2018

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

where available

Special Locality Report 118

City of Lynchburg

Information in this report is included in Report

15

(Campbell County)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

| North 81 | Interstate Route | Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined. |
|-------------|------------------|--|
| 29 | US Route | |
| | | |

- Frontage Road (F precedes frontage route number)
- (600) Secondary Route

Special Routes

| Bus | Bus - Business Route |
|------------|---------------------------|
| 29 | Bypas - Bypass Route |
| \bigcirc | Truck - Truck Route |
| ALT | ALT - Alternate Route |
| (220) | Wye - Wye Route connector |
| (220) | ,, |

Virginia State Route

- 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 | | | K | | Dir | | |
|--|-------------------------------|------------------------------------|-------------|--------|------|-----------------|--------|-------------|--------|----|--------|----|--------|-------|----------|
| Route | Jurisdiction | Length AAD | T QA | 4Tire | Bus | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Factor | QK | Factor | AAWDT | QW |
| | From: | SCL Lync | | 000/ | 00/ | 40/ | 40/ | F 0/ | 00/ | _ | 0.404 | F | 0.004 | F4000 | _ |
| (29) (460) (29) | City of Lynchburg (Maint: 15) | 1.38 5200 | | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.101 | ۲ | 0.661 | 54000 | G |
| (20) (20) | City of Lynchburg (Maint: 15) | Candler Mot 0.49 390 0 | | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.098 | F | 0.609 | 41000 | G |
| (29) (460) (29) | Tal | US 50 | | 30 70 | 0 70 | | 1 /0 | 070 | 070 | | 0.000 | | 0.000 | 41000 | <u> </u> |
| (29)(460)(29)(501) | City of Lynchburg (Maint: 15) | 1.91 390 0 | | 93% | 0% | 1% | 1% | 5% | 0% | С | 0.105 | Α | 0.531 | 40000 | G |
| 25 (400) (25) (601) | To: | US 501 Cam | pbell Ave | | | | | | | | | | | | |
| (29) (460) Richmond Hwy | City of Lynchburg (Maint: 15) | Functional Cla 2.14 3800 | | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.090 | F | 0.526 | 39000 | G |
| (29) (460) Richmond Hwy | Tree | US 2 | | 30 /0 | 0 70 | | 1 /0 | 370 | 0 70 | ' | 0.000 | • | 0.520 | 33000 | а |
| \sim | From: | SCL Lync | | 000/ | 40/ | 10/ | 40/ | 00/ | 00/ | _ | 0.000 | _ | 0.544 | 17000 | _ |
| 29 | City of Lynchburg (Maint: 15) | 0.33 1800 NCL Lyno | | 90% | 1% | 1% | 1% | 8% | 0% | F | 0.092 | F | 0.511 | 17000 | G |
| | From: | SCL Lync | | | | + | | | | | | | | | |
| (29) (460) (29) | City of Lynchburg (Maint: 15) | 1.38 5200 | | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.101 | F | 0.661 | 54000 | G |
| | Tot | Candler Mou | ıntain Rd | | | | | | | | | | | | |
| (29) (460) (29) | City of Lynchburg (Maint: 15) | 0.49 3900 | | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.098 | F | 0.609 | 41000 | G |
| | To- From: | US 50 | 01 | | | \neg \vdash | | | | | | | | | |
| (29) (460) (29) (501) | City of Lynchburg (Maint: 15) | 1.91 3900 | | 93% | 0% | 1% | 1% | 5% | 0% | С | 0.105 | Α | 0.531 | 40000 | G |
| +++++++++++++++++++++++++++++++++++++ | To: | Bus US 501; US 50 | | Ave | | | | | | | | | | | |
| Bus (29) Wards Rd | City of Lynchburg | SCL Lynd 1.64 410 0 | | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.078 | F | 0.513 | 43000 | G |
| 29) Walds Hu | To: | US 501 Lynchburg Ex | | | 0 76 | 1 /0 | 0 /6 | 1 /0 | 0 /6 | ' | 0.070 | • | 0.515 | 43000 | а |
| Bus | From: | SR 163 Wa | ards Rd | | | | | | 221 | | | _ | | | |
| 29 501 Lynchburg Expressway | City of Lynchburg | 0.33 4500 | 00 N | 97% | 0% | 1% | 0% | 1% | 0% | N | 0.096 | F | 0.538 | 46000 | N |
| Bus | To: From: | US 501, SR 128 Cand | ilers Mount | ain Rd | | | | | | | | | | | |
| 29 Lynchburg Expressway | City of Lynchburg | 1.33 450 0 | 00 G | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.096 | F | 0.538 | 46000 | G |
| Bus | To: From: | Odd Fello | ws Rd | | | | | | | | | | | | |
| 29 Lynchburg Expressway | City of Lynchburg | 1.46 420 0 | 00 G | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.094 | F | 0.538 | 44000 | G |
| \bigcirc | To. From | Kemper | Street | | | \neg \vdash | | | | | | | | | |
| Bus (29) Lynchburg Expressway | City of Lynchburg | 1.02 3900 | | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.092 | F | 0.526 | 40000 | G |
| 23) -, | To- | Main S | | | | | | | * / * | | | | | | |
| Bus Lynchburg Evergesway | From: | | | 070/ | 00/ | 10/ | 00/ | 10/ | 00/ | F | 0.005 | F | 0.670 | 22000 | |
| 29 Lynchburg Expressway | City of Lynchburg | 0.22 3100 Amherst Cor | | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.085 | г | 0.678 | 32000 | G |
| | From | SR 163 Wa | | | | | | | | | | | | | |
| 128 Candler Mt Rd | City of Lynchburg | 0.26 1600 | | 90% | 2% | 2% | 2% | 5% | 0% | F | 0.092 | F | 0.544 | 17000 | G |
| \smile | Tor | Bus US 29, US 501 I | | Expwy | | \Box | | | | | | | | | |
| 128 501 Candlers Mtn Rd | City of Lynchburg | 0.43 3400 | | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.080 | F | 0.513 | 37000 | G |
| 128 501 Candlers Mtn Hd | Tre | RT 50 | | 0070 | 0 /0 | | . /0 | _ /0 | 3 /0 | • | 0.000 | • | 0.010 | 3,000 | G |

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

| | | | | | | ruck | | | K | | Dir | | |
|--------------------|--------------------|--|--------|-------|------------|-------------|------|----|--------|----|--------|--------|----|
| Route | Jurisdiction | Length AADT QA | 4Tire | Bus | 2Axle 3+Ax | | | QC | Factor | QK | Factor | AAWDT | Q۱ |
| Marifarran Du | From: | US 501 Candlers Mt Rd | 000/ | 00/ | 00/ 00/ | F 0/ | 00/ | | 0.000 | F | 0.000 | 7000 | |
| 128 Mayflower Dr | City of Lynchburg | 1.30 7000 G | 90% | 2% | 2% 2% | 5% | 0% | С | 0.092 | Г | 0.639 | 7600 | G |
| Mouflower Dr | City of Lynchburg | Odd Fellows Rd | 94% | 1% | 2% 2% | 1% | 0% | С | 0.102 | F | 0.650 | 2500 | G |
| 128 Mayflower Dr | City of Lynchburg | 1.48 2300 G Bus US 501 Campbell Ave | 94 % | 1 70 | | 170 | 0% | C | 0.102 | Г | 0.659 | 2500 | |
| | From: | Bus US 29, US 501 Lynchburg Expre | eeway. | | | | | | | | | | |
| 163)Wards Rd | City of Lynchburg | 0.44 15000 G | | 0% | 1% 0% | 0% | 0% | F | 0.081 | F | 0.558 | 16000 | (|
| | To: | SR 128 Candler Mtn Rd | | | | | | | | | | | |
| 163)Wards Rd | City of Lynchburg | 0.42 24000 G | 98% | 0% | 1% 0% | 0% | 0% | F | 0.081 | F | 0.504 | 26000 | (|
| \smile | To: | Bus US 460 Fort Avenue | | | | | | | | | | | |
| Bus | From: | Wards Rd | 000/ | 00/ | 10/ 00/ | 00/ | 00/ | _ | 0.000 | _ | 0.500 | 0.4000 | , |
| 163 (460) Fort Ave | City of Lynchburg | 1.19 22000 G Memorial Ave | 98% | 0% | 1% 0% | 0% | 0% | С | 0.083 | F | 0.536 | 24000 | (|
| | From: | Fort Ave | | | | | | | | | | | |
| 163 Memorial Ave | City of Lynchburg | 0.60 9600 G | 99% | 0% | 1% 0% | 0% | 0% | С | 0.079 | F | 0.643 | 10000 | (|
| \smile | To: | Oakley Ave | | | | | | | | | | | |
| 163) Memorial Ave | City of Lynchburg | | 99% | 0% | 1% 0% | 0% | 0% | F | 0.082 | F | 0.505 | 11000 | (|
| | Tov | Park Ave | | | | | | | | | | | |
| 163) Memorial Ave | City of Lynchburg | 0.33 9000 G | 99% | 0% | 1% 0% | 0% | 0% | F | 0.085 | F | 0.536 | 9800 | (|
| | | Langhorne Rd | | | | | | | | | | | |
| 163)5th St | City of Lynchburg | | 99% | 0% | 1% 0% | 0% | 0% | F | 0.084 | F | 0.531 | 14000 | (|
| 100) | To | | | | | | | | | | | | |
| 163)5th St | City of Lynchburg | Pollard St 0.26 13000 G | 99% | 0% | 1% 0% | 0% | 0% | F | 0.089 | F | 0.57 | 14000 | (|
| 163 5 6 7 6 7 | T | | 0070 | 0 / 0 | 170 070 | 070 | 070 | • | 0.000 | • | 0.07 | 14000 | |
| 163)5th St | City of Lynchburg | Pierce St 0.27 12000 G | 98% | 0% | 0% 0% | 1% | 0% | F | 0.09 | F | 0.569 | 13000 | |
| 163/311/31 | City of Lynchburg | | 30 /6 | 0 /6 | <u> </u> | 1 /0 | 0 /6 | ' | 0.03 | ' | 0.503 | 13000 | |
| Eth St | City of Lynchburg | Park Ave 0.38 12000 G | 98% | 0% | 1% 0% | 0% | 0% | С | 0.085 | F | 0.546 | 13000 | |
| 163 5th St | City of Lyrichburg | | 90% | 076 | 176 076 | 0% | 0% | C | 0.065 | Г | 0.546 | 13000 | (|
| | To: From: | Clay St | 000/ | 00/ | | 401 | 201 | | 0.000 | _ | 0.000 | 45000 | |
| 163)5th St | City of Lynchburg | 0.57 14000 G Amherst County Line | 98% | 0% | 0% 0% | 1% | 0% | С | 0.093 | F | 0.632 | 15000 | (|
| | Econo | | | | | | | | | | | | |
| 221 Lakeside Dr | City of Lynchburg | WCL Lynchburg 0.53 28000 G | 99% | 0% | 0% 0% | 1% | 0% | С | 0.091 | F | 0.56 | 30000 | (|
| 221 Lakeside Di | To: | Lynchburg Expressway | 33 /6 | 0 /6 | 078 078 | 1 /0 | 0 /6 | O | 0.031 | ' | 0.50 | 30000 | |
| | From: | US 501 Lynchburg Expressway | 7 | | | | | | | | | | |
| 221 Lakeside Dr | City of Lynchburg | 0.94 16000 G | 99% | 0% | 0% 0% | 1% | 0% | F | 0.086 | F | 0.576 | 17000 | (|
| ~ | To | Forest Brook Rd | | | | | | | | | | | |
| 221 Lakeside Dr | City of Lynchburg | | 99% | 0% | 0% 0% | 1% | 0% | F | 0.088 | F | 0.572 | 15000 | (|
| <i></i> | Та | Old Forest Rd | | | | | | | | | | | |
| 221 Lakeside Dr | City of Lynchburg | | 99% | 0% | 0% 0% | 1% | 0% | F | 0.087 | F | 0.586 | 18000 | (|
| 221) | To: | Oakley Ave | | | | . , • | | - | | - | | | |

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

| | | | | | | | Tru | ıck | | | K | | Dir | | |
|---------------------------|-------------------------------|---------------------------------------|------------|-------|------|-----------------|--------|--------|--------|----|--------|----|--------|-------|----|
| Route | Jurisdiction | Length AAD | ΓQA | 4Tire | Bus | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Factor | QK | Factor | AAWDT | Q۱ |
| ~~~ | From: | Lakeside | | | | | | | | | | | | | |
| Oakley Ave | City of Lynchburg | 0.57 1000 | | 99% | 0% | 0% | 0% | 1% | 0% | F | 0.087 | F | 0.581 | 11000 | G |
| ~ | To: | Bus US 29 Men | | | | | | | | | | | | | |
| Oakley Ave | City of Lynchburg | Memorial 0.24 860 0 | | 99% | 0% | 0% | 0% | 1% | 0% | F | 0.086 | F | 0.507 | 9400 | (|
| 221 Carrier Ave | To: | Bus US 460 F | | 33 /6 | 0 /6 | 0 /8 | 0 /6 | 1 /0 | 0 /6 | ' | 0.000 | ' | 0.507 | 3400 | ` |
| Bus | From: | Bus US 460 Oa | | | | | | | | | | | | | |
| 221 (460 Fort Ave | City of Lynchburg | 0.42 9900 | | 96% | 1% | 2% | 0% | 1% | 0% | С | 0.082 | F | 0.506 | 11000 | (|
| | To | 118-6029 Fo | ort Avo | | | | | | | | | | | | |
| Bus | From: | | | | | | | | | _ | | _ | | | |
| 221 (460) 12th St | City of Lynchburg | 0.25 9600 | G | 96% | 1% | 2% | 0% | 1% | 0% | F | 0.085 | F | 0.504 | 10000 | (|
| ~~ | To: | Bus US 501 Car | npbell Ave | | | \neg \vdash | | | | | | | | | |
| Bus Bus | City of Lynchburg | 0.18 9200 | G | 95% | 1% | 2% | 0% | 1% | 0% | F | 0.09 | F | 0.564 | 9800 | |
| 221 460 501 12th St | To. | V.10 9200 Kemper | | 33 /6 | 1 /0 | 2/0 | 0 /6 | 1 /0 | 0 /6 | ' | 0.09 | ' | 0.304 | 3000 | |
| Bus Bus | From: | 12th Str | | | | | | | | | | | | | |
| 221 (460) (501) Kemper St | City of Lynchburg | 0.41 7200 | | 95% | 1% | 2% | 0% | 1% | 0% | С | 0.081 | F | 0.552 | 7800 | |
| -21)(400)(001) | To: | US 29 Lynchburg | Expresswa | ıy | | | | | | | | | | | |
| | From: | SCL Lynch | huro | | | | | | | | | | | | |
| 460 (29) (29) | City of Lynchburg (Maint: 15) | 1.38 5200 | | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.101 | F | 0.661 | 54000 | |
| 460 (29) (29) | | | | | | | .,. | | | - | | - | | | |
| | City of Lynchburg (Mainty 15) | Candler Mour | | 020/ | 00/ | 10/ | 10/ | E0/ | 00/ | F | 0.000 | F | 0.600 | 41000 | (|
| 160) (29) (29) | City of Lynchburg (Maint: 15) | 0.49 3900 |) G | 93% | 0% | 1% | 1% | 5% | 0% | Г | 0.098 | Г | 0.609 | 41000 | , |
| ~~~ | To: From: | US 50 | | | | | | | | | | | | | |
| 460 (29) (29) (501) | City of Lynchburg (Maint: 15) | 1.91 3900 | | 93% | 0% | 1% | 1% | 5% | 0% | С | 0.105 | Α | 0.531 | 40000 | (|
| ~ ~ ~ ~ | To: | Bus US 501; US 501 | | Ave | | | | | | | | | | | |
| 160 (29) Richmond Hwy | City of Lynchburg (Maint: 15) | Functional Clas 2.14 3800 0 | | 93% | 0% | 1% | 1% | 5% | 0% | F | 0.090 | F | 0.526 | 39000 | (|
| Richmond Hwy | City of Lynchburg (Maint. 15) | 2.14 3000 | <i>J</i> G | 93% | 0% | 1 70 | 1 70 | 5% | 0% | Г | 0.090 | Г | 0.526 | 39000 | , |
| ~~ | To: From: | US 29 | | | | | | | | | | | | | |
| Richmond Hwy | City of Lynchburg (Maint: 15) | 0.11 2800 | | 93% | 0% | 1% | 1% | 4% | 0% | N | 0.090 | F | 0.526 | 29000 | |
| ~ | To: | ECL Lyncl | nburg | | | | | | | | | | | | |
| Bus | From: | WCL Lync | | | | | | | | | | | | | |
| 460 Timberlake Rd | City of Lynchburg | 0.62 3100 | G G | 98% | 0% | 0% | 0% | 1% | 0% | F | 0.084 | F | 0.526 | 32000 | (|
| ~ | To | Old Graves 1 | Mill Rd | | | \neg \vdash | | | | | | | | | |
| Bus Timboulous Dd | Prom: | | | 000/ | 00/ | 00/ | 00/ | 10/ | 00/ | _ | 0.000 | _ | 0.504 | 07000 | |
| Timberlake Rd | City of Lynchburg | 1.14 2600 0 |) G | 98% | 0% | 0% | 0% | 1% | 0% | F | 0.082 | F | 0.521 | 27000 | |
| Bus | To: From: | Leesville | Rd | | | | | | | | | | | | |
| 160 Timberlake Rd | City of Lynchburg | 0.37 3300 | G G | 98% | 0% | 0% | 0% | 1% | 0% | F | 0.085 | F | 0.577 | 35000 | (|
| 100 | | | | | | | | | | - | | - | | | |
| Bus | From: | US 501 Lynchburg | Expressw | | | | | | | | | | | | |
| 460 Fort Ave | City of Lynchburg | 1.15 1700 0 |) G | 98% | 0% | 0% | 0% | 1% | 0% | F | 0.087 | F | 0.557 | 18000 | (|
| ~ <i>_</i> | Тα | Bus US 29 W | | | | | | | | | | | | | |
| Bus | From | Wards I | | | | | | | | _ | | | | | |
| 460 (163) Fort Ave | City of Lynchburg | 1.19 2200 0 | | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.083 | F | 0.536 | 24000 | (|
| \sim \sim | To | Memorial | Ave | | | | | | | | | | | | |

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

| | | | | | | | Tru | ıck | | | K | | Dir | | |
|----------------------------------|---|---------------|-----------------------------------|---------|------|----------|--------|--------|--------|----|--------|----|--------|-------|----|
| Route | Jurisdiction | Length | AADT Q | 4 4Tire | Bus | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Factor | QK | Factor | AAWDT | QV |
| Bus Fort Ave | From: City of Lynchburg | | 29 Memorial Av | | 0% | 0% | 00/ | 10/ | 00/ | F | 0.000 | F | 0.540 | 0100 | G |
| Fort Ave | City of Lynchburg | | 8700 G | 98% | 0% | <u> </u> | 0% | 1% | 0% | г | 0.083 | г | 0.549 | 9100 | G |
| Bus | To: From: | | 21 Oakley Ave | | | | | | | | | | | | |
| Fort Ave | City of Lynchburg | g 0.42 | 9900 G | 96% | 1% | 2% | 0% | 1% | 0% | С | 0.082 | F | 0.506 | 11000 | G |
| Bus | To: From: | 118- | 6029 Fort Ave | | | | | | | | | | | | |
| 60 (221) 12th St | City of Lynchburg | g 0.25 | 9600 G | 96% | 1% | 2% | 0% | 1% | 0% | F | 0.085 | F | 0.504 | 10000 | C |
| Por | To: From: | Bus US | 501 Campbell A | ve | | <u> </u> | | | | | | | | | |
| Bus Bus 60 (221 (501)12th St | City of Lynchburg | g 0.18 | 9200 G | 95% | 1% | 2% | 0% | 1% | 0% | F | 0.09 | F | 0.564 | 9800 | |
| 00)(221)(301) -2 51 | То: | | Kemper St | | .,. | | | .,. | | | | | | | |
| us Bus | From: | | 12th Street | | | | | | | | | | | | |
| 60 221 501 Kemper St | City of Lynchburg | • | 7200 G | | 1% | 2% | 0% | 1% | 0% | С | 0.081 | F | 0.552 | 7800 | (|
| us Bus | From: | | Lynchburg Expre | _ | | | | | | | | | | | |
| 60 501 Kemper St | City of Lynchburg | | 7700 G | _ | 0% | 1% | 0% | 0% | 0% | F | 0.096 | F | 0.589 | 8400 | (|
| | Tα: | C | ampbell Ave | | | | | | | | | | | | |
| lus Bus | From: | | Kemper St | 000/ | 00/ | | 201 | 00/ | 00/ | _ | | _ | 0.000 | 47000 | |
| 60 501 Campbell Ave | City of Lynchburg | g 0.88 | 16000 G | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.092 | F | 0.629 | 17000 | (|
| us Bus | To: From: | M | layflower Dr | | | | | | | | | | | | |
| 60 501 Campbell Ave | City of Lynchburg | g 0.48 | 15000 G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.092 | F | 0.616 | 16000 | (|
| us Bus | To: From: | F | Florida Ave | | | | | | | | | | | | |
| 60 501 Campbell Ave | City of Lynchburg | g 0.14 | 17000 G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.092 | F | 0.618 | 19000 | (|
| | To: | | S 501 Richmond | Hwy | | | | | | | | | | | |
| Bus 60 501 Campbell Ave | City of Lynchburg | | Bus US 501 11000 N | 97% | 0% | 1% | 0% | 2% | 0% | N | 0.106 | F | 0.685 | 13000 | ı |
| 60 501 Campbell Ave | Tal | - | S 29, US 460 | 31 /0 | 0 /6 | 1 /0 | 0 /6 | 2/0 | 0 /6 | IN | 0.100 | • | 0.005 | 13000 | ' |
| | From: | | L Lynchburg | | | | | | | | | | | | |
| 01 Campbell Ave | City of Lynchburg | | 11000 G | 97% | 0% | 1% | 0% | 2% | 0% | F | 0.106 | F | 0.685 | 13000 | (|
| • • | To | | Bus US 460 | | | | | | | | | | | | |
| Bus | From: | | | 070/ | 00/ | 40/ | 00/ | 00/ | 00/ | | 0.400 | _ | 0.005 | 40000 | |
| 01 460 Campbell Ave | City of Lynchburg | - | 11000 N 460 Richmond | | 0% | 1% | 0% | 2% | 0% | N | 0.106 | F | 0.685 | 13000 | 1 |
| | From: | | S 29, US 460 | iiwy | | | | | | | | | | | |
| 01 460 29 29 | City of Lynchburg (Mai | int: 15) 1.91 | 39000 G | 93% | 0% | 1% | 1% | 5% | 0% | С | 0.105 | Α | 0.531 | 40000 | (|
| | To: From: | | 460 Richmond | | | | | | | | | | | | |
| 01) | City of Lynchburg | • | 8200 G | | 0% | 1% | 1% | 2% | 0% | F | 0.095 | F | | 8800 | (|
| ~ | Combined Traffic Estimates for 2 Parallel Roa | • | | | 0% | 1% | 1% | 2% | 0% | F | 0.094 | F | 0.513 | 18000 | (|
| | 'To' Fram: | | wer Dr; Candler 8 Mayflower Dr | | | | | | | | | | | | |
| 01 (128) Candlers Mtn Rd | City of Lynchburg | | 34000 G | | 0% | 1% | 1% | 2% | 0% | F | 0.080 | F | 0.513 | 37000 | (|
| | To | | Lynchburg Expre | | | | | | | | | | | | |

| | | Oity | of Lynchb | uig | | | | T | _l. | | | 17 | | | | |
|-----------------------------------|---|-------------------|-----------------------|------------------|-------|------|-----------------|----------|----------|--------|----|--------|----|--------|-------|----|
| Route | Jurisdictio | on Length | AADT | QA | 4Tire | Bus | 0.4 | | ck | | QC | K | QK | Dir | AAWDT | Q١ |
| D | From: | CD 120 | . C 11 M | 6 D.1 | | | 2AXIE | 3+Axle | 1 I raii | 21raii | | Factor | | Factor | | |
| Bus 501 (29) Lynchburg Express | way City of Lynch | | 8 Candlers M 45000 | n Ka | 97% | 0% | 1% | 0% | 1% | 0% | N | 0.096 | F | 0.538 | 46000 | Ν |
| 501 (29) Lynchburg Express | way Oity of Eyrion | | | | 37 76 | 0 70 | 1 70 | 0 /0 | 1 /0 | 0 70 | 14 | 0.000 | ' | 0.550 | 40000 | ' |
| | From: | | US 29 Wards | | | 00/ | | 40/ | 201 | 201 | _ | 0.004 | | 0.504 | | |
| 501 Lynchburg Expressway | City of Lynch | nburg 1.37 | 46000 | G | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.091 | F | 0.521 | 50000 | (|
| | To: From: | Bus 40 | 60 Timberlak | e Rd | | | | | | | | | | | | |
| 501 Lynchburg Expressway E | ext City of Lynchi | nburg 1.21 | 47000 | G | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.092 | F | 0.532 | 51000 | (|
| <u>~</u> | To | G | raves Mill Ro | d | - | | \neg \vdash | | | | | | | | | |
| 501 Lynchburg Expressway | City of Lynch | | 35000 | G | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.089 | F | 0.525 | 38000 | |
| | To | . , | Lakeside Dr | | | | | | | | | | | | | |
| 501 Lynchburg Expressway | From: City of Lynch | | 37000 | G | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.082 | F | 0.531 | 40000 | |
| 201 2 Julianous Expressivay | Only of Lyrion | _ | | | | 0 70 | | 170 | _ /0 | 0 70 | • | 0.002 | • | 0.001 | 10000 | |
| | From | | 044 Old Fore | | 000/ | 00/ | 10/ | 10/ | 00/ | 0% | Г | 0.000 | F | 0.504 | 15000 | |
| Lynchburg Expressway | City of Lynch | nburg 1.23 | 14000 | G | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.082 | г | 0.531 | 15000 | |
| <u> </u> | To: From: | | iggington Ro | | | | | | | | | | | | | |
| 501 Lynchburg Expressway | City of Lynch | | 14000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.088 | F | 0.605 | 15000 | |
| <u>~</u> | To: | | oonsboro Rd | | | | | | | | | | | | | |
| 501 Boonsboro Rd | City of Lynch | | burg Express 9300 | sway G | 96% | 0% | 1% | 1% | 2% | 0% | С | 0.097 | F | 0.64 | 10000 | |
| Boonsboro Na | City of Lyrich | | CL Lynchbur | | 90% | 076 | 1 70 | 1 70 | 270 | 0% | C | 0.097 | Г | 0.64 | 10000 | |
| | | | | g | | | | | | | | | | | | |
| | City of Lynnelson (| (Mainted 15) 1.01 | US 501 | G | 93% | 0% | 10/ | 10/ | F0/ | 00/ | 0 | 0.405 | ^ | 0.504 | 40000 | |
| 501 (460) (29) (29) | City of Lynchburg (| | 39000 : US 501 Car | | | 0% | 1% | 1% | 5% | 0% | С | 0.105 | Α | 0.531 | 40000 | • |
| | From: | | S 460 Richmo | | | | | | | | | | | | | |
| 501 | City of Lynch | | 8200 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.092 | F | | 8800 | |
| \$1.) | Combined Traffic Estimates for 2 Parallel | | 16000 | G | 97% | 0% | 1% | 1% | 2% | 0% | F | 0.094 | F | 0.513 | 18000 | |
| | To: | SR 128 Mayflo | | dlers N | | | | | | | | | | | | |
| ~~ | From: | | Bus US 29 | | | | | | | | | | | | | |
| 501 | City of Lynch | | NA | | | | | | | | | NA | | | NA | |
| <u></u> | To: | US 501 L | ynchburg Exp | presswa | y | | | | | | | | | | | |
| Bus Bus | From: | | US 460 | | | | | | | | | | | | | |
| 501 (460) Campbell Ave | City of Lynch | nburg 0.14 | 17000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.092 | F | 0.618 | 19000 | (|
| ~~ | To | | Florida Ave | | | | \neg \vdash | | | | | | | | | |
| Bus Bus Campbell Ave | City of Lynchi | | 15000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.092 | F | 0.616 | 16000 | |
| Campbell Ave | City of Lynchi | Dury 0.46 | 15000 | G | 30 /6 | 0 /6 | 1 /0 | 0 /6 | 0 /6 | 0 /6 | ' | 0.032 | ' | 0.010 | 10000 | |
| Bus Bus | To: From: | N | layflower Dr | • | | | | | | | | | | | | |
| 501 (460 Campbell Ave | City of Lynch | nburg 0.88 | 16000 | G | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.092 | F | 0.629 | 17000 | |
| ~~~ | Ter | | Kemper St | | | | | | | | | | | | | |
| Bus Bus | From: | | Campbell Ave | | | | | | | | | | | | | |
| 501 (460) Kemper St | City of Lynch | | 7700 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.096 | F | 0.589 | 8400 | (|
| ~~~ | To | Lynch | burg Express | sway | | | | | | | | | | | | |
| <u> </u> | Farmer b | | TTC 221 | | | | | | | | | | | | | |
| Bus Bus 501 (221) (460) Kemper St | City of Lynch | bura 0.41 | US 221 7200 | G | 95% | 1% | 2% | 0% | 1% | 0% | С | 0.081 | F | 0.552 | 7800 | (|

| Devite | Lord and and are | 1 | 455 64 | 4 | Б | | Truc | ck | | 00 | K | 01/ | Dir | AAMADT | 0144 |
|-------------------------|-------------------|-----------------|--------------|-------|-----|------------------|--------|--------|--------|----|--------|-----|--------|--------|------|
| Route | Jurisdiction | Length A | ADT QA | 4Tire | Bus | 2Axle | 3+Axle | 1Trail | 2Trail | QC | Factor | QK | Factor | AAWDT | QW |
| Bus Bus | From: | | 27; 118-6031 | | | | | | | | | | | | |
| (501)(221)(460)12th St | City of Lynchburg | 0.18 | 9200 G | 95% | 1% | 2% | 0% | 1% | 0% | F | 0.09 | F | 0.564 | 9800 | G |
| Bus | To: From: | Fo | ort Ave | | | | | | | | | | | | |
| 501 Campbell Ave | City of Lynchburg | 0.23 | 3800 G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.116 | F | 0.761 | 9600 | G |
| <u> </u> | To | Pa | ırk Ave | | | \lnot \vdash | | | | | | | | | |
| Bus (501) Langhorne Rd | City of Lynchburg | | 1000 G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.078 | F | 0.534 | 12000 | G |
| 301) 3 | То | | norial Ave | | | | | | | | | | | | |
| Bus | From: | | | 000/ | 40/ | 40/ | 00/ | 00/ | 00/ | _ | 0.070 | F | 0.574 | 00000 | 0 |
| 501 Langhorne Rd | City of Lynchburg | 0.29 1 | 8000 G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.078 | F | 0.574 | 20000 | G |
| Bus | To. From: | Mu | ırrell Rd | | | | | | | | | | | | |
| (501) Langhorne Rd | City of Lynchburg | 1.06 1 | 3000 G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.086 | F | 0.689 | 15000 | G |
| Bus | To: From: | I | Hill St | | | | | | | | | | | | |
| 501 Langhorne Rd | City of Lynchburg | 0.47 1 | 0000 G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.084 | F | 0.686 | 11000 | G |
| Post | To- From: | Crai | nehill Dr | | | \Box | | | | | | | | | |
| Bus (501) Langhorne Rd | City of Lynchburg | 1.37 7 | 7900 G | 99% | 1% | 1% | 0% | 0% | 0% | С | 0.086 | F | 0.612 | 8600 | G |
| | To: | | ont Terrace | | | | | | | | | | | | |
| Bus | From: | | horne Rd | | | | | | | _ | | _ | | | _ |
| (501) Rivermont Terrace | City of Lynchburg | | 5200 G | 99% | 1% | 1% | 0% | 0% | 0% | F | 0.09 | F | 0.582 | 5600 | G |
| Bus | From: | | mont Ave | | | | | | | | | | | | |
| 501 Rivermont Ave | City of Lynchburg | | 5000 G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.093 | F | 0.577 | 17000 | G |
| Bus | To: From: | Li | ink Rd | | | _ | | | | | | | | | |
| 501 Boonsboro Rd | City of Lynchburg | 0.76 1 | 3000 G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.089 | F | 0.589 | 14000 | G |
| Bus | To: From: | Trents | s Ferry Rd | | | \Box | | | | | | | | | |
| 501 Boonsboro Rd | City of Lynchburg | 1.75 1 : | 2000 G | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.098 | F | 0.532 | 13000 | G |
| <u> </u> | To: | Lynchbur | g Expressway | | | | | | | | | | | | |

| | | | | | | City of Ly | nchburg | | | | | | | | |
|----------------------------|--------|--------------------|----------|--------|---------|---------------|-----------------------|------|-----|-------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | | Truck +Axle 1Trai | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Lynchburg | | From | A . | | | Dead | End | | | | | | | | |
| (F794) Top Ridge Rd | 1.16 | 20 | R | | | Dead | Ella | | | NA | | | NA | | 07/20/2016 |
| (734) | _ | To | | | | 15-837 Тој | Ridge Rd | | | | | | | | |
| | | From | | | | Dead | End | | | | | | | | |
| (F864) Brown Haven Lane | 0.12 | 20 | R | | | | | | | NA | | | NA | | 07/20/2016 |
| | | To | | | 1 | 18-6033 Brov | n Haven Lane | | | | | | | | |
| O 111 1 111 5 | | From | L | | | Dead | End | | | | | | | | |
| (F906) Liberty Mt Dr | 0.40 | 4900 | R | | 110 (0) | 15 D E I | IC 460 P. F. | m 1 | | NA | | | NA | | 10/27/2016 |
| | | From | <u> </u> | | 118-603 | | JS 460 Byp En | 10 L | | _ | | | | | |
| (F907) Liberty Mt Dr | 0.78 | 5900 | R | | | Dead | End | | | NA | | | NA | | 10/29/2013 |
| (F907) Liberty Mt Dr | 0.70 | 3900 | <u> </u> | | | FR-906 Lib | erty Mt Dr | | | | | | INA | | 10/23/2010 |
| | | From | | | | Dead | | | | | | | | | |
| (F975) Chetnut Creek Dr | 0.46 | 140 | R | | | Dead | Ellu | | | NA | | | NA | | 08/30/2016 |
| (F975) STISTITUTE STOCK 21 | 00 | To | | | | Dead | End | | | | | | | | 00,00,20.0 |
| | | From | | | | Long Me | adow Dr | | | | | | | | |
| 1 Pawnee Dr | 0.86 | 380 | G | 98% | 1% | 1% | 0% 0% | 0% | F | 0.125 | F | 0.593 | 410 | G | 2018 |
| \odot | | Te | : | | | Sandu | sky Dr | | | | | | | | |
| | | From | : | | | Chur | ch St | | | | | | | | |
| 2 9th St | 0.18 | 1300 | G | 98% | 1% | 1% | 0% 0% | 0% | С | 0.133 | F | 0.536 | 1400 | G | 2018 |
| | | To | : | | | Jeffer | son St | | | | | | | | |
| | | From | | | | Del Ray | Circle | | | | | | | | |
| (3) Alta Lane | 0.85 | 2200 | G | 99% | 0% | 0% | 0% 0% | 0% | С | 0.110 | F | 0.566 | 2400 | G | 2018 |
| | | To | 1 | | | Wards I | erry Rd | | | | | | | | |
| O | | From | | | | Leesvi | | | | | | | | | |
| (4) Del Ray Circle | 0.16 | 2400 | G | 99% | 0% | 0% | 0% 0% | 0% | F | 0.103 | F | 0.545 | 2600 | G | 2018 |
| | | 10 | | | | Alta | | | | | | | | | |
| Oth Ct | 0.59 | 1 4 0 0 | <u> </u> | 94% | 1% | Park 4% | Ave 0% | 0% | С | 0.00 | F | 0.570 | 1600 | G | 2019 |
| 5 8th St | 0.59 | 1400 To | G | 94% | 1 70 | 4% Cou | | 076 | U | 0.09 | Г | 0.579 | 1600 | G | 2018 |
| | | From | 1 | | - | | | | | _ | | | | | |
| 6 Langhorne Rd | 0.16 | 2200 | G | 97% | 1% | 2% | 0% 0% | 0% | F | 0.093 | F | 0.789 | 2400 | G | 2018 |
| 6 Langhorne Rd | 0.10 | To | Ť | 01 70 | 1 70 | Villa | | 0 70 | | | • | 0.700 | 2100 | G | 2010 |
| | | From | | | | Langho | | | | | | | | | |
| (6) Villa Rd | 0.12 | 2000 | G | 97% | 1% | 2% | 0% 0% | 0% | F | 0.091 | F | 0.781 | 2200 | G | 2018 |
| | | To | 1 | | | Riverm | ont Ave | | | | | | | | |
| <u> </u> | | From | | | | CBUS 460 | | | | | | | | | |
| (7) Long Meadow Dr | 0.73 | 1900 To | G | 97% | 0% | 1% | 1% 1% | 0% | F | 0.085 | F | 0.566 | 2100 | G | 2018 |
| | | | 1 | | | Pawn | | | | | | | | | |
| 8 Sussex St | 0.70 | From | <u> </u> | 070/ | 00/ | Perryme | | 00/ | F | 0.100 | _ | 0.666 | 2500 | _ | 2010 |
| 8 Sussex St | 0.79 | 3300 _{To} | G | 97% | 0% | 1% Langho | 1% 1% | 0% | Г | 0.102 | F | 0.666 | 3500 | G | 2018 |
| | | From | | | Г | | | | | _ | | | | | |
| 9 University Blvd | 0.42 | 10000 | G | 93% | 2% | 4% | erty University 0% 0% | 0% | С | 0.084 | F | 0.841 | 11000 | G | 2018 |
| 9 University Blvd | 0.42 | To | | 30 70 | 2 /0 | Candlers M | | 0 70 | | 0.004 | • | 0.041 | 11000 | u | 2010 |
| | | From | | | | 118-6078 Co | | | | | | | | | |
| (10) Pleasant Valley Rd | 0.52 | 550 | G | 94% | 0% | 1% | 3% 2% | 0% | F | 0.118 | F | 0.514 | 590 | G | 2018 |
| , | | To | _ | | | | | | | | | | | | |
| 10) Pleasant Valley Rd | 0.13 | 550 From | N | 94% | 0% | Urban B 1% | 3% 2% | 0% | N | 0.118 | F | 0.514 | 590 | N | 2018 |
| 10) I loadant valley Hu | 0.10 | - | | 0 1 /0 | 3 /0 | | | 3 /0 | 1.4 | | • | 0.014 | 200 | | 2010 |
| 10) Pleasant Valley Rd | 0.15 | 550 From | N | 94% | 0% | Functional C | lass Change 3% 2% | 0% | N | 0.118 | F | 0.514 | 590 | N | 2018 |
| (10) Pleasant Valley Rd | 0.15 | 55U | in . | J4 70 | U% | ECL Lynchb | | U% | IN | 0.116 | r | 0.514 | 590 | IN | 2010 |
| | | From | | | | C1US | | | | _ | | | | | |
| (6001) V E S Rd | 0.92 | 2700 | G | 97% | 1% | 2% | 0% 0% | 0% | С | 0.108 | F | 0.575 | 3000 | G | 2018 |
| 0001) - = 0 | 0.02 | 2700 | <u> </u> | /0 | . /0 | Willia | | 0 /0 | | | • | 2.0.0 | 2000 | ~ | _0.0 |
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| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | • | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Lynchburg | | From | | | | y 1 | :1 D | | | | | | | | | |
| (6023) Murrell Rd | 0.37 | 11000 | G | 96% | 1% | 2% | eside Dr 0% | 1% | 0% | F | 0.089 | F | 0.717 | 12000 | G | 2018 |
| | | To | | | | Lan | ghorne Rd | | | | | | | | | |
| | | From | | | | | emper St | | | | | | | | | |
| (6027) 12th St | 0.80 | 6400 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 0.083 | F | 0.518 | 7000 | G | 2018 |
| O 1011 01 | | From | | .=./ | | | Clay St | 221 | | | | | | | | |
| 6027 12th St | 0.25 | 7200 _{To} | G | 97% | 0% | 2% | 0% nmerce St | 0% | 0% | F | 0.094 | F | 0.612 | 7700 | G | 2018 |
| | | From | l | | | | 5Th St | | | | | | | | | |
| (6028) Commerce St | 0.33 | 4700 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 0.107 | F | 0.671 | 5000 | G | 2018 |
| | | To | | | | 1 | 0Th St | | | | <u> </u> | | | | | |
| (6028) Commerce St | 0.30 | 3900 From | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 0.122 | F | 0.758 | 4200 | G | 2018 |
| | | То | | | | N | Iain St | | | | | | | | | |
| | | From | | | | | sworth Ave | | | | | | | | | |
| 6029 Fort Ave | 0.43 | 7700 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 0.088 | F | 0.577 | 8300 | G | 2018 |
| <u> </u> | | From | | | | | emper St | | | | | _ | | | _ | |
| 6029 Park Ave | 0.28 | 5500 | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 0.081 | F | 0.502 | 6000 | G | 2018 |
| <u> </u> | | To From | | | | | Th St | | | | | | | | | |
| 6029 Park Ave | 0.36 | 4400 _{To} | G | 97% | 0% | 2% | 0% | 0% | 0% | F | 0.094 | F | 0.559 | 4800 | G | 2018 |
| | | From | l | | | | 5Th St | | | | | | | | | |
| 6031) Lakeside Dr | 0.41 | 13000 | G | 97% | 0% | 2% | kley Ave 0% | 0% | 0% | F | 0.091 | F | 0.687 | 14000 | G | 2018 |
| (6031) Zanosido 21 | 0.11 | To | <u> </u> | 01 70 | 0 70 | | | 070 | 070 | | —————————————————————————————————————— | • | 0.007 | 1 1000 | ŭ | 2010 |
| (6031) Lakeside Dr | 0.34 | 5800 From | G | 97% | 0% | 2% | urrell Rd 0% | 0% | 0% | С | 0.093 | F | 0.543 | 6100 | G | 2018 |
| (6031) =4.100100 =1 | 0.0 . | To | | 0.70 | 0 70 | | | 0,0 | 0,0 | | | • | 0.0.0 | 0.00 | | 20.0 |
| (6031) Park Ave | 0.36 | 7600 From | G | 98% | 1% | 1% | norial Ave 0% | 0% | 0% | F | 0.083 | F | 0.5 | 8100 | G | 2018 |
| (0001) | | To | | | | | ghorne Rd | | | | | | | | | |
| O Davida Assa | 0.05 | From | Ļ | 070/ | 00/ | | US 501 | 00/ | 00/ | | 0.070 | _ | 0.55 | F000 | • | 0010 |
| 6031 Park Ave | 0.35 | 5400 _{To} | G | 97% | 0% | 2% | 0% 18-6027:12 | 0% Th St | 0% | F | 0.079 | F | 0.55 | 5800 | G | 2018 |
| | | From | | | | | rida Ave | III St | | | - | | | | | |
| (6032) Main St | 0.25 | 2400 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.094 | F | 0.629 | 2600 | G | 2018 |
| (0002) | | To | | | | | rg Express | way | | | | | | | | |
| Main Ct | 0.00 | From | | 000/ | 10/ | | hburg Exp | 00/ | 00/ | | | _ | 0.710 | 7500 | _ | 2010 |
| 6032 Main St | 0.28 | 6900 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.083 | F | 0.712 | 7500 | G | 2018 |
| Main Ct | 0.55 | From | <u> </u> | 000/ | 10/ | | 2Th St | 00/ | 00/ | F | 0.007 | | | 7000 | • | 2010 |
| 6032 Main St | 0.55 | 6900 To | G | 98% | 1% | 1% | 0% 5Th St | 0% | 0% | | 0.097 | F | | 7300 | G | 2018 |
| | | From | | | | | pbell Ave | | | | | | | | | |
| 6033) Florida Ave | 1.28 | 4600 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.098 | F | 0.627 | 4900 | G | 2018 |
| | | To | | | | | igusta St | | | | | | | | | |
| 6033) Florida Ave | 0.88 | 3700 From | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.104 | F | 0.663 | 4100 | G | 2018 |
| \bigcup | | To | | | | | Iain St | | | | | | | | | |
| | | From | | | | | rida Ave | | | | | | | | | |
| 6034 Martin St | 0.58 | 840 | G | 97% | 1% | 1% | 0% | 0% | 0% | С | 0.107 | F | 0.581 | 910 | G | 2018 |
| | | То | <u> </u> | | | | Lynchburg | | | | | | | | | |
| 6035) Candler Mtn Rd | 1.09 | 7200 | G | 98% | 1% | SCL 0% | Lynchburg 1% | 0% | 0% | С | 0.099 | F | 0.553 | 7800 | G | 2018 |
| 6035) Candler Mtn Rd | 1.08 | 1200 | | JU /0 | | | | | U /0 | U | 0.033 | 1 | 0.555 | 7000 | G | 2010 |
| 6035) Candler Mtn Rd | 0.74 | 11000 | G | 98% | 1% | amp From 0% | US 460; F 1% | R 906 0% | 0% | F | 0.086 | F | 0.542 | 12000 | G | 2018 |
| 6035) Candler With Rd | 0.74 | To | | JU /0 | | | layflower l | | J /0 | - | 0.000 | ' | 0.042 | 12000 | u | 2010 |
| | | From | | | | | 5Th St | | | | | | | | | |
| (6036) Clay St | 0.50 | 2000 | G | 97% | 1% | 2% | 0% | 0% | 0% | С | 0.1 | F | 0.595 | 2100 | G | 2018 |
| \bigcirc | | To | | | | | 2Th St | | | | | | | | | |

| | | | | | | | ynonba | | | | | | | | | |
|-------------------------------|--------|--------------------|----------|-------|------|--------------|------------------|------|-------------|----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle 3 | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Lynchburg | | From | г | | | 127 | Th St | | | | | | | | | |
| 6036) Grace St | 0.88 | 4200 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.103 | F | 0.668 | 4600 | G | 2018 |
| 50009 | | To | | | | | la Ave | | | | | | | | | |
| | | From | | | | Wyt | he St | | | | | | | | | |
| 6037) Stadium Dr | 0.38 | 5600 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.103 | F | 0.585 | 6100 | G | 2018 |
| \bigcirc | | То | | | | Carro | ll Ave | | | | | | | | | |
| <u> </u> | | From | | | | | Ave | | | | | | | | _ | |
| 6038 Wythe St | 0.27 | 8300 | G | 96% | 1% | 1% | 1% | 1% | 0% | С | 0.105 | F | 0.524 | 9000 | G | 2018 |
| | | - 10 | | | | | um Dr | | | | _ | | | | | |
| 6040 James St | 0.22 | 3600 | G | 96% | 2% | Stadio 2% | um Dr 0% | 0% | 0% | С | 0.100 | F | 0.541 | 3900 | G | 2018 |
| James St | 0.22 | 3000 To | | 30 /8 | 2 /0 | | oll Ave | 0 78 | 0 76 | | 0.100 | ' | 0.541 | 3300 | u | 2010 |
| | | From | | | | | orne Rd | | | | | | | | | |
| 6042) Cranehill Dr | 1.04 | 1700 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.117 | F | 0.742 | 1900 | G | 2018 |
| 0042) | | То | | | | Linl | | | | | Ì | | | | | |
| | | From | | | | US 501 NW | Express | way | | | | | | | | |
| 6044) Old Forest Rd | 0.94 | 21000 | G | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.086 | F | 0.509 | 22000 | G | 2018 |
| \smile | | To | | | | Forrest I | Brook Rd | l | | | \neg — | | | | | |
| 6044) Old Forest Rd | 0.45 | 19000 | G | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.084 | F | 0.515 | 21000 | G | 2018 |
| $\overline{}$ | | To | | | | I ,inl | k Rd | | | | | | | | | |
| 6044) Old Forest Rd | 0.21 | 14000 From | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.092 | F | 0.530 | 15000 | G | 2018 |
| \bigcirc | | To | | | | Linkho | orne Dr | | | | | | | | | |
| 6044) Old Forest Rd | 1.61 | 7900 From | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.093 | F | 0.569 | 8600 | G | 2018 |
| | | To | | | | Lakes | ide Dr | | | | | | | | | |
| | | From | | | | Oakd | ale Dr | | | | | | | | | |
| Greenwood Dr | 0.38 | 2700 | G | 97% | 1% | 2% | 0% | 0% | 0% | С | 0.103 | F | 0.710 | 2900 | G | 2018 |
| <u> </u> | | To From | | | | Perrym | ont Ave | | | | | | | | | |
| 6045) Thomas Rd | 0.71 | 4000 | G | 97% | 1% | 2% | 0% | 0% | 0% | F | 0.095 | F | 0.628 | 4300 | G | 2018 |
| | | To From | | | | Langhor | rne Lane | | | | \neg — | | | | | |
| 6045) Richmond Rd | 0.35 | 3800 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.115 | F | 0.513 | 4200 | G | 2018 |
| | | To | | | | Oakle | y Ave | | | | | | | | | |
| <u> </u> | | From | | | | | vood Dr | | | | | | | | | |
| ₍₆₀₄₆₎ Sandusky Dr | 0.77 | 2800 | G | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.102 | F | 0.658 | 3000 | G | 2018 |
| | | To From | | | | Pawn | nee Dr | | | | | | | | | |
| 6046) Sandusky Dr | 0.49 | 4300 | G | 97% | 2% | 1% | 0% | 0% | 0% | С | 0.095 | F | 0.501 | 4700 | G | 2018 |
| \smile | | То | | | | Fort | Ave | | | | | | | | | |
| <u> </u> | | From | | | | US 29 Bu | | | | | | _ | | | _ | |
| 6048 Perrymont Ave | 0.84 | 3100 | G | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.094 | F | 0.508 | 3400 | G | 2018 |
| | | To | <u> </u> | | | | vood Dr | | | | | | | | | |
| 6050) Odd Fellows Rd | 0.60 | 7200 | <u> </u> | Q/10/ | 3% | Lynchburg | | | ∩ 0/ | F | 0.093 | F | 0.507 | 7800 | G | 2010 |
| 6050) Odd Fellows Rd | 0.00 | 7200 | G | 84% | ა% | 3% | 4% | 6% | 0% | r | 0.093 | | 0.597 | 7000 | G | 2018 |
| Odd Callana Dal | 0.07 | From | <u> </u> | 0.407 | 00/ | | ower Dr | 60/ | 00/ | | 0 110 | _ | 0.000 | 1.100 | | 0010 |
| Odd Fellows Rd | 0.67 | 1300 To | G | 84% | 3% | 3% | 4% d End | 6% | 0% | С | 0.119 | F | 0.632 | 1400 | G | 2018 |
| | | From | <u> </u> | | | | | | | | <u> </u> | | | | | |
| 6052) Campbell Ave | 0.33 | 9100 | G | 99% | 0% | 1% | Th St 0% | 0% | 0% | С | 0.085 | F | 0.568 | 9900 | G | 2018 |
| Gampbell Ave | 0.00 | To | Ĕ | JJ /0 | J /0 | | Th St | J /J | 3 /0 | | 0.000 | • | 0.000 | 3330 | G | 2010 |
| $\overline{}$ | | From | | | | Holic | lay St | | | | | | | | | |
| 6052 Campbell Ave | 0.41 | 9600 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.086 | F | 0.63 | 10000 | G | 2018 |
| | | То | <u> </u> | | | Kem | per St | | | | | | | | | |
| <u> </u> | • | From | | 0000 | | Bus US 46 | | | | | | _ | 0 = / : | | | |
| 6054 Fenwick Dr | 0.23 | 3300 _{To} | G | 99% | 1% | 1% | 0% | 0% | 0% | F | 0.104 | F | 0.511 | 3600 | G | 2018 |
| | | From | | | | | eld Dr ick Dr | | | | | | | | | |
| 6054) Sheffield Dr | 0.73 | 2700 | G | 99% | 1% | 1% | 0% | 0% | 0% | С | 0.126 | F | 0.501 | 3000 | G | 2018 |
| | | To | | | | SR 163 V | | | | | | | | | | |

| | | | | | | City of Lyff | onbarg | | | | | | | | |
|--------------------------------|--------|---------------------|--|--------------|------|---------------------|----------------------|-------|----------|-------------|----|---------------|----------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Truck Axle 1Trail | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Lynchburg | | | T | | | | | | | | | | | | |
| Granniau Dr | 1 20 | 10000 | <u> </u> | 000/ | 00/ | WCL Lync | | 00/ | С | 0.096 | _ | 0.515 | 20000 | G | 2010 |
| Greenview Dr | 1.29 | 19000 _{To} | G | 98% | 0% | 1% 0 Leesville | % 0% | 0% | | 0.086 | F | 0.515 | 20000 | G | 2018 |
| | | From | l | | | | | | | | | | | | |
| 6066 Leesville Rd | 1.14 | 9200 | G | 98% | 0% | SCL Lync 1% 0 | % 0% | 0% | F | 0.095 | F | 0.514 | 10000 | G | 2018 |
| (6066) Leesville Rd | 1.14 | 9200 | | 90 /6 | 0 /0 | 1/0 0 | /0 0 /0 | 0 /6 | ' | 0.093 | ' | 0.514 | 10000 | G | 2010 |
| <u> </u> | 4.45 | From | <u> </u> | 000/ | 00/ | North | | 201 | | | | 0.570 | 7000 | | 0010 |
| 6066 Leesville Rd | 1.15 | 7300 _{To} | G | 98% | 0% | | % 0% | 0% | С | 0.1 | F | 0.572 | 7900 | G | 2018 |
| | | 10 | | | | Timberlak | | | | | | | | | |
| Manda Fann Bd | 4.00 | From | <u> </u> | 000/ | | CBusUS 460 L | | 00/ | | | _ | 0.540 | 40000 | 0 | 0046 |
| 6070 Wards Ferry Rd | 1.29 | 11000 | G | 99% | 0% | 1% 0 | % 0% | 0% | F | 0.092 | F | 0.540 | 12000 | G | 2018 |
| | | To From | | | | Harvard | | | | | | | | | |
| ₆₀₇₀ Wards Ferry Rd | 1.06 | 9500 | G | 99% | 0% | | % 0% | 0% | С | 0.097 | F | 0.521 | 10000 | G | 2018 |
| <u> </u> | | То | | | | US 29; Wa | rds Rd | | | | | | | | |
| <u> </u> | | From | ليا | | | Wards Fer | | | | | _ | | | | |
| Harvard St | 0.08 | 190 | G | 97% | 0% | | % 1% | 0% | F | 0.109 | F | 0.667 | 200 | G | 2018 |
| <u> </u> | | То | | | | College Pa | ırk Dr | | | | | | | | |
| O 0116 = : | | From | | 0=-: | | Timberlak | | | | | _ | | 4 | | |
| 6072 Old Graves Mill Rd | 1.70 | 10000 | G | 97% | 0% | | % 1% | 0% | С | 0.099 | F | 0.682 | 11000 | G | 2018 |
| | | То | | | | Graves M | | | | | | | | | |
| <u> </u> | | From | ب | 0651 | 0-1 | Graves M | | 0.5.1 | | | _ | 0.50 | - | _ | |
| 6073 McConville Rd | 1.80 | 5200 | G | 99% | 0% | | % 0% | 0% | С | 0.113 | F | 0.504 | 5600 | G | 2018 |
| <u> </u> | | From | | | | Wyndale McConvil | | | | | | | | | |
| 6073) Wyndale Dr | 0.24 | 4400 | G | 99% | 1% | | % 0% | 0% | С | 0.108 | F | 0.591 | 4800 | G | 2018 |
| wyndale Dr | 0.21 | То | r <u> </u> | 0070 | 1 /0 | Lakeside | | 070 | <u> </u> | | • | 0.001 | 1000 | G | |
| | | From | I | | | Link R | | | | | | | | | |
| 6074) Evergreen Rd | 0.33 | 2000 | G | 98% | 1% | | % 0% | 0% | F | 0.091 | F | 0.68 | 2200 | G | 2018 |
| Evergreen Rd | 0.00 | То | <u> </u> | 0070 | 1 /0 | Indian Hi | | 070 | • | 0.001 | • | 0.00 | 2200 | ď | 2010 |
| _ | | From | | | | Evergree | | | | | | | | | |
| 6074) Indian Hill Rd | 0.98 | 2100 | G | 98% | 1% | 1% 0 | % 0% | 0% | F | 0.105 | F | 0.684 | 2300 | G | 2018 |
| \bigcup | | To | | | | Burnt Brid | | | | | | | | | |
| Downsk Driedera Del | 0.07 | From | <u> </u> | 000/ | 10/ | Indian Hi | | 00/ | | 0.100 | _ | 0.000 | 1700 | _ | 0010 |
| 6074 Burnt Bridge Rd | 0.97 | 1600 | G | 98% | 1% | | % 0% | 0% | С | 0.100 | F | 0.602 | 1700 | G | 2018 |
| | | 10 | | | Ŀ | Bus US 501, Bo | | | | | | | | | |
| | 0.04 | From | <u> </u> | 070/ | 10/ | Richmon | | 00/ | | | _ | 0.500 | 0000 | _ | 0010 |
| 6075 Langhorne Lane | 0.34 | 2000 _{To} | G | 97% | 1% | | % 0% | 0% | С | 0.092 | F | 0.532 | 2200 | G | 2018 |
| _ | | From | | | | Eldon Langhorne | | | | | | | | | |
| 6075) Eldon St | 0.07 | 2300 | G | 97% | 1% | | % 0% | 0% | F | 0.100 | F | 0.603 | 2500 | G | 2018 |
| | | То | | | | Memorial | | | | | | | | | |
| | | From | | | | Old Fores | | | | | | | | | |
| 6076) Linkhorne Rd | 0.59 | 5600 | G | 97% | 1% | | % 0% | 0% | F | 0.096 | F | 0.503 | 6100 | G | 2018 |
| | | То | | | | Cranehil | | | | | | | | | |
| | | From | | | _ | 7Th S | | | | | | | | _ | |
| Jefferson St | 0.41 | 1000 | G | 97% | 1% | | % 0% | 0% | F | 0.128 | F | 0.651 | 1100 | G | 2018 |
| | | То | | | | Concord ' | | | | | | <u> </u> | | | |
| | | From | | | | Main | | | | | | | | | |
| Washington St | 0.11 | 2400 | G | 92% | 0% | | % 4% | 0% | F | 0.104 | F | 0.616 | 2600 | G | 2018 |
| | | To | | | - | | | | | | | | | | |
| 6078) Concord Tpke | 1.66 | 2100 From | G | 92% | 0% | Jefferson 1% 3 | % 4% | 0% | F | 0.096 | F | 0.639 | 2300 | G | 2018 |
| 60/8) Concold Thre | 1.00 | £100 | | <i>3∠</i> /0 | U /0 | | | U /o | 1, | 0.096 | 1. | 0.038 | 2300 | G | 2010 |
| <u> </u> | – | From | ــــــــــــــــــــــــــــــــــــــ | | | Rockwel | | | | | _ | :- | | | |
| 6078 Concord Tpke | 1.07 | 1900 | G | 92% | 0% | | % 4% | 0% | С | 0.104 | F | 0.647 | 2100 | G | 2018 |
| <u> </u> | | То | | | | US 46 | | | | | | | | | |
| <u> </u> | | From | ليا | | | 12Th 3 | | | | | _ | | | | |
| 6080) Court St | 0.50 | 2200 | G | 92% | 0% | | % 4% | 0% | F | 0.12 | F | 0.521 | 2400 | G | 2018 |
| | | To | | | | 5Th S | St . | | | | | | | | |

| | | | | | _ | | Truck | | | K | 011 | Dir | | | ., |
|-----------------------|------------------|---------------------|----------|---------|----------|-------------------|--------|-----|-------|--------|-------|--------|-------|------|------|
| Route | Length A | ADT | QA | 4 l ire | Bus | 2Axle 3+Ax | | | QC | Factor | QK | Factor | AAWDT | QW | Year |
| City of Lynchburg | | From: | | | | Lakeside I |)r | | | | | | | | |
| 6081) Forest Brook Rd | 0.92 49 | 900 | G | 97% | 1% | 1% 1% | | 0% | С | 0.107 | F | 0.597 | 5300 | G | 2018 |
| \bigcirc | | To | | | | Old Forest | | | | | | | | | |
| (LUIL Ct | 0.E0 E 0 | From: | _ | 000/ | 10/ | Old Forest | | 00/ | F | 0.000 | _ | 0.670 | 6100 | G | 2018 |
| 6082 Hill St | 0.58 5 0 | 600 To: | G | 98% | 1% | 0% 0% Langhorne | | 0% | Г | 0.093 | F | 0.673 | 6100 | | 2018 |
| | | From: | | | | Fort Ave | | | | | | | | | |
| 6083) Edgewood Ave | 0.73 1 8 | 800 | G | 98% | 1% | 0% 0% | | 0% | С | 0.095 | F | 0.509 | 2000 | G | 2018 |
| <u> </u> | | To: | | | | Wards R | d | | | | | | | | |
| 4th St | | From: | G | | | Wise St | | | | 0.155 | F | | 70 | G | 2018 |
| 401 00 | , | To: | G | | | Monroe S | St | | | 0.133 | • | | 70 | u | 2010 |
| | | From: | | | | York St | | | | | | | | | |
| Caroline St | 7 | 710 | G | | | | | | | 0.11 | F | 0.645 | 770 | G | 2018 |
| | | To: | | | | Chambers | | | | | | | | | |
| Chambers St | g | From: 330 | G | | | Caroline S | St | | | 0.103 | F | 0.569 | 900 | G | 2018 |
| Onambers of | | To: | <u> </u> | | | 2Nd St | | | | | _ ' | 0.503 | | | |
| | | From: | | | | Morningside | e Dr_ | | | | | | | | |
| Clayton Ave | 4 | 170 | G | | | | | | | 0.117 | F | 0.617 | 510 | G | 2018 |
| | | To: | | | | Spottswood | | | | | | | | | |
| Danridge Dr | 1400 | From: | G | | | Berkley I | 21 | | | 0.088 | F | 0.535 | 1500 | G | 2018 |
| | 11 | 400 To: | G | | | Craigmont | Dr | | | 0.000 | Г | 0.555 | 1500 | G | 2010 |
| | | From: | | | | 15-1520 | | | | | | | | | |
| Enterprise Dr | 15 | 5000 | G | | | | | | | 0.1 | F | 0.593 | 15000 | G | 2018 |
| | | To | | | | Bedford Count | y Line | | | | | | | | |
| Fairview Ave | 300 | From: | | | | Maryland A | Ave | | | 0.13 | F | 0.512 | 220 | C | 0010 |
| | 3 | To: | G | | | Mackel S | it | | | 0.13 | Г | 0.513 | 320 | G | 2018 |
| | | From: | | | | Ridgeway | | | | | | | | | |
| Fleetwood Dr | 1100 | G | | | | | | | 0.100 | F | 0.627 | 1200 | G | 2018 | |
| | | To: | | | | Hillwood l | Dr | | | | | | | | |
| Georgia Ave | From: 160 | | | | | Campbell A | Ave | | | 0.101 | F | 0.539 | 180 | G | 2018 |
| Georgia Ave | ' | To: | G | | | Nevada A | ve | | | 0.101 | Г | 0.559 | 100 | G | 2010 |
| | | From: | | | | Glen Oak L | | | | | | | | | |
| Gorman Dr | 2 | 260 | G | | | | | | | 0.143 | F | 0.505 | 290 | G | 2018 |
| | | To: | | | | Northwood | | | | | | | | | |
| Hawthorne Rd | | From: | • | | | Montgomery | Rd | | | 0.151 | _ | 0.75 | 100 | _ | 0010 |
| | ' | 110 To: | G | | | Woodcrest | Dr | | | 0.151 | F | 0.75 | 120 | G | 2018 |
| | | From: | | | | Rhonda D | | | | | | | | | |
| Hayes Dr | 1 | 130 | G | | | Tulondu L | • | | | 0.134 | F | 0.619 | 140 | G | 2018 |
| | | To | | | | Crawford 1 | Dr | | | | | | | | |
| John Scott Dr | | From: | | 070/ | 00/ | Old Trents Fer | | 00/ | | | _ | 0.550 | 470 | _ | 0040 |
| | 4 | 130 To: | G | 97% | 2% | 1% 0% Dead End | | 0% | С | 0.111 | F | 0.558 | 470 | G | 2018 |
| Leyburn Ave | From: 210 | | | | Mosby Av | | | | | | | 220 | | | |
| | | G | | | mosty A | | | | 0.128 | F | 0.734 | | G | 2018 | |
| | | To | | | | Sackett S | t | | | | | | | | |
| | From: | | | | | Bell Tavern | Rd | | | | _ | 0.55 | | | 0011 |
| Locksview Dr | 7 | 750 To: | G | | | Norvell Hous | ra Ct | | | 0.103 | F | 0.528 | 810 | G | 2018 |
| | | From: | | | | | | | | | | | | | |
| Maryland Ave | 3 | 300 | G | | | Craig St | | | | 0.118 | F | 0.622 | 320 | G | 2018 |
| iviai yiaiia Avo | _ | To: | | | | Fairview A | VA | | | | ٠ | | | | |

| Route | Length | AADT | QA | 4Tire | Bus | Truck 2Axle 3+Axle 1Trail 2 | QC | K Factor | QK | Dir Factor | AAWDT | QW | Yea |
|-------------------|----------------|----------------|----------|-------|-----|--------------------------------|----|-------------|----|---------------|-------|----|------|
| v of Lvnchburg | | | | | | | | | | | | | |
| Mal/innay Ava | | 260 | G | | | Clarke St | | 0.130 | F | 0.589 | 290 | G | 2018 |
| McKinney Ave | | 200 | <u> </u> | | | Dodd St | | 0.130 | Г | 0.569 | 290 | G | 2010 |
| | | From | | | | Burnt Bridge Rd | | 1 | | | | | |
| Mimosa Dr | | 700 | G | | | | | 0.099 | F | 0.555 | 760 | G | 201 |
| | | To | | | | Woodcrest Dr | | | | | | | |
| | | From | | | | McGuffey Lane | | | | | | | |
| Morningside Dr | 500 | | G | | | | | 0.227 | F | 0.726 | 550 | G | 201 |
| | | To | | | | Eastwood Lane | | | | | | | |
| Myrtle St | | From: | G | | | Westview Dr | | 0.127 | F | | 610 | G | 201 |
| | | 300 To: | G | | | Toledo Ave | | 0.127 | ' | | 010 | G | 201 |
| New Hampshire Ave | | From: | | | | Oakridge Blvd | | | | | | | |
| | | 360 | G | | | Outridge Biva | | 0.109 | F | 0.507 | 390 | G | 201 |
| | | To | | | | Tremont St | | | | | | | |
| Oxford St | | From: | | | | McKinney Ave | | 0.101 | | 0.615 | 330 | G | 201 |
| | 300 | 300 | G | | | | | | F | | | | |
| | | To | | | | Radcliffe Ave | | | | | | | |
| Page St | | From | | | | Hillcrest Rd | | 0.106 | F | 0.000 | 2000 | G | 201 |
| | | 2700 To: | G | | | 2Nd St | | 0.106 | Г | 0.829 | 3000 | G | 201 |
| Rhode Island Ave | | From: | | | | Tremont St | | | | | | | |
| | Island Ave 110 | 110 | G | | | Tremont St | | 0.143 | F | 0.698 | 110 | G | 201 |
| | | To | | | | Fort Ave | | | | | | | |
| Sanhill Dr | | From | | | | Rhonda Dr | | | | | | | |
| | 500 | 500 | G | | | | | 0.157 | F | 0.629 | 550 | G | 201 |
| | | To | | | | Apache Lane | | | | | | | |
| Texas Ave | | From: | | | | Campbell Ave | | 2.405 | _ | 0.576 | 0.40 | _ | 06: |
| | | 220 To | G | | | None de Asse | | 0.135 | F | 0.579 | 240 | G | 201 |
| | | From: | | | | Nevada Ave | | | | | | | |
| Warren Ave | | 200 | G | | | Wingfield Ave | | 0.120 | F | 0.636 | 210 | G | 201 |
| | | 200 To: | _ | | | Perry Ave | | 7.120 | • | 3.000 | 210 | G | 201 |