   |                                  |                                  |                                |               |             |                    |  |
| 0.40   | 4600 <sub>To</sub>  | G  | 95%   | 1%           | 2%         | 1%                                       | 2%                 | 0%  | F                                | 0.088                            |                                | 0.558         | 4900        | G                  | 2015   |
|        | From:   |  |       |              | Lal        | keside Dr                                |                    |   |                                  |                                  |                                |               |             |                    |  |
| 0.37   | 9500<br>To:   | G  | 95%   | 1%           | 2%<br>Lan  | 1%<br>ghorne Rd                          | 2%                 | 0%  | F                                | 0.089                            |                                | 0.717         | 10000       | G                  | 2015   |
| 0.80   | 8400  | G  | 97%   | 0%           |            |  | 0%                 | 0%  | F                                | 0.083                            |                                | 0.518         | 8900        | G                  | 2015   |
|        | To:   |  |       |              | (          | Clay St                                  |                    |   |                                  |                                  |                                |               |             |                    |  |
| 0.25   | 7100  | G  | 97%   | 0%           |            |  | 0%                 | 0%  | F                                | 0.094                            |                                | 0.612         | 7500        | G                  | 2015   |
|        | From  |  |       |              |            | 5Th St                                   |                    |   |                                  |                                  |                                |               |             |                    |  |
| 0.33   | 4600  | G  | 97%   | 0%           | 2%         | 0%                                       | 0%                 | 0%  | F                                | 0.107                            |                                | 0.671         | 4900        | G                  | 2015   |
| 0.30   | 3800 From:  | G  | 97%   | 0%           | 2%         | 0%                                       | 0%                 | 0%  | F                                | 0.122                            |                                | 0.758         | 4100        | G                  | 2015   |
|        | To  |  |       |              | N          | Main St                                  |                    |   |                                  |                                  |                                |               |             |                    |  |
| 0.43   | 5700  | G  | 97%   | 0%           | Wads<br>2% | sworth Ave                               | 0%                 | 0%  | F                                | 0.088                            | _                              | 0.577         | 6100        | G                  | 2015   |
| •      | From:   |  | 0=-   | <b>6</b> - 1 |            |  | 60.                |   | _                                |                                  |                                | 0 = 0 =       |             |                    | 66/-   |
| 0.28   | 5300  | G  | 97%   | 0%           |            |  | 0%                 | 0%  | F                                | 0.081                            |                                | 0.502         | 5700        | G                  | 2015   |
| 0.36   | 3700 From:  | G  | 97%   | 0%           | 2%         | 0%                                       | 0%                 | 0%  | F                                | 0.094                            |                                | 0.559         | 3900        | G                  | 2015   |
|        | To  |  |       |              |            |  |                    |   |                                  |                                  |                                |               |             |                    |  |
| 0.41   | 13000   | G  | 97%   | 0%           | Oa<br>2%   | kley Ave<br>0%                           | 0%                 | 0%  | F                                | 0.091                            |                                | 0.687         | 14000       | G                  | 2015   |
| 0.34   | 5600  | G  | 97%   | 0%           | 2%         | urrell Rd<br>0%                          | 0%                 | 0%  | С                                | 0.093                            |                                | 0.543         | 6000        | G                  | 2015   |
|        | To:<br>From:  |  |       |              |            |  |                    |   |                                  |                                  |                                |               |             | _                  |  |
| 0.36   | 7400<br>To:   | G  | 97%   | 1%           |            |  | 0%                 | 0%  | F                                | 0.083                            |                                | 0.5           | 7900        | G                  | 2015   |
|        | From  |  |       |              | C          |  |                    |   |                                  |                                  |                                |               |             |                    |  |
| 0.35   | 12000 To:   | G  | 97%   | 0%           |            | 0%                                       |                    | 0%  | F                                | 0.079                            |                                | 0.55          | 13000       | G                  | 2015   |
|        | From  | l  |       |              |            |  | 211131             |   |                                  |                                  |                                |               |             |                    |  |
| 0.25   | 2300  | G  | 97%   | 1%           | 2%         | 0%                                       | 0%                 | 0%  | F                                | 0.094                            |                                | 0.629         | 2500        | G                  | 2015   |
|        | To  |  |       |              |            |  |                    |   |                                  |                                  |                                |               |             |                    |  |
| 0.28   | <b>7800</b>   | G  | 97%   | 1%           | 2%         | thburg Exp<br>0%                         | 0%                 | 0%  | F                                | 0.083                            |                                | 0.712         | 8200        | G                  | 2015   |
| 0.55   | From:   | G  | 97%   | 1%           |            |  | 0%                 | 0%  | F                                | 0.097                            |                                |               | 7100        | G                  | 2015   |
|        | To  |  |       |              |            |  |                    |   |                                  |                                  |                                |               |             |                    |  |
|        | From  |  |       |              |            |  |                    |   |                                  |                                  |                                |               |             |                    |  |
| 1.28   | 4300 To   | G  | 97%   | 1%           | 2%         | 0%                                       | 0%                 | 0%  | С                                | 0.098                            |                                | 0.627         | 4600        | G                  | 2015   |
| 0.88   | 3200 From   | G  | 97%   | 1%           | 2%         | igusta St<br>0%                          | 0%                 | 0%  | F                                | 0.104                            |                                | 0.663         | 3400        | G                  | 2015   |
|        | To  |  |       |              | N          | Main St                                  |                    |   |                                  |                                  |                                |               |             |                    |  |
| 0.58   | 1100  | G  | 98%   | 0%           | Flo<br>1%  | orida Ave                                | 0%                 | 0%  | С                                | 0.107                            |                                | 0.581         | 1200        | G                  | 2015   |
|        | To  |  |       |              | ECL        |  | 3                  |   |                                  |                                  |                                |               |             |                    |  |
|        | From  |  |       |              |            |  |                    |   |                                  |                                  |                                |               |             |                    |  |
| 1.09   | 3800  | G  | 99%   | 0%           | 0%         | 0%                                       | 0%                 | 0%  | С                                | 0.099                            |                                | 0.553         | 4100        | G                  | 2015   |
| n 74   | From:   | G  | 99%   |              |            |  |                    | 0%  | F                                | 0.086                            |                                | 0.542         | 15000       | G                  | 2015   |
| 0.17   | To  |  | 0070  |              |            |  |                    | <b>5</b> / <b>0</b>   | •                                | 0.000                            |                                | 3.0-L         |             | <u> </u>           |  |
|        | 0.40 0.37 0.80 0.25 0.33 0.30 0.43 0.28 0.36 0.41 0.34 0.36 0.35 0.25 0.28 0.55 1.28 0.88 | 0.40 4600 To  0.37 9500 To  0.80 8400  0.25 7100 To  0.33 4600  0.30 3800 To  0.43 5700  0.28 5300  0.36 3700 To  From  0.41 13000 To  70  0.34 5600  0.36 7400 To  70  0.35 12000 To  70  0.25 2300 To  70  0.28 7800  0.28 7800  0.28 7800  0.28 7800  0.28 7800  0.29 700  0.29 700  0.20 700  0.20 700  0.21 700  0.22 700  0.23 700  0.24 700  0.25 700  0.26 700  0.27 700  0.28 7800  0.28 7800  0.29 700  0.29 700  0.20 | 0.40  | 0.40         | 0.40       | Length   AADT   QA   4Tire   Bus   2Axie | Length   AADT   QA | Length   AADT   QA   4Tire   Bus     Call   Call | Length   AADT   QA   4Tire   Bus | Length   AADT   QA   4Tire   Bus | Length AADT   QA   4Tire   Bus | Length AADT   | Length AADT | Length   AADT   QA | Carrier   Carr |

| The file   The property   The prop   |                             |        |            |          |       |       | City of Lyi | icriburg  |      |    |                       |         |              |          |      |
|--|-----------------------------|--------|------------|----------|-------|-------|-------------|-----------|------|----|-----------------------|---------|--------------|----------|------|
| Standblum   Stan   | Route                       | Length | AADT       | QA       | 4Tire | Bus   |             |           |      | QC |                       | ΩK      | AAWDT        | QW       | Year |
| Clay St   0.50   2100   G   95%   0%   3%   1%   1%   0%   0%   C   0.1   0.595   2200   G   2015  | City of Lynchburg           |        |            |          |       |       |             | ~         |      |    |                       |         |              |          |      |
| 12Th St  | Clay Ct                     | 0.50   |            | ᠸ        | OE9/  | 00/   |             |           | 00/  | -  |                       | 0.505   | 2200         | 0        | 2015 |
| Care   Standard   Care   Standard   Care     | 6036) Clay St               | 0.50   | 2100       | G        | 95%   | 0%    | 3% 1        | % 1%      | 0%   | C  | 0.1                   | 0.595   | 2200         | G        | 2015 |
| Final Ask   Fina   | <u> </u>                    |        | From       |          |       |       |             |           |      |    |                       |         | -            |          |      |
| Stadium Dr   0.38   6000   6   98%   19%   19%   19%   09%   07%   | <sub>6036</sub> ) Grace St  | 0.88   | 3700       | G        | 98%   | 1%    |             |           | 0%   | С  | 0.103                 | 0.668   | 3900         | G        | 2015 |
| Stadum Dr 0.38 6000 G 98% 17% 19% 17% 19% 0% 0% F 0.103 0.585 6300 G 2015    Carnoll Ave   | <u> </u>                    |        | To         |          |       |       | Florida     | Ave       |      |    |                       |         |              |          |      |
|  | $\widehat{}$                |        |            |          |       |       |             |           |      |    |                       |         |              |          |      |
| First No.   Firs   | 6037) Stadium Dr            | 0.38   | 6000       | G        | 98%   | 1%    | 1% 1        | % 0%      | 0%   | F  | <u>0.</u> 103         | 0.585   | 6300         | G        | 2015 |
| Company   Comp   | $\overline{}$               |        | To         |          |       |       | Carroll     | Ave       |      |    |                       |         |              |          |      |
| Solution Dr  | $\widehat{}$                |        |            |          |       |       |             |           |      |    |                       |         |              |          |      |
| Substant Dr  | Wythe St                    | 0.27   |            | G        | 95%   | 2%    | 1% 1        | % 1%      | 0%   | С  | 0.105                 | 0.524   | 9400         | G        | 2015 |
| Canabal James St   | $\overline{}$               |        | To         |          |       |       | Stadiun     | n Dr      |      |    |                       |         |              |          |      |
| Carnel Arc   Car   | _                           |        | Fron       |          |       |       | Stadiun     | n Dr      |      |    |                       |         |              |          |      |
| Cranehill Dr   | <sub>6040</sub> James St    | 0.22   | 3400       | G        | 96%   | 2%    | 1% 1        | % 1%      | 0%   | С  | 0.100                 | 0.541   | 3600         | G        | 2015 |
| Cranehill Dr   | $\overline{}$               |        | To         |          |       |       | Carroll     | Ave       |      |    |                       |         |              |          |      |
| Link Rd  |                             |        | From       |          |       |       | Langhori    | ne Rd     |      |    |                       |         |              |          |      |
| Link Rd  | G042) Cranehill Dr          | 1.04   | 1800       | G        | 98%   | 1%    | 1% C        | 0%        | 0%   | С  | 0.117                 | 0.742   | 2000         | G        | 2015 |
| Content   Cont   | $\mathcal{L}$               |        | To         |          |       |       | Link l      | Rd        |      |    |                       |         |              |          |      |
| Columb   C   |                             |        | From       |          |       |       | US 501 NW F | xpresswav |      |    |                       |         |              |          |      |
| Forrest Brook Rd   | 6044) Old Forest Rd         | 0.94   | 20000      | G        | 98%   |       |             |           | 0%   | F  | 0.086                 | 0.509   | 22000        | G        | 2015 |
| Columb   C   |                             |        | т.         | _        |       |       |             |           |      |    | _                     |         |              |          |      |
| Link Rd   1/2   16000   G   98%   1%   1%   0%   0%   0%   F   0.092   0.530   17000   G   2011  | Old Forget Pd               | 0.45   | Prom       | _        | 000/  | 10/   |             |           | 00/  |    | 0.094                 | 0.515   | 24000        | C        | 201  |
| Old Forest Rd  | 6044) Old Forest Nu         | 0.45   | 22000      |          | 90%   | 1 70  | 176 C       | 176 076   | 0%   | C  | 0.064                 | 0.515   | 24000        | G        | 2013 |
| Care      |                             |        | From       |          |       |       |             |           |      |    |                       |         |              |          |      |
| Composition      | Old Forest Rd               | 0.21   | 16000      | G        | 98%   | 1%    | 1% 0        | 0%        | 0%   | F  | 0.092                 | 0.530   | 17000        | G        | 2015 |
| Composition      | <u> </u>                    |        | Te         |          |       |       | Linkhorn    | ne Dr     |      |    | $\neg$ $\blacksquare$ |         |              |          |      |
| Content   Cont   | Old Forest Rd               | 1.61   | 8300       | G        | 98%   | 1%    |             |           | 0%   | F  | 0.093                 | 0.569   | 8900         | G        | 2015 |
| Greenwood Dr 0.38 3100 G 97% 1% 2% 0% 0% 0% C 0.103 0.710 3300 G 2018    Company   Com |                             |        | To         |          |       |       | Lakesid     | e Dr      |      |    |                       |         |              |          |      |
| Composition      |                             |        | From       |          |       |       | Oakdal      | - Dr      |      |    |                       |         |              |          |      |
| Perrymont Ave   Perrymont Av   | Greenwood Dr                | 0.38   | 3100       | G        | 97%   | 1%    |             |           | 0%   | С  | 0.103                 | 0.710   | 3300         | G        | 2015 |
| Normal Dr  | 0043)                       |        |            |          |       |       |             |           |      |    |                       |         |              |          |      |
| Composition      | Thomas Dr                   | 0.71   | From       | ᄂ        | 070/  | 10/   |             |           | 00/  |    | 0.005                 | 0.000   | 4500         |          | 004  |
| Sandusky Dr      | 6045) Thomas Dr             | 0.71   | 4300       | G        | 9/%   | 170   | 2% C        | 1% 0%     | 0%   | Г  | 0.095                 | 0.028   | 4500         | G        | 2015 |
| Total   Coakley Ave   Coakle   |                             |        | From       |          |       |       | Langhorn    | e Lane    |      |    |                       |         |              |          |      |
| Sandusky Dr   0.77   3200   G   97%   1%   2%   0%   0%   0%   C   0.102   0.658   3400   G   2015   | 6045) Richmond Rd           | 0.35   | 3900       | G        | 97%   | 1%    |             |           | 0%   | С  | 0.115                 | 0.513   | 4100         | G        | 2015 |
| 6046 Sandusky Dr 0.77 3200 G 97% 1% 20% 0% 0% 0% 0 0 0 0 0.508 3400 G 2015    Pawnee Dr  | <u> </u>                    |        | To         |          |       |       | Oakley      | Ave       |      |    |                       |         |              |          |      |
| Pawnec Dr  |                             |        | From       |          |       |       | Greenwo     |           |      |    |                       |         |              |          |      |
| Sandusky Dr   0.49   4800   G   97%   2%   1%   0%   0%   0%   0%   C   0.095   0.501   5100   G   2015  | <sub>6046</sub> Sandusky Dr | 0.77   | 3200       | G        | 97%   | 1%    | 2%          | 0%        | 0%   | С  | 0.102                 | 0.658   | 3400         | G        | 2015 |
| Sandusky Dr   0.49   4800   G   97%   2%   1%   0%   0%   0%   0%   C   0.095   0.501   5100   G   2015  |                             |        | To         |          |       |       | Pawnee      | Dr        |      |    |                       |         |              |          |      |
| Form   US 29 Bus Fort Ave      | Sandusky Dr                 | 0.49   | 4800       | G        | 97%   | 2%    |             |           | 0%   | С  | 0.095                 | 0.501   | 5100         | G        | 2015 |
| Perrymont Ave   0.84   3800   G   98%   1%   1%   0%   0%   0%   C   0.094   0.508   4100   G   2015   | 00-10)                      |        | To         | Ť        | / -   | - / • |             |           |      |    |                       | 3.001   |              | -        |      |
| Perrymont Ave   0.84   3800   G   98%   1%   1%   0%   0%   0%   0 %   C   0.094   0.508   4100   G   2015   |                             |        | From       |          |       |       |             |           |      |    | i                     |         |              |          |      |
| To   | Perrymont Ave               | U 84   |            | <u>۔</u> | 98%   | 10/-  |             |           | Nº/- |    | 0 004                 | n 50º   | <i>4</i> 100 | G        | 2015 |
| Campbell Ave   O.41   10000   G. 98%   O%   O%   O%   O%   O%   O%   F. 0.086   O.63   O.63   O.63   O.64   O.65   | bu48) i cirymont Ave        | 0.04   | To         |          | JU /0 | 1 /0  |             |           | 0 /0 |    | 0.094                 | 0.500   | 7100         | u        | 2013 |
| Odd Fellows Rd  O.60  Odd Fellows Rd  O.67  Odd Fellows Rd  O.68  Odd Fellows Rd  O.68  Odd Fellows Rd  O.68  Odd Fellows Rd  O.63  Odd Fellows Rd  O.63  Odd Fellows Rd  Odd Fellows Rd  O.63  Odd Fellows Rd  Odd Fellows Rd  O.63  Odd Fellows Rd  Odd Fellows  |                             |        | pn.        |          |       |       |             |           |      |    |                       |         |              |          |      |
| Mayflower Dr   Mayf   | Odd Follows Dd              | 0.60   |            | ᠸ        | 000/  | 20/   |             |           | 00/  |    | 0.000                 | 0.507   | 9900         | <u></u>  | 2017 |
| Odd Fellows Rd  0.67  1400  G 82% 2% 4% 4% 8% 0% C 0.119 0.632 1400 G 2019    Dead End   | 6050) Odd Fellows Rd        | 0.60   | 1000       | G        | 02%   | ∠7⁄o  | 470 4<br>   | · /o      | U%   |    | 0.093                 | 0.597   | 6300         | G        | 2013 |
| Dead End    |                             |        | From       |          |       |       |             |           |      |    |                       |         |              |          |      |
| Campbell Ave 0.33 10000 G 98% 0% 1% 0% 0% 0% C 0.085 0.568 11000 G 2015    To  | Odd Fellows Rd              | 0.67   |            | G        | 82%   | 2%    |             |           | 0%   | С  | 0.119                 | 0.632   | 1400         | G        | 2015 |
| Campbell Ave 0.33 10000 G 98% 0% 1% 0% 0% 0% C 0.085 0.568 11000 G 2015    Campbell Ave   0.41   10000 G 98% 0% 1% 0% 0% 0% F 0.086   0.63   11000 G 2015   To   | $\overline{}$               |        | To         |          |       |       | Dead I      | End       |      |    |                       |         |              |          |      |
| Campbell Ave 0.33 10000 G 98% 0% 1% 0% 0% 0% C 0.085 0.568 11000 G 2015    Campbell Ave  |                             |        | From       |          |       |       | 12Th        | St        |      |    |                       |         |              |          |      |
| Campbell Ave 0.41 10000 G 98% 0% 1% 0% 0% 0% F 0.086 0.63 11000 G 2015    To   | Campbell Ave                | 0.33   | 10000      | G        | 98%   | 0%    |             |           | 0%   | С  | 0.085                 | 0.568   | 11000        | G        | 2015 |
| Campbell Ave 0.41 10000 G 98% 0% 1% 0% 0% 0% F 0.086 0.63 11000 G 2015    To   | $\smile$                    |        | To         |          |       |       | 17Th        | St        |      |    |                       |         |              |          |      |
| From Bus US 460 Fort Ave    From Bus US 460 Fort Ave   | Campbell Ave                | 0 41   | From       | G        | 98%   | 0%    |             |           | 0%   | F  | 0.086                 | 0.63    | 11000        | G        | 2015 |
| Bus US 460 Fort Ave    Bus US 460 Fort Ave   | 0002) 04                    | JT1    |            | Ĕ        | 0070  | 5 /0  |             |           | 0 /0 |    | 0.500                 | 0.00    | . 1000       | <b>J</b> | _010 |
| G054 Fenwick Dr 0.23 <b>3500 G</b> 99% 0% 0% 0% 0% 0% F 0.104 0.511 3700 G 2015  |                             |        | r.         |          |       |       |             |           |      |    | $\dashv$              |         |              |          |      |
|  | Familiak Dr                 | 0.00   |            | ᠆        | 000/  | 00/   |             |           | 00/  |    | 0 104                 | O E 1 1 | 2700         | <u></u>  | 2017 |
|  | 6054) FEIIWICK Dr           | 0.23   | 3500<br>To |          | 33%   | ∪%    |             |           | 0%   | Г  | 0.104                 | 0.511   | 3700         | G        | 2015 |

|  |        |            |          |             |      | ,                   | ynonbai             | м         |      |          |             |                 |         |             |      |
|--|--------|------------|----------|-------------|------|---------------------|---------------------|-----------|------|----------|-------------|-----------------|---------|-------------|------|
| Route                                    | Length | AADT       | QA       | 4Tire       | Bus  | 2Axle 3             |                     |           |      | QC       | K<br>Factor | QK Dir<br>Facto | r AAWDT | QW          | Year |
| City of Lynchburg                        |        | From       |          |             |      |                     |                     |           |      |          |             |                 |         |             |      |
| 6054) Sheffield Dr                       | 0.73   | 3200       | G        | 99%         | 0%   |                     | ick Dr<br>0%        | 0%        | 0%   | С        | 0.126       | 0.501           | 3400    | G           | 2015 |
| 6054) GHOMOIG 21                         | 0.70   | To         | Ť        | 0070        | 0 70 |                     | Wards Rd            |           | 070  | <u> </u> |             | 0.001           | 0.100   | ŭ           | 2010 |
|  |        | From       | 1        |             |      | WCL Ly              | ynchburg            |           |      |          |             |                 |         |             |      |
| 6056) Greenview Dr                       | 1.29   | 19000      | G        | 98%         | 0%   |                     | 0%                  | 0%        | 0%   | С        | 0.086       | 0.515           | 20000   | G           | 2015 |
|  |        | To         |          |             |      | Leesv               | ille Rd             |           |      |          |             |                 |         |             |      |
|  |        | From       |          |             |      |                     | nchburg             |           |      |          |             |                 |         |             |      |
| 6066 Leesville Rd                        | 1.14   | 8000       | G        | 98%         | 1%   | 1%                  | 0%                  | 0%        | 0%   | F        | 0.095       | 0.514           | 8500    | G           | 2015 |
| <u> </u>                                 |        | To<br>From |          |             |      | Nort                |                     |           |      |          |             |                 |         |             |      |
| 6066 Leesville Rd                        | 1.15   | 7700       | G        | 98%         | 1%   |                     |                     | 0%        | 0%   | С        | 0.1         | 0.572           | 8200    | G           | 2015 |
|  |        |            | 1        |             |      |                     | lake Rd             |           |      |          |             |                 |         |             |      |
| 6070) Wards Ferry Rd                     | 1.29   | 11000      | G        | 99%         | 0%   | CBusUS 460<br>0%    | Logans L<br>0%      | ane<br>0% | 0%   | F        | 0.092       | 0.540           | 12000   | G           | 2015 |
| Wards Ferry Rd                           | 1.23   | 11000      |          | 33 /6       | 0 /6 |                     |                     | 0 76      | 0 /6 |          | 0.032       | 0.540           | 12000   | u           | 2013 |
| 6070) Wards Ferry Rd                     | 1.06   | 10000      | G        | 99%         | 0%   |                     | ard St<br>0%        | 0%        | 0%   | С        | 0.097       | 0.521           | 11000   | G           | 2015 |
| Wards Ferry Rd                           | 1.00   | To         |          | JJ /0       | 0 /0 |                     | Wards Rd            | J /0      | U /0 |          | 0.097       | 0.521           | 11000   | u           | 2013 |
|  |        | From       | -        |             |      |                     | Ferry Rd            |           |      |          | i           |                 |         |             |      |
| 6071) Harvard St                         | 0.08   | 190        | G        | 97%         | 0%   |                     | 1%                  | 1%        | 0%   | F        | 0.109       | 0.667           | 200     | G           | 2015 |
|  |        | To         | :        |             |      | College             | Park Dr             |           |      |          |             |                 |         |             |      |
|  |        | From       |          |             |      | Timber              | lake Rd             |           |      |          |             |                 |         |             |      |
| Old Graves Mill Rd                       | 1.70   | 10000      | G        | 97%         | 0%   | 1%                  | 1%                  | 1%        | 0%   | С        | 0.099       | 0.682           | 11000   | G           | 2015 |
|  |        | To         | 1        |             |      | Graves              | Mill Rd             |           |      |          |             |                 |         |             |      |
| 6073) McConville Rd                      |        | From       | <u> </u> |             |      |                     | Mill Rd             |           |      |          |             |                 |         |             |      |
|  | 1.80   | 5000       | G        | 99%         | 0%   |                     | 0%                  | 0%        | 0%   | С        | 0.113       | 0.504           | 1 5300  | G           | 2015 |
|  |        | From       |          |             |      |                     | lale Dr<br>wille Rd |           |      |          |             |                 |         |             |      |
| 6073) Wyndale Dr                         | 0.24   | 4500       | G        | 99%         | 1%   | 0%                  | 0%                  | 0%        | 0%   | С        | 0.108       | 0.591           | 4800    | G           | 2015 |
| <u> </u>                                 |        | To         | 1        |             |      | Lakes               | ide Dr              |           |      |          |             |                 |         |             |      |
| $\sim$                                   |        | From       |          |             |      |                     | k Rd                |           |      |          |             |                 |         |             |      |
| 6074 Evergreen Rd                        | 0.33   | 2200       | G        | 99%         | 0%   |                     |                     | 0%        | 0%   | F        | 0.091       | 0.68            | 2300    | G           | 2015 |
| <u> </u>                                 |        | From       |          |             |      |                     | Hill Rd<br>reen Rd  |           |      |          |             |                 |         |             |      |
| 6074) Indian Hill Rd                     | 0.98   | 1900       | G        | 99%         | 0%   |                     |                     | 0%        | 0%   | F        | 0.105       | 0.684           | 2000    | G           | 2015 |
|  |        | To         |          |             |      | Burnt Bı            | ridge Rd            |           |      |          |             |                 |         |             |      |
| Durnt Bridge Dd                          | 0.07   | From       | <u> </u> | 000/        | 00/  |                     | Hill Rd             | 00/       | 00/  |          | 0.100       | 0.000           | 1000    | G<br>G<br>G | 2015 |
| 6074 Burnt Bridge Rd                     | 0.97   | 1700       | G        | 99%         | 0%   | 0%<br>Bus US 501. I |                     | 0%        | 0%   | С        | 0.100       | 0.602           | 2 1800  | G           | 2015 |
|  |        | From       | 1        |             | E    |                     |                     | ) Ku      |      |          | <u> </u>    |                 |         |             |      |
| 6075) Langhorne Lane                     | 0.34   | 2100       | G        | 99%         | 0%   | 0%                  | ond St<br>0%        | 0%        | 0%   | С        | 0.092       | 0.532           | 2 2200  | G           | 2015 |
| 00737 ================================== |        |            |          |             |      | Eldo                |                     |           |      | <u> </u> |             |                 |         |             |      |
| O =                                      |        | From       |          |             |      | Langhor             | rne Lane            |           |      |          | _           |                 |         |             |      |
| <sub>6075</sub> Eldon St                 | 0.07   | 2300       | G        | 99%         | 0%   |                     |                     | 0%        | 0%   | F        | 0.100       | 0.603           | 3 2400  | G           | 2015 |
|  |        | To         |          |             |      |                     | rial Ave            |           |      |          |             |                 |         |             |      |
| 6076) Linkhorne Rd                       | 0.59   | 5600       | G        | 99%         | 0%   |                     | orest Rd            | 0%        | 09/  | F        | 0.096       | 0.503           | ) F000  | G           | 2015 |
| Linkhorne Rd                             | 0.59   | To         | <u> </u> | <b>99</b> % | U%   |                     | 0%<br>hill Dr       | U-70      | 0%   | <u> </u> | 0.096       | 0.503           | 3 5900  | G           | 2015 |
|  |        | From       | 1        |             |      |                     | h St                |           |      |          | _           |                 |         |             |      |
| <sub>6077</sub> Jefferson St             | 0.41   | 580        | G        | 99%         | 0%   |                     |                     | 0%        | 0%   | F        | 0.128       | 0.651           | 620     | G           | 2015 |
| <u></u>                                  |        | To         | Ĺ        |             |      |                     | rd Tpke             |           |      |          |             |                 |         |             |      |
|  |        | From       | 1        |             |      |                     | in St               |           |      |          | Ī           |                 |         |             |      |
| 6078) Washington St                      | 0.11   | 1800       | G        | 91%         | 0%   |                     | 2%                  | 5%        | 0%   | F        | 0.104       | 0.616           | 2000    | G           | 2015 |
|  |        | To         | _        |             |      |                     | rson St             |           |      |          | <u> </u>    |                 |         |             |      |
| 6078) Concord Tpke                       | 1.66   | 1600       | G        | 91%         | 0%   |                     | 2%                  | 5%        | 0%   | F        | 0.096       | 0.639           | 1700    | G           | 2015 |
|  |        | То         |          |             |      |                     |                     |           |      |          |             |                 |         |             |      |
|  |        |            |          |             |      |                     | vell R4             |           |      |          |             |                 |         |             |      |
| 6078) Concord Tpke                       | 1.07   | 1600       | G        | 91%         | 0%   |                     | vell Rd<br>2%       | 5%        | 0%   | С        | 0.104       | 0.647           | 7 1700  | G           | 2015 |

| Route             | Length | AADT               | QA       | 4Tire | Bus         | 2Axle 3+Axle           |      |      | QC | K<br>Factor | QK    | Dir<br>Factor | AAWDT  | QW | Year |
|-------------------|--------|--------------------|----------|-------|-------------|------------------------|------|------|----|-------------|-------|---------------|--------|----|------|
| City of Lynchburg |        | From               |          |       |             |                        |      |      |    | 1           |       |               |        |    |      |
| 6080) Court St    | 0.50   | 1500               | G        | 91%   | 0%          | 12Th St<br>2% 2%       | 5%   | 0%   | F  | 0.12        |       | 0.521         | 1600   | G  | 2015 |
|                   |        | To                 |          |       |             | 5Th St                 |      |      |    |             |       |               |        |    |      |
| <u> </u>          |        | From               |          |       |             | Lakeside Dr            |      |      |    |             |       |               |        | _  |      |
| Forest Brook Rd   | 0.92   | 4900 <sub>To</sub> | G        | 97%   | 1%          | 1% 1%<br>Old Forest Rd | 1%   | 0%   | С  | 0.107       |       | 0.597         | 5300   | G  | 2015 |
|                   |        | From               | !<br>-   |       |             | Old Forest Rd          |      |      |    |             |       |               |        |    |      |
| Hill St           | 0.58   | 5900               | G        | 99%   | 0%          | 0% 0%                  | 0%   | 0%   | F  | 0.093       |       | 0.673         | 6300   | G  | 2015 |
| 5002)             |        | То                 |          |       |             | Langhorne Rd           |      |      |    |             |       |               |        |    |      |
|                   |        | From               |          |       |             | Fort Ave               |      |      |    |             |       |               |        |    |      |
| Edgewood Ave      | 0.73   | 2100 To            | G        | 99%   | 0%          | 0% 0%                  | 0%   | 0%   | С  | 0.095       |       | 0.509         | 2300   | G  | 2015 |
|                   |        | From               | 1        |       |             | Wards Rd               |      |      |    |             |       |               |        |    |      |
| 4th St            |        | 100                | G        |       |             | Wise St                |      |      |    | 0.155       |       |               | 110    | G  | 2015 |
|                   |        | То                 |          |       |             | Monroe St              |      |      |    |             |       |               | 5300 G |    |      |
|                   |        | From               |          |       |             | York St                |      |      |    |             |       |               |        |    |      |
| Caroline St       |        | 670                | G        |       |             |                        |      |      |    | 0.11        |       | 0.645         | 720    | G  | 2015 |
|                   |        | То                 |          |       |             | Chambers St            |      |      |    |             |       |               |        |    |      |
| Chambers St       |        | From               | <u> </u> |       |             | Caroline St            |      |      |    | 0.103       |       | 0.560         | 1000   | G  | 2015 |
| Chambers St       |        | 960<br>To          | G        |       |             | 2Nd St                 |      |      |    | 0.103       |       | 0.569         | 1000   | G  | 2010 |
|                   |        | From               |          |       |             | Morningside Di         | •    |      |    |             |       |               |        |    |      |
| Clayton Ave       |        | 500                | G        |       |             | B                      |      |      |    | 0.117       |       | 0.617         | 530    | G  | 2015 |
|                   |        | То                 |          |       |             | Spottswood Pl          |      |      |    |             |       |               |        |    |      |
|                   |        | From               |          |       |             | Berkley Pl             |      |      |    |             |       | 0.505         |        |    |      |
| Danridge Dr       |        | 1300 To            | G        |       |             | Considerate Do         |      |      |    | 0.088       |       | 0.535         | 1400   | G  | 2015 |
|                   |        | From               |          |       |             | Craigmont Dr           |      |      |    |             |       |               |        |    |      |
| Enterprise Dr     |        | 15000              | G        |       |             | 15-1520                |      |      |    | 0.1         | 0.593 | 0.593         | 16000  | G  | 2015 |
| ·<br>             |        | To                 |          |       |             | Bedford County L       | ine  |      |    |             |       |               |        |    |      |
|                   |        | From               |          |       |             | Maryland Ave           |      |      |    |             |       |               |        |    |      |
| Fairview Ave      |        | 290                | G        |       |             |                        |      |      |    | 0.13        |       | 0.513         | 310    | G  | 2015 |
|                   |        | 10                 |          |       |             | Mackel St              |      |      |    |             |       |               |        |    |      |
| Fleetwood Dr      |        | From <b>1200</b>   | G        |       |             | Ridgeway Dr            |      |      |    | 0.100       |       | 0.627         | 1300   | G  | 2015 |
| i icciwodd Di     |        | To                 | Ĕ        |       |             | Hillwood Dr            |      |      |    |             |       | 0.027         |        | G  | 2010 |
|                   |        | From               |          |       |             | Campbell Ave           |      |      |    |             |       |               |        |    |      |
| Georgia Ave       |        | 230                | G        |       |             |                        |      |      |    | 0.101       |       | 0.539         | 250    | G  | 2015 |
|                   |        | То                 |          |       |             | Nevada Ave             |      |      |    |             |       |               |        |    |      |
| 0 0               |        | From               |          |       |             | Glen Oak Lane          |      |      |    | 0.140       |       | 0.505         | 000    | _  | 0015 |
| Gorman Dr         |        | 300 To             | G        |       |             | Northwood Cir          |      |      |    | 0.143       | 0.    | 0.505         | 320    | G  | 2015 |
|                   |        | From               |          |       |             | Montgomery Ro          |      |      |    |             |       |               |        |    |      |
| Hawthorne Rd      |        | 150                | G        |       |             | Wontgomery Ro          | 1    |      |    | 0.151       |       | 0.75          | 150    | G  | 2015 |
|                   |        | To                 |          |       |             | Woodcrest Dr           |      |      |    |             |       |               |        |    |      |
|                   |        | From               |          |       |             | Rhonda Dr              |      |      |    |             |       |               |        |    |      |
| Hayes Dr          |        | 130<br>To          | G        |       |             |                        |      |      |    | 0.134       |       | 0.619         | 140    | G  | 2015 |
|                   |        |                    |          |       |             | Crawford Dr            |      |      |    |             |       |               |        |    |      |
| John Scott Dr     |        | 470                | G        | 97%   | 2%          | Old Trents Ferry       | 1%   | 0%   | С  | 0.111       |       | 0.558         | 500    | 6  | 2015 |
| John Jook Di      |        | 470<br>To          | <u> </u> | J1 /0 | <b>∠</b> /0 | Dead End               | 1 /0 | J /0 |    |             |       | 0.000         | 520    | u  | 2010 |
|                   |        | From               |          |       |             | Mosby Ave              |      |      |    |             |       |               |        |    |      |
| Leyburn Ave       |        | 230                | G        |       |             |                        |      |      |    | 0.128       |       | 0.734         | 240    | G  | 2015 |
|                   |        | То                 |          |       |             | Sackett St             |      |      |    |             |       |               |        |    |      |
|                   |        | From               | L        |       |             | Bell Tavern Rd         |      |      |    |             |       |               |        | _  |      |
| Locksview Dr      |        | 860<br>To          | G        |       |             | <b>XY XY</b>           | 1.   |      |    | 0.103       |       | 0.528         | 910    | G  | 2015 |
|                   |        | 10                 | 1        |       |             | Norvell House C        | I    |      |    |             |       |               |        |    |      |

|                   |        |            |    |       |     | Oity of Lynchburg            |    |             |         |               |       |    |      |
|-------------------|--------|------------|----|-------|-----|------------------------------|----|-------------|---------|---------------|-------|----|------|
| Route             | Length | AADT       | QA | 4Tire | Bus | Truck<br>2Axle 3+Axle 1Trail | QC | K<br>Factor | QK      | Dir<br>Factor | AAWDT | QW | Year |
| ity of Lynchburg  |        |            |    |       |     |                              |    |             |         |               |       |    |      |
|                   |        | From       |    |       |     | Craig St                     |    |             |         |               |       |    |      |
| Maryland Ave      |        | 260        | G  |       |     |                              |    | 0.118       |         | 0.622         | 280   | G  | 2015 |
|                   |        | To         |    |       |     | Fairview Ave                 |    |             |         |               |       |    |      |
|                   |        | From:      |    |       |     | Clarke St                    |    |             |         |               |       |    |      |
| McKinney Ave      |        | 270        | G  |       |     |                              |    | 0.130       |         | 0.589         | 290   | G  | 2015 |
|                   |        | To         |    |       |     | Dodd St                      |    |             |         |               |       |    |      |
| 5                 |        | From       |    |       |     | Burnt Bridge Rd              |    |             |         |               |       | _  |      |
| Mimosa Dr         |        | 780        | G  |       |     |                              |    | 0.099       |         | 0.555         | 830   | G  | 2015 |
|                   |        |            |    |       |     | Woodcrest Dr                 |    |             |         |               |       |    |      |
| Manufacultal Du   |        | From:      |    |       |     | McGuffey Lane                |    |             |         | 0.700         | 500   | _  | 004  |
| Morningside Dr    |        | 490<br>To: | G  |       |     | T                            |    | 0.227       |         | 0.726         | 520   | G  | 2015 |
|                   |        |            |    |       |     | Eastwood Lane                |    |             |         |               |       |    |      |
| <b>14</b> O.      |        | From:      |    |       |     | Westview Dr                  |    |             |         |               | 000   | _  | 004  |
| Myrtle St         |        | 560 To:    | G  |       |     |                              |    | 0.127       |         |               | 600   | G  | 2015 |
|                   |        |            |    |       |     | Toledo Ave                   |    |             |         |               |       |    |      |
| New Hampshire Ave |        | From:      | _  |       |     | Oakridge Blvd                |    |             |         | 0.507         | 000   | _  | 201  |
|                   |        | 350 To:    | G  |       |     | Tremont St                   |    | 0.109       |         | 0.507         | 380   | G  |      |
|                   |        |            |    |       |     |                              |    |             |         |               |       |    |      |
| Outsud Ot         |        | From:      | _  |       |     | McKinney Ave                 |    | 0.101       |         | 0.015         | 070   | _  | 004  |
| Oxford St         |        | 340 To:    | G  |       |     | D - 4-1:66- A                |    | 0.101       |         | 0.615         | 370   | G  | 2015 |
|                   |        |            |    |       |     | Radcliffe Ave                |    |             |         |               |       |    |      |
| Davis Ct          |        | From:      | _  |       |     | Hillcrest Rd                 |    | 0.100       |         | 0.000         | 0000  | _  | 004  |
| Page St           |        | 2800 To:   | G  |       |     | 2Nd St                       |    | 0.106       | 7.106 C | 0.829         | 2900  | G  | 2015 |
|                   |        |            |    |       |     |                              |    | <u> </u>    |         |               |       |    |      |
| Dhada laland Ava  |        | From       | _  |       |     | Tremont St                   |    | 0.140       |         | 0.000         | 150   | _  | 004  |
| Rhode Island Ave  |        | 150        | G  |       |     | Fout Avia                    |    | 0.143       |         | 0.698         | 150   | G  | 2015 |
|                   |        |            |    |       |     | Fort Ave                     |    | <u> </u>    |         |               |       |    |      |
| Sanhill Dr        |        | From:      | G  |       |     | Rhonda Dr                    |    | 0.157       |         | 0.629         | 500   | G  | 2015 |
| Saiiiiii Dí       |        | 470        | G  |       |     | Anasha Lana                  |    | 0.157       |         | 0.029         | 500   | G  | 2015 |
|                   |        | -          |    |       |     | Apache Lane                  |    |             |         |               |       |    |      |
| Texas Ave         |        | From:      | G  |       |     | Campbell Ave                 |    | 0.135       |         | 0.579         | 320   | _  | 2015 |
| TEXAS AVE         |        | 300 To:    | G  |       |     | Nevada Ave                   |    | 0.135       |         | 0.579         | 320   | G  |      |
|                   |        | From:      |    |       |     |                              |    |             |         |               |       |    |      |
| Warren Ave        |        |            |    |       |     | Wingfield Ave                |    | 0.120       |         | 0.636         | 190   | G  | 2015 |
| vvallell Ave      |        | 180        | G  |       |     | Domer Avia                   |    | 0.120       |         | 0.030         | 190   | G  | 2015 |
|                   |        | 10.        |    |       |     | Perry Ave                    |    |             |         |               |       |    |      |