2010

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

where available

Jurisdiction Report

15

Campbell County
City of Lynchburg
Town of Altavista
Town of Brookneal

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

Special Routes

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

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

		Campbell Maintenand	oc Alca			Tr	uck			K		Dir		
Route	Jurisdiction	Length AADT	QA 4	Tire B	us 2A	xle 3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Bedford County Lin	ne											
24) Colonial Hwy	Campbell County	2.06 310	F 9	14% C	% 2	% 2%	3%	0%	С	0.117	F	0.512	320	F
\smile	To:	15-811 Near Evingt	ton											
24 Colonial Hwy	Campbell County	6.68 1200		14% C	% 2	% 2%	3%	0%	F	0.107	F	0.543	1200	F
	To	US 29												
24 Colonial Hwy	Campbell County	4.32 3100	F 9	2% 2	% 1	% 1%	4%	0%	С	0.101	F	0.585	3100	F
24)	Tol							-,-	_					
24) 501 Campbell Hwy	Campbell County	US 501 SW of Rustb 0.92 11000		18% C	% 0	% 0%	1%	0%	F	0.089	F	0.579	11000	F
24 501 Campbell Hwy	Campbell County			070 0	70 0	/0 U/0 •	1 70	076	•	0.003	'	0.57 5	11000	'
	To: From:	US 501 SW of Rustb					40.6							_
24 Village Hwy	Campbell County	6.38 3600	F 9	2% 1	% 1	% 1%	4%	0%	F	0.095	F	0.52	3700	F
	To: From:	15-656 Crews Shop Rd; Plun												
(24) Village Hwy	Campbell County	3.16 3300	F 9	2% 1	% 1	% 1%	4%	0%	С	0.1	F	0.518	3400	F
<u> </u>	To: From:	W US 460												
24) (460) Lynchburg Hwy	Campbell County	0.11 18000	N 9	14% C	% 1	% 1%	4%	0%	Ν	0.086	Ν		19000	N
	То:	Appomattox County l	Line											
	From:	Pittsylvania County I	Line											
29 Wards Rd	Campbell County	0.72 12000	F 8	5% 1	% 1	% 1%	12%	1%	F	0.081	F	0.561	12000	F
\searrow	To	SR 43 Bedford Av	/e.											
29 Wards Rd	Campbell County	3.40 13000		5% 1	% 1	% 1%	12%	1%	F	0.074	F	0.562	13000	F
	To:	15-712												
29 Wards Rd	Campbell County		N 8	5% 1	% 1	l % 1%	12%	1%	Ν	0.074	Ν	0.562	13000	N
29) Waldo Na	zampson county				,, .	,	1270	170	.,	0.07 1	• • •	0.002	10000	
29 Wards Rd	Campbell County	BUS US 29 N of Alta 4.24 19000		14% C	% 1	% 1%	4%	0%	F	0.076	F	0.580	19000	F
(29) Wards Rd	Campbell County			74 /0 C	70 1	/0 I/0	470	076	•	0.070	'	0.500	13000	'
~~~~	To: From:	15-696 Marysville I		40/	0/ 4	40/	407	00/	_	0.070	_	0.500	10000	
(29) Wards Rd	Campbell County	4.99 <b>19000</b>	<b>F</b> 9	14% C	% 1	% 1%	4%	0%	F	0.076	F	0.583	19000	F
~~~	To: From:	SR 24 Colonial Hw	•											
29) Wards Rd	Campbell County	4.58 20000	F 9	14% C	% 1	% 1%	4%	0%	F	0.076	F	0.596	21000	F
<u> </u>	To- From:	15-738 English Taver	n Rd											
29 Wards Rd	Campbell County	1.84 30000	A 9	14% C	% 1	% 1%	4%	0%	С	0.094	Α	0.562	31000	Α
<u> </u>	То:	US 460 Lynchburg Hwy; B	Bus US 29	ı										
Bus	From:	X		0 0	110.00									
29) (29) Ramp	Campbell County	0.47		See Bu	is US 29	for directio	nai traffi	ic volume	e estir	nates for	this s	egment.		
	From:	X US 460; Bus US 29 Wa	ards Rd											
29 (460)	Campbell County	0.03 44000		3% 0	% 1	% 1%	4%	0%	F	0.096	F	0.641	46000	F
20) (100)	Ted				•									
(m)	City of Lynchburg (Maint: 15)	SCL Lynchburg 1.38 44000		3% 0	% 1	% 1%	4%	0%	F	0.096	F	0.641	46000	F
[29] [460]	Only of Lynchburg (Maint. 19)			.J/0 C	70 I	/U I/O	→ /0	0 /0	Г	0.090	Г	0.041	40000	ı
~~~	From:	Candler Mountain I				,	,							
(29)(460)	City of Lynchburg (Maint: 15)		F 9	3% 0	% 1	% 1%	4%	0%	F	0.092	F	0.615	35000	F
(29) (460)	City of Lynchburg (Maint: 15)	0.49 <b>34000</b> US 501	<b>F</b> 9	3% C	% 1	% 1% 	4%	0%	F	0.092	F	0.615	35000	

### Campbell Maintenance Area

Section   Sect			
Sector   S	AAWDT	т /	_
City of Lynchburg (Maint: 15)	AWDI	1 (	Q
City of Lynchburg (Maint: 15)	-		
U.S. 50/ Campbell Are   Function Class Clamps   Function Clamps	38000		,
Part			
Campbell County   Cambbell C	-		_
Section   Sect	35000		F
Campbell County   0.93   18000   F   89%   1%   1%   1%   8%   1%   F   0.084   F   0.513			
SCL Lynchburg (Maint 15)   0.33   1800   F   89%   1%   1%   1%   8%   1%   F   0.084   F   0.513			
SCI   Lynchburg   Maint: 15)   0.33   1800   F   89%   1%   1%   8%   1%   F   0.084   F   0.513	17000		F
City of Lynchburg (Maint: 15)   0.33   18000   F   89%   1%   1%   1%   8%   1%   F   0.084   F   0.513			
Pitty   Part	17000		F
Pitty   Variable   Pitty   Pit	17000		'
SCL Alluvistary   SCL Alluvi		_	_
St. Aller   St. Cl. Hurst			
St. Aller   St. Cl. Hurst	6200		F
Town of Altavista (Maint: 15)   0.29   6100   N   99%   0%   0%   0%   0%   0%   0%   N   0.089   N   0.575			
Note			
Bus	6200		1
Bus			
Pittsylvania   Pitt			
Bus   Free	7600		F
Bus   Free			
Bus   From	10000		
Main St   Town of Altavista (Maint: 15)   0.49   12000   F   97%   0%   0%   0%   1%   0%   F   0.085   F   0.537	12000		F
Town of Altavista (Maint: 15)   0.49   12000   F   97%   0%   0%   0%   1%   0%   F   0.085   F   0.537			
Bus   29   Main St   Town of Altavista (Maint: 15)   0.64   12000   F   97%   0%   0%   0%   1%   0%   C   0.086   F   0.513	12000		,
Bus   Down of Altavista (Maint: 15)   0.64   12000   F   97%   0%   0%   1%   0%   C   0.086   F   0.513	12000		F
Town of Altavista (Maint: 15)   0.64   12000   F   97%   0%   0%   0%   1%   0%   C   0.086   F   0.513		—	—
Bus   Prom:   Lynch Mill Rd     Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd   Lynch Mill Rd	12000		F
NCL Altavista   NCL Altavist	12000		'
Note   Town of Altavista (Maint: 15)   1.36   7900   F   97%   0%   0%   0%   1%   0%   F   0.086   F   0.576		—	
NCL Altavista   NCL Altavist	8100		F
Campbell County   0.17   7900   F   97%   0%   0%   1%   0%   F   0.086   F   0.576	0100		
Campbell County   0.17   7900   F   97%   0%   0%   1%   0%   F   0.086   F   0.576			—
Bus US 460 South of Lynchburg US 460 South o	8100		F
Bus US 460 South of Lynchburg US 460 South o	0100		•
<u></u>		_	_
<u></u>			
<u></u>	39000		F
SCL Lynchburg			
Bus	44000		
(29) Wards Rd City of Lynchburg 1.64 <b>40000</b> F 98% 0% 1% 0% C 0.079 F 0.548	41000		F
US 501; SR 163 Lynchburg Expressway			
Bus         US 501; SR 163           29         City of Lynchburg         0.12         NA         NA			
(29) City of Lynchburg 0.12 <b>NA</b> NA	NA		
To SR 163 Wards Rd			
BUS CONTROL OF THE PROPERTY OF			
(29) (501) Lynchburg Expressway City of Lynchburg 0.33 <b>39000 N</b> 98% 0% 1% 0% N 0.091 N 0.530	41000		1
US 501, SR 128			

## 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Campbell Maintenance Area

Pouto	lucio diotion	المممدا	AADT O	A /T:==	D		Tru	ck		00	K	OV	Dir	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	. 0
Route	Jurisdiction			A 4Tire	DUS	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QV
Bus Lymphhyra Fynragowyd	From:		S 501, SR 128	- 000/	0%	10/	00/	40/	00/	_	0.004	F	0.520	44,000	_
29 Lynchburg Expressway	City of Lynchburg	1.33	39000 F	98%	0%	1%	0%	1%	0%	г	0.091	г	0.530	41000	F
Bus	To- From:	0	dd Fellows Rd												
29 Lynchburg Expressway	City of Lynchburg	1.46	37000 F	98%	0%	1%	0%	1%	0%	F	0.086	F	0.540	38000	F
Bus	To: From:	ŀ	Kemper Street												
29 Lynchburg Expressway	City of Lynchburg	1.02	37000 F	98%	0%	1%	0%	1%	0%	F	0.088	F	0.518	38000	ı
~	To: From:		Main Street												
Bus 29 CLynchburg Expressway	City of Lynchburg	0.22	23000 F	98%	0%	1%	0%	1%	0%	F	0.082	F	0.589	24000	1
29) -,	To		erst County Line				- / -	.,,							
Bus	From:		Bus US 29												
29) (29) Ramp	Campbell County	0.47	NA								NA			NA	
$\sim$	To:	US 46	60 Lynchburg Hw	y.											
Bus	From		9 TO RT 460 WI	EST											
Bus 29	Campbell County	0.30	NA								NA			NA	
	To:	US 460	FROM RT 29 B	US											
dus 29	From:		9 TO RT 460 EA	AST											
29}	Campbell County	0.30	NA	***							NA			38000 24000 NA	
	10*		FROM RT 29 B												
Bus	From:		9 TO RT 460 WI	EST											
Bus 29	Campbell County	0.34	NA FROM RT 29 B	TIC							NA			NA	
	From			US											
40) (501) Lusardi Dr	Campbell County	0.09	fax County Line 5100	92%	0%	1%	0%	6%	0%	F	0.081	F	0.551	5200	ı
501 Lusardi Dr	Campbell County			32 /0	070	1 70	0 /0	070	070	'	0.001	'	0.551	3200	
Carol Lungredi Dr	Town of Brookneal (Maint: 15)	S 0.76	CL Brookneal 5100 N	<b>l</b> 92%	0%	1%	0%	6%	0%	N	0.081	N	0.551	F200	
Lusardi Dr	To:	0.76	US 501	9270	0%	176	0%	070	0%	IN	0.061	IN	0.551	3200	'
	From:	US 501 Lyr	ichburg Ave; Lus	ardi Dr											
Wickliffe Ave	Town of Brookneal (Maint: 15)	0.87	2200	81%	1%	1%	2%	15%	0%	F	0.096	F	0.544	2300	- 1
<u> </u>	To:	E	CL Brookneal			$\neg$ $\vdash$									
40) Wickliffe Ave	Campbell County	1.97	2200 N	<b>l</b> 81%	1%	1%	2%	15%	0%	Ν	0.096	Ν	0.544	2300	-
<u> </u>	To	15-605	Swinging Bridge	Rd											
40) Wickliffe Ave	Campbell County	2.15		81%	1%	1%	2%	15%	0%	F	0.086	F	0.535	1700	
•9	To:	Char	lotte County Line	)											
	From:		Main Street												
Bedford Hwy	Town of Altavista (Maint: 15)	0.49		97%	1%	0%	0%	0%	0%	F	0.103	F	0.597	5500	
	To		Myrtle Lane												
Bedford Hwy	Town of Altavista (Maint: 15)	0.50		97%	1%	0%	0%	0%	0%	F	0.105	F	0.709	4900	
·	To		Broad Street												
43) Bedford Hwy	Town of Altavista (Maint: 15)	0.59		97%	1%	0%	0%	0%	0%	С	0.112	F	0.625	4400	
									U / 0	~			0.020	7700	

### 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Campbell Maintenance Area

_							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	WCL Altav													
43) Bedford Hwy	Campbell County	1.79 <b>3100</b>	F	95%	1%	1%	1%	2%	0%	С	0.091	F	0.71	3200	F
	To: From:	15-628 Bishop C													
43) Bedford Hwy	Campbell County	4.69 <b>840</b>	F	95%	1%	1%	1%	2%	0%	F	0.093	F	0.558	860	F
<u> </u>	To: From:	15-682 Lees	ville												
(43) Bedford Hwy	Campbell County	1.26 <b>280</b>	F	95%	1%	1%	1%	2%	0%	F	0.119	F	0.514	290	I
<u> </u>	To:	Bedford Count	y Line												
0 " 1" 1" 1"	From:	SR 163 Ward		000/	407	201	407	201	001	_	0.000	_	0.544	00000	
Candler Mt Rd	City of Lynchburg	0.26 <b>18000</b>	F F	89%	4%	2%	1%	3%	0%	F	0.092	F	0.544	20000	
	From:	Bus US 29, US 501 Lyr RT 501 V		xpwy											
128)(501)Candler Mtn Rd	City of Lynchburg	0.43 <b>36000</b>	F	96%	0%	1%	0%	2%	0%	F	0.083	F	0.515	38000	
	To:	RT 501 F													
	From:	US 501 Candlers								_		_			
Mayflower Dr	City of Lynchburg	1.30 <b>7200</b>	F	89%	4%	2%	1%	3%	0%	С	0.102	F	0.542	7700	
	To- From:	Odd Fellows													
Mayflower Dr	City of Lynchburg	1.48 <b>1800</b>	F	97%	1%	1%	1%	0%	0%	С	0.096	F	0.649	2000	
<u> </u>	To:	Bus US 501 Camp	bell Ave												
	From:	Bus US 29, US 501 Lynch													
163) Wards Rd	City of Lynchburg	0.44 <b>17000</b>	F	99%	0%	1%	0%	0%	0%	F	0.081	F	0.558	18000	
	To: From:	SR 128 Candler													
163)Wards Rd	City of Lynchburg	0.42 <b>27000</b>	F	99%	0%	1%	0%	0%	0%	F	0.081	F	0.504	29000	
Bus	To: From:	Bus US 460 Fort Wards Ro													
163) 460 Fort Ave	City of Lynchburg	1.19 <b>23000</b>	F	99%	0%	1%	0%	0%	0%	С	0.083	F	0.546	24000	
163/(460). 517.113	To:	Memorial A		0070	070		070	070	070	Ŭ	0.000		0.010	21000	
	From:	Fort Ave													
163 Memorial Ave	City of Lynchburg	0.60 <b>11000</b>	F	99%	0%	0%	0%	0%	0%	С	0.08	F	0.540	12000	
<u> </u>	To- From:	Oakley Av	re			$\Box$									
163) Memorial Ave	City of Lynchburg	0.47 <b>13000</b>	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.503	14000	
$\smile$	To	Park Ave	:												
163) Memorial Ave	City of Lynchburg	0.33 12000	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.536	13000	
	To	Langhorne	Dd												
163)5th St	City of Lynchburg	0.17 <b>14000</b>	F	99%	0%	0%	0%	0%	0%	F	0.084	F	0.531	15000	
103/5 51	5.i, 5. 2)g						0,0	0,0	0,0	•	0.00	-	0.00	.0000	
soo 5th St	City of Lynchburg	Pollard S 0.26 <b>13000</b>	F	99%	0%	0%	0%	0%	0%	F	0.089	F	0.57	14000	
163)5th St	City of Eyriciburg			<i>33 /</i> 0	0 /0	0 /0	U /0	U /0	U /0	r	0.009	-	0.51	14000	
Sub-Or	To	Pierce St		0001	001		001	401	001	_	0.00		0.500	40000	
163)5th St	City of Lynchburg	0.27 <b>12000</b>	F	98%	0%	0%	0%	1%	0%	F	0.09	F	0.569	13000	
	To- From:	Park Ave													
₁₆₃ )5th St	City of Lynchburg	0.38 <b>13000</b>	F	98%	0%	0%	0%	1%	0%	F	0.09	F	0.579	14000	ı
$\smile$	To.	Clay St													

					Tru	ick			K		Dir		
Route	Jurisdiction	Length AADT QA 4	4Tire Bu	S	3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	Clay St											
163)5th St	City of Lynchburg		98% 0%	<u>6 0%</u>	0%	1%	0%	С	0.102	F	0.632	15000	F
<u> </u>	To:	Amherst County Line											
North	From:	SR 163 Wards Rd											
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		99% 0%	6 0%	0%	1%	0%	С	0.093	F	0.568	29000	1
221)	T-												
~~ Labarida Da	From	Lynchburg Expressway	200/ 00	/ 00/	00/	407	00/		0.000	F	0.570	47000	
221 Lakeside Dr	City of Lynchburg	0.94 <b>16000 F</b> 9	99% 0%	6 0%	0%	1%	0%	F	0.086	F	0.576	17000	ı
~	To- From:	Forest Brook Rd											
221 Lakeside Dr	City of Lynchburg	1.52 <b>14000 F</b> 9	99% 0%	6 0%	0%	1%	0%	F	0.086	F	0.554	15000	ı
~	To	Old Forest Rd											
221 Lakeside Dr	City of Lynchburg		99% 0%	6 0%	0%	1%	0%	F	0.085	F	0.547	17000	
221 Lakeside Di	To:	Oakley Ave	3370 07	0 070	0 70	1 70	070	•	0.003	•	0.547	17000	
	From:	Lakeside Dr											
Oakley Ave	City of Lynchburg		99% 0%	6 0%	0%	1%	0%	F	0.088	F	0.509	9400	ı
221)	To:	Bus US 29 Memorial Ave				.,.	-,-	-		-			-
	From:	Memorial Ave											
221 Oakley Ave	City of Lynchburg	0.24 <b>7600 F</b> 9	99% 0%	6 0%	0%	1%	0%	F	0.089	F	0.505	8100	-
==-	To:	Bus US 460 Fort Ave											
Bus	From:	Bus US 460 Oakley Ave											
221 ( 460 Fort Ave	City of Lynchburg	0.42 <b>9600 F</b> 9	97% 19	6 1%	0%	1%	0%	С	0.089	F	0.543	10000	ı
~~~	Tax	118-6029 Fort Ave											
Bus	From:												
221 (460) 12th St	City of Lynchburg	0.25 8400 F 9	97% 19	6 1%	0%	1%	0%	F	0.091	F	0.533	8900	I
~~	Tou	Bus US 501 Campbell Ave		-									
Bus Bus	Oit at Landhama	0.40 0000 F 0	270/ 40	/ 40/	00/	40/	00/	_	0.00	_	0.504	0000	
221 460 501 12th St	City of Lynchburg		97% 19	6 1%	0%	1%	0%	F	0.09	F	0.564	9200	I
Bus Bus	From:	Kemper St 12th Street											
	City of Lynchburg		97% 19	6 1%	0%	1%	0%	С	0.085	F	0.601	12000	-
221 460 501 Kemper St	To:	US 29 Lynchburg Expressway	37 70 17	170	070	170	070	•	0.000	•	0.001	12000	
	Essen												
~~\	O a see to all O a see to	Bedford County Line	000/ 40	40/	40/	00/	00/	_	0.000	_	0.044	00000	
460 Lynchburg Hwy	Campbell County	1.37 29000 F 8	88% 19	6 1%	1%	9%	0%	F	0.092	F	0.611	30000	
	To- From:	Bus US 460											
460 Lynchburg Hwy	Campbell County	3.91 22000 F 8	88% 19	6 1%	1%	9%	0%	F	0.098	F	0.640	23000	F
~ <i>/</i>	To	15-678 Airport Rd											
460 Lynchburg Hwy	Campbell County		88% 19	6 1%	1%	9%	0%	F	0.096	F	0.610	41000	F
400) Lyrichibarg riwy	To:	US 29; Bus US 29 Wards Rd	JJ /U I /	1/0	1 /0	J /0	0 /0	'	0.030	•	0.010	71000	'
	From:	Bus US 29 Wards Rd		-+									
460 (29)	Campbell County		93% 0%	6 1%	1%	4%	0%	F	0.096	F	0.641	46000	F
400)(29)	To:	SCL Lynchburg	22,0 0,	- 1/0	. 70	. 70	J /0	•	0.000	•	0.541	.5000	

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2010 Annual Average Daily Traffic Volume Estimates By Section of Route Campbell Maintenance Area

		Campbell Maintena					Trı	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~~	From:	SCL Lynchbu	urg												
(460)(29)	City of Lynchburg (Maint: 15)	1.38 <b>44000</b>	F	93%	0%	1%	1%	4%	0%	F	0.096	F	0.641	46000	F
~ ~	To- From:	Candler Mounta													
(460)(29)	City of Lynchburg (Maint: 15)	0.49 <b>34000</b>	F	93%	0%	1%	1%	4%	0%	F	0.092	F	0.615	35000	F
~ ~	To- From:	US 501													
{460}{29}{501}	City of Lynchburg (Maint: 15)	1.91 <b>36000</b>	Α	93%	0%	1%	1%	4%	0%	С	0.103	Α	0.503	38000	Α
<del>*</del> * *	To: From:	Bus US 501; US 501 C		Ave											
460 29 Richmond Hwy	City of Lynchburg (Maint: 15)	2.14 <b>33000</b>	F	93%	0%	1%	1%	4%	0%	F	0.086	F	0.542	35000	F
,	To:	US 29													
(460) Richmond Hwy	City of Lynchburg (Maint: 15)	0.11 <b>26000</b>	N	94%	0%	1%	1%	4%	0%	Ν	0.087	Ν	0.573	27000	N
,	To	ECL Lynchbu	uro												
Richmond Hwy	Campbell County	1.78 <b>26000</b>	F	94%	0%	1%	1%	4%	0%	F	0.087	F	0.573	27000	F
,	To	15-726 Mount At													
7460 Ricmond Hwy	Campbell County	2.88 <b>22000</b>	F	94%	0%	1%	1%	4%	0%	F	0.089	F	0.657	22000	F
,	Tod	15-1017 Circle	. D.:												
(460) Ricmond Hwy	Campbell County	1.21 <b>18000</b>	N	94%	0%	1%	1%	4%	0%	Ν	0.083	Ν	0.621	19000	N
<u> </u>	To- From:	15-656 Crews Sh	op Rd												
Ricmond Hwy	Campbell County	1.42 <b>18000</b>	F	94%	0%	1%	1%	4%	0%	F	0.083	F	0.621	19000	F
~~~	To From:	SR 24 Village I		0.407	201		407	407	00/		0.000			10000	
460 (24) Lynchburg Hwy	Campbell County	0.11 18000 Appomattox Coun	N	94%	0%	1%	1%	4%	0%	N	0.086	N		19000	N
_	From	**													
East	Campbell County	US 460 TO RT 29 0.33 NA	SOUTH								NA			NA	
460	To:	US 29 FROM RT 4	60 EAST	,							IVA			14/3	
East	From	US 460 TO RTE 2				l									
460 East	Campbell County	0.39 NA	E) BOS								NA			NA	
400)	To:	C5US 29 FROM RT	460 EAS	Т											
West	From:	US 460 TO RT 29 &	29 BUS	3											
West 460	Campbell County	0.31 NA									NA			NA	
	То:	C5US 29 FROM RT	460 WES	T											
West	From:	US 460 TO RT 2	9 BUS			Ī									
West 460	Campbell County	0.41 NA									NA			NA	
<u> </u>	To	C5US 29 FROM RT	460 WES	ST											
Bus	From:	US 460 West of Ly	nchburg												
460 Timberlake Rd	Campbell County	1.94 15000	Α	98%	0%	0%	0%	1%	0%	С	0.101	Α	0.547	16000	Α
<u> </u>	Tro From:	15-622 Waterlic	ck Rd			\Box \vdash									
Bus 460 Timberlake Rd	Campbell County	1.24 27000	F	98%	0%	0%	0%	1%	0%	F	0.085	F	0.533	28000	F
400)	To:	15-739 Greenvie		0070	370		J / 0	. 70	0,0	•	0.000	•	0.500	_5000	•

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2010 Annual Average Daily Traffic Volume Estimates By Section of Route Campbell Maintenance Area

		Campbell Mainten	100711	<u></u>			Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:	15-739 Greenvi	ew Dr			1	0 17 11 10				. 4010.				
7 Timberlake Rd	Campbell County	0.14 31000	G	98%	0%	0%	0%	1%	0%	F	0.086	Ν	0.555	32000	G
	To: From:	15-1520 Laxto	n Rd												
Bus 460 Timberlake Rd	Campbell County	0.04 30000	N	98%	0%	0%	0%	1%	0%	N	0.086	N	0.555	32000	N
460)	To	WCL Lyncht		0070	070		070	170	070	.,	0.000		0.000	02000	
Bus	From:														
460 Timberlake Rd	City of Lynchburg	0.62 30000	F	98%	0%	0%	0%	1%	0%	F	0.086	F	0.555	32000	F
Bus	To: From:	Old Graves Mi	ill Rd												
460 Timberlake Rd	City of Lynchburg	1.14 26000	F	98%	0%	0%	0%	1%	0%	F	0.081	F	0.517	27000	F
~ <i>_</i>	To	Leesville R	Rd												
Bus 460 Timberlake Rd	City of Lynchburg	0.37 33000	F	98%	0%	0%	0%	1%	0%	F	0.083	F	0.565	34000	F
460) Timberiake rkd	oity of Eyrichburg				070		070	170	070	•	0.000	•	0.505	34000	
Bus	From:	US 501 Lynchburg E	•	•											
Fort Ave	City of Lynchburg	1.15 18000	F	98%	0%	0%	0%	1%	0%	F	0.087	F	0.540	19000	F
Bus	To: From:	Bus US 29 War Wards Rd													
460 (163) Fort Ave	City of Lynchburg	1.19 23000	F	99%	0%	1%	0%	0%	0%	С	0.083	F	0.546	24000	F
400)(103)	To:	Memorial A					-,-	-,-	-,-						-
Bus	From	Bus US 29 Memo										_			
Fort Ave	City of Lynchburg	0.57 8600	F	98%	0%	0%	0%	1%	0%	F	0.082	F	0.506	9100	F
Bus	To: From:	US 221 Oakley	y Ave												
460)(221) Fort Ave	City of Lynchburg	0.42 9600	F	97%	1%	1%	0%	1%	0%	С	0.089	F	0.543	10000	F
	To-	118-6029 Fort	Ave												
Bus	From:			070/	40/	40/	00/	40/	00/	_	0.004	_	0.500	0000	_
460)(221)12th St	City of Lynchburg	0.25 8400	F	97%	1%	1%	0%	1%	0%	F	0.091	F	0.533	8900	F
Bus Bus	To: From:	Bus US 501 Camp	bell Ave												
460 (221) (501) 12th St	City of Lynchburg	0.18 8600	F	97%	1%	1%	0%	1%	0%	F	0.09	F	0.564	9200	F
~~~	To	Kemper S													
Bus Bus 460 (221) (501) Kemper St	City of Lynchburg	0.41 11000	f F	97%	1%	1%	0%	1%	0%	С	0.085	F	0.601	12000	F
460 (221) (501) Kemper St	City of Eyriciburg	Bus US 29 Lynchburg			1 /0		0 /6	1 /0	076	C	0.003		0.001	12000	
Bus Bus	From:	US 29 Lynchburg E													
460 (501 Kemper St	City of Lynchburg	0.34 <b>9800</b>	F	97%	1%	1%	0%	1%	0%	F	0.086	F	0.618	10000	F
~~~	To	Campbell A													
Bus Bus 460 (501 Campbell Ave	City of Lynchburg	0.88 Kemper S		97%	1%	1%	0%	1%	0%	С	0.093	F	0.664	18000	F
(501) Campbell Ave	City of Lynchburg			31 /0	1 /0	1 70	076	1 /0	076	C	0.033	•	0.004	10000	'
Bus Bus	To: From:	Mayflower													
460 (501) Campbell Ave	City of Lynchburg	0.48 16000	F	97%	1%	1%	0%	1%	0%	F	0.095	F	0.639	17000	F
Pug Pug	To: From:	Florida Av	'e												
Bus Bus 460 501 Campbell Ave	City of Lynchburg	0.14 18000	F	97%	1%	1%	0%	1%	0%	F	0.098	F	0.670	19000	F
460 Campbell Ave	To To	US 460, US 501 Rich			1 /0		J /0	1 /0	0 /0	'	0.000	•	0.070	15000	'

2010 Annual Average Daily Traffic Volume Estimates By Section of Route Campbell Maintenance Area

							Tru	ıck			K	011	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q١
Bus	From:	Bus US 501		2221				407							
60 501 Campbell Ave	City of Lynchburg	0.15 12000	N	98%	0%	0%	0%	1%	0%	N	0.098	N	0.68	13000	1
•	Francis	US 29, US 46													
S01 40 Lusardi Dr	Campbell County	Halifax County I 0.09 5100	Line F	92%	0%	1%	0%	6%	0%	F	0.081	F	0.551	5200	
Lusardi Dr	Campbell County			92%	0%	170	0%	070	076	Г	0.061	Г	0.551	3200	
~~ (From:	SCL Brookne													
501 40 Lusardi Dr	Town of Brookneal (Maint: 15)	0.76 5100	N	92%	0%	1%	0%	6%	0%	N	0.081	N	0.551	5200	
~~	To- From:	SR 40 Wickliffe													
501 Lynchburg Ave	Town of Brookneal (Maint: 15)	1.52 6600	F	90%	1%	1%	1%	7%	0%	С	0.086	F	0.543	6800	l
~	Too From:	NCL Brookne	al			\neg \vdash									
Brookneal Hwy	Campbell County	1.40 6600	N	90%	1%	1%	1%	7%	0%	Ν	0.086	Ν	0.543	6800	- 1
~	To:	15-633 Phelps Cre	ek Rd												
Brookneal Hwy	Campbell County	3.48 4500	F	90%	1%	1%	1%	7%	0%	F	0.087	F	0.541	4600	-
,	т	15-917 Railview													
501 Brookneal Hwy	Campbell County	4.79 5800	F	90%	1%	1%	1%	7%	0%	F	0.086	F	0.582	5900	
Sol Procedured Timy	campson county			3070	170	170	170	1 70	070	•	0.000	•	0.002	0000	
Drooknool I have	Complete County	15-761 Long Islar 8.33 6400	nd Rd F	90%	1%	10/	1%	7%	0%	F	0.085	F	0.619	6600	
Brookneal Hwy	Campbell County	8.33 6400	Г	90%	170	1%	170	170	0%	Г	0.065	Г	0.619	6600	
~~~	From:	SR 24 W, Colonia						407		_		_			
Campbell Hwy	Campbell County	0.92 <b>11000</b>	F	98%	0%	0%	0%	1%	0%	F	0.089	F	0.579	11000	
~	To: From:	SR 24 E, Village	Hwy												
Campbell Hwy	Campbell County	4.15 <b>8700</b>	В	98%	0%	0%	0%	1%	0%	С	0.111	Α	0.702	9700	
~	To	15-670 Sunnymea	de Rd			$\neg$ $\vdash$									
Campbell Hwy	Campbell County	2.82 9700	F	98%	0%	0%	0%	1%	0%	F	0.098	F	0.676	11000	
<del>\( \)</del>	Toe	SCL Lynchbu	ro												
Campbell Ave	City of Lynchburg	0.93 <b>12000</b>	F	98%	0%	0%	0%	1%	0%	F	0.098	F	0.68	13000	
,	Tool	Bus US 460													
Bus	From:														
Campbell Ave	City of Lynchburg	0.15 <b>12000</b>	N	98%	0%	0%	0%	1%	0%	N	0.098	N	0.68	13000	1
~ ~	From:	US 29, US 460 Richm US 29, US 46		У		-									
501 (460 ) (29 )	City of Lynchburg (Maint: 15)	1.91 <b>36000</b>	Α	93%	0%	1%	1%	4%	0%	С	0.103	Α	0.503	38000	
(29)					0,0		. , ,	.,0	0,0		000		0.000	00000	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	City of Lynchburg	US 29, US 460 Richm 0.50 <b>16000</b>	nond Hw	96%	0%	1%	0%	2%	0%	F	0.094	F	0.513	17000	
501	City of Lynchburg			90%	0%	170	0%	270	076	Г	0.094	Г	0.513	17000	
~	To: From:	SR 128 Mayflow										_			
Candler Mtn Rd	City of Lynchburg	0.43 36000	F	96%	0%	1%	0%	2%	0%	F	0.083	F	0.515	38000	I
Ruc	To: From:	Bus US 29 Lynchburg Ex US 29 Lynchburg Ex	-	•											
Bus 501 (29) Lynchburg Expressway	City of Lynchburg	0.33 39000	N N	98%	0%	1%	0%	1%	0%	N	0.091	N	0.530	41000	ı
501 29 Lynchburg Expressway	To:	Wards Rd Ex		JU /0	070	1,70	0 /0	1 /0	0 /0		0.001		0.000	71000	'

2010 Annual Average Daily Traffic Volume Estimates By Section of Route Campbell Maintenance Area

				-			Tru	rck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle				QC		QK	Factor	AAWDT	QV
	From:	Wards Rd													
501 Lynchburg Expressway	City of Lynchburg	1.37 42000	F	98%	0%	0%	0%	1%	0%	F	0.087	F	0.521	45000	F
	To- From:	Timberlake R	Rd			\neg \vdash									
501 Lynchburg Expressway Ext	City of Lynchburg	1.21 44000	F	96%	0%	1%	0%	2%	0%	F	0.089	F	0.544	47000	F
<i></i>	To	Graves Mill F	Rd			$ \vdash$									
501 Lynchburg Expressway	City of Lynchburg	1.24 31000	F	96%	0%	1%	0%	2%	0%	F	0.088	F	0.518	33000	F
City of Lynchburg Expressway City of Lynchburg 1.37 42000 F 96% 0% 0% 0% 0% 0% 0% 0%															
For I vnchburg Expressway	City of Lynchburg			97%	0%	1%	1%	1%	0%	С	0.083	F	0.538	35000	F
501) 2) Nonibarg 2) Processing	and a supplier of the supplier			0170	070		170	170	070	Ŭ	0.000	•	0.000	00000	•
Lynchhurg Eynrosgway	City of Lynchburg			079/	00/	10/	10/	10/	00/		0.000	_	0.542	15000	F
501 Expressway	City of Eyrichburg			9176	0%	1 70	170	170	0%	Г	0.000	Г	0.342	13000	ſ
<u> </u>	To: From:									_		_			
501 Lynchburg Expressway	City of Lynchburg			97%	0%	1%	1%	1%	0%	F	0.09	F	0.571	14000	F
	From:					-									
501 Boonsboro Rd	City of Lynchburg			96%	0%	1%	0%	2%	0%	С	0.094	F	0.645	9600	ı
301)	To:					T	-,-		-,-	_		-			
	From:	-													
F01	City of Lynchburg										NA			NA	
281)	To:		er Dr												
	From:														
501	City of Lynchburg										NA			NA	
	To	US 501 Lynchburg Ex	kpresswa	у											
Bus Bus	From:														
501 } 460 Campbell Ave	City of Lynchburg	0.14 18000	F	97%	1%	1%	0%	1%	0%	F	0.098	F	0.670	19000	F
Bus Bus	To: From:	Florida Ave													
Bus Bus Campbell Ave	City of Lynchburg	0.48 16000	F	97%	1%	1%	0%	1%	0%	F	0.095	F	0 639	17000	F
501)(460) Campbell / We	- Exploribuly			01 70	170		070	170	070	•	0.000	•	0.000	17000	
	From:	Mayflower D	r												
501 (460 Campbell Ave	City of Lynchburg	0.88 17000	F	97%	1%	1%	0%	1%	0%	С	0.093	F	0.664	18000	F
~~~ <u>~</u>	To:														
Bus Bus	City of Lynnah by year			070/	40/	40/	00/	40/	00/	_	0.000	_	0.040	40000	F
501 (460) Kemper St	City of Lynchburg			97%	1%	1%	0%	1%	0%	г	0.086	г	0.618	10000	- 1
Bus Bus	From:		ssway			_									
	City of Lynchburg		F	97%	1%	1%	0%	1%	0%	С	0.085	F	0.601	12000	
	To:	12th St													
	From:														
501)(221)(460)12th St	City of Lynchburg	0.18 <b>8600</b>	F	97%	1%	1%	0%	1%	0%	F	0.09	F	0.564	9200	I
Pour Pour Pour Pour Pour Pour Pour Pour	From	Fort Ave				$\Box$ $\vdash$									
Bus Camphell Ave	City of Lynchburg	U 33 <b>83UU</b>	F	90%	0%	19/-	0%	0%	0%	F	0 116	F	0.761	8000	F
SULL COMMUNICATION	City Of Lyffcfibulg	∪.∠ა <b>ია∪</b>	Г	3370	U70	170	U 70	U //O	U 70	Г	0.110	г	0.701	0900	г

### 2010 Annual Average Daily Traffic Volume Estimates By Section of Route Campbell Maintenance Area

Deute	lunia ali ati a a	l amouth	AADT		4T:	D		Tru	ck			K	OK	Dir	A A \ A \ D T	
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Qvv
Bus	From:		Park Ave													
501 Langhorne Rd	City of Lynchburg	0.27	10000	F	99%	0%	1%	0%	0%	0%	F	0.094	F	0.561	11000	F
Bus	To: From:	N	Iemorial Av	e												
501 Langhorne Rd	City of Lynchburg	0.29	17000	F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.522	18000	F
Bus	To- From:		Murrell Rd													
Canghorne Rd	City of Lynchburg	1.06	13000	F	99%	0%	1%	0%	0%	0%	С	0.088	F	0.654	14000	F
~	To- From:		Hill St													
Langhorne Rd	City of Lynchburg	0.47	11000	F	99%	0%	1%	0%	0%	0%	F	0.084	F	0.573	12000	F
Rue	Ta: From:	ı	Cranehill Dr													
₅₀₁ Langhorne Rd	City of Lynchburg	1.37	8200	F	99%	0%	0%	0%	0%	0%	С	0.080	F	0.531	8700	F
<del>~</del>	To:		ermont Terr													
Bus 501 Rivermont Terrace	City of Lypobburg	0.25	anghorne Ro	d F	000/	0%	0%	0%	0%	0%	F	0.096	F	0.570	6000	F
01 Rivermont Terrace	City of Lynchburg		ivermont Av	•	99%	0%	0%	0%	0%	0%	Г	0.096	Г	0.579	6000	Г
us	From:		ermont Terr													
Rivermont Ave	City of Lynchburg	0.44	15000	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.593	15000	F
	To: From:		Link Rd													
Bus 501 Boonsboro Rd	City of Lynchburg	0.76	13000	F	99%	0%	0%	0%	0%	0%	F	0.093	F	0.602	14000	F
· ·	To: From:	Ti	rents Ferry F	Rd												
Bus 501 Boonsboro Rd	City of Lynchburg	1.75	14000	F	99%	0%	0%	0%	0%	0%	С	0.092	F	0.530	14000	F
<del>(2.)</del>	To	Lynch	burg Expres	ssway												

					Car	mpdeli ivi	aintenance A	rea								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tr		(	ЭC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		Fron	:			De	ad End				-1					
(F625) River Rd	0.40	230	R			De	au Enu				NA			NA		08/02/2007
		Tr	·			SR 43 W	ndy Ridge Rd									
O		Fron				15-1332	Holly Hills Dr				J					00/00/00
(F626) Holly Hills Dr	0.16	560	R			SR 43 F	Bedford Hwy				NA T			NA		08/02/2007
		Fron	:				ad End									
(F793) Breezy Hill Lane	0.10	40	R				uu Ena				NA			NA		08/22/200
		Te	:			US 460 L	ynchburg Hwy									
City of Lynchburg		Fron				D	- 4 T 4									
(F794) Top Ridge Rd	1.16	20	R			De	ad End				NA			NA		08/22/200
1 3		To	:			15-837 7	op Ridge Rd									
		Fron	:			De	ad End									
(F864) Brown Haven Lane	0.12	10	R								NA			NA		08/14/200
		Т	1		1		own Haven Lan	e			<u> </u>					
(F905) Memo Rd	0.20	NA From				US 2	9; 15-758				 NA			NA		
(F905) Memo Rd	0.20	To	:			De	ad End				Ï			INA		
		Fron				De	ad End									
(F906) Liberty Mt Dr	0.40	3100	R								NA			NA		08/22/200
<u> </u>		To	:		118-603	35; Ramp F	r US 460 Byp E	nt To L								
O 17 / 14/15	0.70	Fron				De	ad End				$\Box$					00/00/000
F907 Liberty Mt Dr	0.78	2500 To	R			ED 0061	Liberty Mt Dr				NA			NA		08/22/200
		Fron					Liberty Mt Dr				<u> </u>					
(F907) Ramp	0.06	NA				1 K-90 / 1	Liberty Wit DI				NA			NA		
		To	:			U	S 460									
Campbell County		_														
(F974) Martin Dr	0.14	960	R			FR-975; F	R-974; FR-975				 NA			NA		07/31/200
(F974) Martin Dr	0.14	70 <b>0</b>				Bus US	460; 15-624				Τ̈́			INA		07/31/200
City of Lynchburg							·									
		Fron				De	ad End				]					
F975 Chetnut Creek Dr	0.46	160	R			De	ad End				NA			NA		07/31/200
Ch-II Ct						DC	au Enu									
Campbell County		Fron	:			De	ad End									
(F976) Training Center Rd	0.38	550	R								NA			NA		08/22/200
		Te	:				'8; 15-885									
(608) Stonewall Rd	0.40	Fron	<u> </u>	060/			4 Richmond Hy		0/			_	0.646	2400	_	2010
608 Stonewall Rd	0.19	2200 To	G	96%	0%	1% Appomatte	2% 19 ox County Line	o U	%	С	0.101	F	0.616	2400	G	2010
		Fron	:			**	Village Hwy									
609 Phoebe Pond Rd	0.11	380	R			SIC 24	vinage rrwy				NA			NA		05/11/200
		Т				06-718 B	rch Tree Lane									
609 Phoebe Pond Rd	0.05	350 From	R								NA			NA		05/11/200
(IK)		Fron					County Line									
609) Stage Rd	1.70	470	 R			US 460 R	ichmond Hwy				NA			NA		04/20/2009
609) Stage Rd		т				06-608	Stonewall Rd									
		Fron				Appomatte	ox County Line							_		
Stage Rd	1.10	810	<u> </u>	92%	0%	1%	6% 19		%	N	0.104	N	0.528	860	N	2010
		Fron					unty Line; 06-60	) /			+					
718) Birch Tree Lane	0.20	220	R			SR 24	Village Hwy				NA			NA		03/10/2008
718 Birch Tree Lane	0.20	т.				06-609 Pł	oebe Pond Rd				⊐ ``					30, 10,200

					Car	mpbell Ma	aintenanc	e Area	l 							
Route	Length	AADT	QA	4Tire	Bus		Trud 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		Fron	:			CD 243	Villaga Hyn				- i					
(741) Station Lane	0.13	60	R			SK 24	Village Hwy	у			NA			NA		03/10/2008
(10)		Tr	a-			Campbel	l County Li	ne								
Abban Di	0.44	Fron				Campbel	l County Li	ne						NIA		0.4/0.0/0.00
(1500) Abbey PI	0.11	<b>40</b>	R			Cui	l-de-Sac				NA T			NA		04/28/2004
		From	1:				Wickliffe A	ve								
(600) Dog Creek Rd	2.30	350	F	92%	1%	1%	0%	5%	0%	F	0.112	F	0.547	360	F	2010
		To From	1:			15-619 Pa	trick Henry	Dr								
(600) Mt Calvary Rd	1.81	250	R			GD 40 N	YYY: 1 1:00 A				NA			NA		06/08/2010
		Fron	1:				Wickliffe A 40 Mid	Ave								
(600) Sugar Hill Rd	1.87	870	F	92%	1%	1%	0%	5%	0%	С	0.102	F	0.589	890	F	2010
<u> </u>		To Fron	1:			15-618	S, Robin Ro	d								
(600) Sugar Hill Rd	2.17	540	F	92%	1%	1%	0%	5%	0%	F	0.087	F	0.535	560	F	2010
0		From	_	000			ed Bottom		601	_						
600) Sugar Hill Rd	3.41	470	F	92%	1%	1%	0%	5%	0%	F	0.100	F	0.577	480	F	2010
Cook Sugar Hill Pd	0.79	560	F	020/	1%		niper Cliff		00/	F	0.087	F	0.560	<b>57</b> 0	F	2010
600) Sugar Hill Rd	0.78	360		92%	1%	1%	0%	5%	0%	Г	0.067	Г	0.560	570	Г	2010
(600) Sugar Hill Rd	1.20	600 From	F	92%	1%	Charlotte 1%	County Li	ne 5%	0%	F	0.1	F	0.540	610	F	2010
(600) Sagai Tiii Tta	1.20	To		0270	170		Lawyers Ro		070	•	<u> </u>	•	0.0 10	010		2010
Town of Brookneal																
Luninar Cliff Dd	0.04	From	·	060/	2%		ynchburg A		00/		0.106	_	0.505	200	_	2010
(601) Juniper Cliff Rd	0.84	280 To	F	96%	2%	2% NCL	0% Brookneal	0%	0%	С	0.126	F	0.595	290	F	2010
Campbell County																
<u> </u>		Fron	n:				Brookneal									
601 Juniper Cliff Rd	1.00	280 To	N	96%	2%	2%	0%	0%	0%	N	0.126	N	0.595	290	N	2010
		Fron	n:				winging Brick winging Brick winging Brick with the winging Brick wing wing brick with the wing wing wing wing in the wing wing wing wing wing wing wing wing	_								
(601) Hat Creek Rd	9.24	450	R								NA			NA		06/07/2007
<u> </u>		To	:				Sugar Hill R	ld								
602 Davidson Rd	1.00	290	·L			De	ead End				NA			NA		06/07/2007
(602) Davidson Rd	1.00	<b>230</b>			1	15-605 Swi	nging Bridg	e Rd						INA		00/01/200
		Fron	n:			15-646 S	pring Mill I	Rd								
603) Mud St	3.00	540	R								NA			NA		06/07/2007
		To	:	A	ppomatto		Line; 06-603		eaf Rd							
604) Red Oak School Rd	5.00	150	R			15-651 E	Bear Creek I	Rd			NA			NA		06/13/2007
(604) Red Oak School Rd	5.00	130				15 501 16	1 5 1	D 1						INA		00/13/2001
(604) Red Oak School Rd	0.40	40 From	R			15-731 Ma	ınley Brancl	ı Kd			NA			NA		06/13/2007
004)		To	:			De	ad End									
		Fron	n:			15-633 V	V, Epsons F	Rd								
(605) Whipping Creek Rd	3.58	450	R								NA			NA		06/02/2010
<u> </u>		From	1:				Railview R									
605) Whipping Creek Rd	0.54	590	F	96%	1%	1%	1%	0%	0%	F	0.151	F	0.674	600	F	2010
Curinging Delates Del	0.07	From		060/	40/		Brookneal H		00/	_	0.100		0.005	4400		2040
605) Swinging Bridge Rd	2.87	1100	F	96%	1%	1%	1%	0%	0%	F	0.106	F	0.835	1100	F	2010
605) Swinging Bridge Rd	2.34	990 From	F	96%	1%	15-601 W, 1%	Juniper Clif 1%	f Rd 0%	0%	С	0.091	F	0.670	1000	F	2010
(605) Swinging Bridge Rd	۷.۵4	990 Tr	· [	<i>90 /</i> 0	1 /0		Vickliffe Av		U /0		0.091	r	0.070	1000	Г	2010
		Fron	1:				Red House F				Ì					
(606) New Chapel Rd	7.68	400	R								NA			NA		06/13/2007
$\overline{}$		To	o:			Appomatto	ox County I	ine								

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		F														
(607) Elliott Rd	1.00	60 From	R			15-701	East Ferry	y Rd			NA			NA		06/04/2007
O ====		Tron Fron				1.00	ME 15-70	)1			$\Box$					
607 Elliott Rd	0.40	120	R			IIC 501 N	I. Duo olm o	al Herry			NA			NA		06/04/2007
		Fron	1:				N, Brookne S, Brookne									
(607) Winfall Rd	3.00	360	R								NA			NA		06/04/2007
$\bigcirc$		To	):			15-615	Red Hous	e Rd								
		Fron					6 Mt Athos									
609 Stage Rd	0.86	1500	F	93%	2%	1%	5%	0%	0%	F	0.098	F	0.679	1500	F	2010
O 0: D1	0.00	Fron	1:	000/	00/		Cabin Fiel		201	_			0.700	1100		0010
609 Stage Rd	3.23	1000 To	. F	93%	2%	1%	5%	0%	0%	С	0.109	F	0.706	1100	F	2010
		F					7 Columbus									
(610) Spencer Rd	0.30	320	"L			15-6	609 Stage R	Rd			NA			NA		07/24/2007
(610) Spencer Rd	0.50	<b>320</b>	: T			Appoma	ttox Count	v Line						INA		01/24/2001
		Fron	1:				609 Stage R				1					
611) Paradise Hill Rd	0.50	600	R			15-0	00) Stage I	···			NA			NA		07/24/2007
		To	):			Appoma	ttox Count	y Line								
		Fron	1:			15-63	33 Epsons l	Rd								
(612) Ebenezer Rd	1.90	430	R								NA			NA		06/21/2007
$\overline{}$		Tr	·.			15-91	7 Railview	Rd								
$\bigcirc$		Fron				I	Dead End									
(613) Jennings Rd	0.56	100	R								NA			NA		06/21/2007
<u> </u>		Tron Fron	1:			0.56 N	MN Dead I	End								
(613) Jennings Rd	0.59	130	R								NA			NA		06/21/2007
		To	):				33 Epsons l									
Making Farmi Dd	0.00	Fron			15-635	W, McIv	er Ferry R	d; Melrose	Rd					NIA		00/04/0007
614 McIver Ferry Rd	2.80	60	. R			15 623	3 E, Epsons	. D.d			NA			NA		06/21/2007
		Fron									_					
(615) Red House Rd	3.36	3900	F	97%	1%	3R 22	4 Village H 1%	1%	0%	С	0.097	F	0.693	4000	F	2010
(815) 1100 110000 110	0.00	To		0.70	.,,							•	0.000	.000	•	20.0
(615) Red House Rd	1.83	2400 From	F	97%	1%	15-606	New Chap 1%	1%	0%	F	0.098	F	0.706	2400	F	2010
(615) Red House Rd	1.00	<b>2</b> -100		0170	170				070	<u>'</u>	- O.000	•	0.700	2400	•	2010
(615) Red House Rd	2.17	1300		97%	1%	15-60	07 Winfall 1%	1%	0%	F	0.107	F	0.676	1400	F	2010
615 Red Flouse Rd	2.17	1300	F	31 /0	1 70				076	'	0.107	'	0.070	1400	'	2010
(615) Red House Rd	2.70	940	F	97%	1%		Bear Cree		00/	F	0.001	F	0.611	960	F	2010
(615) Red House Rd	2.70	940		9170	170	1%	1%	1%	0%	Г	0.091	Г	0.611	900	Г	2010
O Dad Hayes Dd	F 04	Fron	-	070/	40/		E, Suck Cre		00/				0.616	040		2010
615) Red House Rd	5.04	920	F	97%	1%	1%	1%	1%	0%	F	0.1	F	0.616	940	F	2010
O Badillama Bd	0.47	Fron		070/	40/		4 Bull Hill		00/				0.570	400		0040
615 Red House Rd	3.17	470	. <u>F</u>	97%	1%	1%	1% tte County	1%	0%	F	0.201	F	0.572	480	F	2010
		Fron	,													
(616) Wydner Rd	0.40	90	R			15-600	) Sugar Hil	ı Ra			NA			NA		06/08/2010
(616) Wydner Rd	0.40	To				Charlo	tte County	Line						IVA		00/00/2010
		From	1.				Dead End				i					
(617) Deer Path	0.35	220	R								NA			NA		06/17/2007
$\bigcirc$		To	):			15-6	90 Clarks I	Rd								
		Fron	ı:			Charlo	tte County	Line								
(618) Robin Rd	0.20	120	R								NA			NA		06/08/2010
		To From	1:			15-	749 Owl R	d			$\supset$					
(618) Robin Rd	0.20	130	R								NA			NA		06/07/2007
$\sim$		To	):			15-8	22 Hawk F	Rd								

Route	Length	AADT	QA	4Tire	Bus		Trι	ıck		QC	K	QK	Dir	A A \ A / D.T.		
						2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW	Year
Campbell County		From	:1			15.97	22 Hawk Ro	4			_					
(618) Robin Rd	0.90	160	R			13-62	22 Flawk Ko	u			NA			NA		06/08/201
0.09		To					S, Sugar Hil									
618) White Tail Rd	1 27	210	R			15-600 N	I, Sugar Hil	ll Rd			NA			NA		06/09/201
(618) White Fall Rd	1.27	<b>210</b> To				15-601 S	S, Hat Creel	k Rd						INA		06/08/2010
		From					, Hat Cree									
(618) Irvindale Rd	1.58	290	R								NA			NA		06/07/2007
<u> </u>		To From				15-6	45 Hurt Rd									
(618) Irvindale Rd	0.88	280	R								NA_			NA		06/07/2007
<u> </u>		10				15-643	Lewis Ford	Rd								
Paristal Harris Po	0.50	From	<u> </u>	070/	00/		Dog Creek		00/			_	0.500	000	_	0040
619 Patrick Henry Dr	0.50	310 To	F	97%	2%	0% Charlott	1% te County L	0%	0%	С	0.097	F	0.583	320	F	2010
		From						AHE								
(621) Oak Grove Dr	0.27	210	R			D	ead End				NA			NA		06/17/2007
(621) Oak Grove Dr	0.21	To	:			15-738 (	Greenhouse	e Rd						1471		00/11/2001
		From				Bedfore	d County L	ine								
(622) Waterlick Rd	1.12	13000	F	99%	0%	0%	0%	0%	0%	F	0.091	F	0.569	14000	F	2010
		To				15-1520 R	ainbow For	est Dr								
(622) Waterlick Rd	0.27	14000	F	99%	0%	0%	0%	0%	0%	С	0.089	F	0.554	15000	F	2010
		To				Ru	ıs US 460									
(622) Waterlick Rd	0.93	11000	F	99%	0%	0%	0%	0%	0%	F	0.091	F	0.504	12000	F	2010
022		To					15-682									
(622) Waterlick Rd	2.24	4900	F	99%	0%	0%	0%	0%	0%	F	0.103	F	0.613	5200	F	2010
022) 17 010 110 110		То	:	0070			N, Lawyers		0,0	•		•	0.0.0	0200	•	
O		From	<u> </u>				3 Lawyers F					_			_	
(622) Lynbrook Rd	80.0	3100	F	99%	0%	0%	0%	0%	0%	F	0.104	F	0.606	3300	F	2010
<u> </u>		From					ME 15-683									
(622) Lynbrook Rd	2.45	2500	F	99%	0%	0%	0%	0%	0%	С	0.103	F	0.612	2600	F	2010
		From	:				N, Wards I S, Wards I				-					
(622) Leland Rd	0.21	960	F	99%	0%	0%	0%	0%	0%	F	0.126	F	0.605	980	F	2010
022		То	-		1	5-738 S, E	English Tav	ern Rd								
O 5 . (5)	0.70	From	<u> </u>	2001			English Tav		00/			_	0.5	200	_	2012
622) Depot Rd	3.78	800 To	F	99%	0%	0%	0% 24 Campb	0%	0%	F	0.110	F	0.5	820	F	2010
_		From			U			cii riwy								
623) Town Fork Rd	1.70	540	F	99%	0%	1%	15-682 0%	0%	0%	С	0.103	F	0.524	550	F	2010
(623) Town Fork Rd	1.70	040		0070	070				070	Ŭ	<del></del>	•	0.02-	000	•	2010
(623) Town Fork Rd	1.20	1000	F	99%	0%	15-625	Austin Mill 0%	0%	0%	F	0.100	F	0.552	1100	F	2010
(623) Town Fork Rd	1.20	To	:	3370			Alum Sprir		070	'	0.100	'	0.552	1100	'	2010
		From					Alum Spri									
(623) Turkey Foot Rd	0.20	910	R								NA			NA		07/31/2007
		To From				US 460 I	Lynchburg 1	Hwy			$\Box$					
623) Turkey Foot Rd	0.90	2000	R								NA			NA		07/31/2007
		То				Bedfore	d County L	ine								
O		From				D	ead End									
(624) Timberlake Dr	1.43	1000	R								NA			NA		05/04/2010
<u> </u>		From				15-1650	) Windcrest	Dr								
(624) Timberlake Dr	0.05	2500	R								NA			NA		05/04/2010
<u> </u>		To From				15-82	9 Grove Av	/e			$\Box$					
(624) Timberlake Dr	0.27	350	R								NA			NA		05/04/2010
		To From				15-889 N,	High View	Place			$\Box$					
624) Timberlake Dr	0.21	390	R								NA			NA		05/04/2010
$\overline{}$		To	1			15-889 S,	High View	Place								

					Oa		aintenance									
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From				15 000 C T	ligh View Pla				1					
624) Timberlake Dr	0.34	690	R			13-009 3, П	iigii view Pia	ace			NA			NA		05/04/201
024)		To				Bus	US 460									
		From				Bedford	County Line									
625) Austin Mill Rd	1.80	510	R								NA			NA		06/24/20
		То					own Fork Ro	l			1					
626) Johnson Mountain Rd	3.00	740	R			Bedford	County Line				 NA			NA		07/26/20
(626) Johnson Mountain Rd	3.00	740 To	:			15-68	2 NORTH							INA		01/20/20
		From				15-682 S; Jo	hnson Creek									
626 Goodman Crossing Rd	3.87	1800	F	98%	0%	1%	0%	0%	0%	С	0.101	F	0.512	1900	F	2010
<u> </u>		To From				15-714 L	ynch Mill Ro	l								
626 Goodman Xing Rd	0.76	1000 To	R			15 710 W. I	S : E 1	D.I.			NA			NA		08/02/20
		From					Dearing Ford Dearing Ford				+					
626) Lynch Rd	1.20	1000	R			, , , , , , , , , , , , , , , , , , ,					NA			NA		08/02/20
<u> </u>		То				NCL	Altavista									
_		From				15-695 Joh	nson Creek I	Rd								
627) Camping Springs Rd	0.70	130	R								NA			NA		07/26/20
<u> </u>		From					Leesville R									
627) Wileman Rd	3.00	520	R								NA			NA		08/02/20
		To				SR 43 B	edford Hwy									
627) Saddle Rd	0.10	60 From	R								NA			NA		08/02/20
		То				15-712 M	It Herman Ro	i								
<u> </u>		From				Bedford	County Line									
628) Bishop Creek Rd	0.97	1200	F	93%	0%	2%	1%	3%	0%	F	0.093	F	0.556	1300	F	2010
<u> </u>		To From				15-682 I	eesville Rd				$\exists$ —					
628) Bishop Creek Rd	3.17	1300	F	93%	0%	2%		3%	0%	С	0.097	F	0.535	1300	F	2010
		10					edford Hwy				1					
629) Hone Rd	0.18	40	R			De	ad End				 NA			NA		06/21/20
(629) Hone Rd	0.10	<b>40</b> To	:			15-699	Gladys Rd							INA		00/21/20
		From					County Line									
630) Chellis Ford Rd	2.10	760	R			Bearora	County Line				NA			NA		07/26/20
		To				SR 43 B	edford Hwy									
		From				De	ad End									
631) Mt Airy Rd	0.50	60	R								NA			NA		07/26/20
		To From				15-716 Mis	ty Mountain	Rd			$\exists$					
631) Mt Airy Rd	1.35	180	R								NA			NA		07/26/20
		То					County Line									
Ota O I-D-I	0.07	From	<u> </u>			Bedford	County Line							NIA		07/00/00
632) Stony Creek Rd	0.97	90 To	R			15-631	Mt Airy Rd				NA			NA		07/26/20
		From	I					D.1			<u> </u>					
633) Goat Island Rd	2.82	290	R			15-705 Cov	ered Bridge	Kű			NA			NA		06/21/20
055) 5531 1513113 113		<b>230</b> To				15-761 N,	Long Island I	Rd			``					
O = 5:		From		c=:		15-761 S, I	Long Island I	Rd	601	_		_			_	
633) Epsons Rd	3.31	110	F	97%	1%	1%	1%	0%	0%	F	0.102	F	0.5	110	F	2010
		From	<u> </u>				Collins Ferry				<u> </u>	_				
633 Epsons Rd	1.31	160	F	97%	1%	1%	1%	0%	0%	F	0.128	F	0.55	160	F	2010
<u> </u>		To From					pping Creek				$\exists$					
633) Epsons Rd	1.56	110	F	97%	1%	1%	1%	0%	0%	F	0.167	F	0.615	110	F	2010
<u> </u>		To From					IcIver Ferry									
633) Epsons Rd	1.59	230	F	97%	1%	1%		0%	0%	F	0.127	F	0.5	240	F	2010
$\overline{}$		To				15-613	Jennings Rd									

						• • • • • • • • • • • • • • • • • • • •		laintenan	0071100	-							
Route		Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell Co	untv																
<u> </u>	- D.I	0.40	From	<u> </u>	070/	40/		Jennings I		00/			_	0.500	400	_	0040
633) Epsons	s Rd	0.42	450	F	97%	1%	1%	1%	0%	0%	С	0.106	F	0.596	460	F	2010
<u> </u>	2 . 2 .		From				US 501 I	Brookneal l	łwy								22/21/22
633) Phelps	Creek Rd	1.43	210	R			15 COS C	in aire a Deite	D.1			NA			NA		06/21/200
			From					inging Brid	ge Ku								
634) Massie	se Pd	0.54	10	R			D	ead End				NA			NA		06/19/20
634) Massie	33 I\u	0.54	To	-			15-664 E	Old Rustbu	ro Rd						INA		00/13/20
_			From	:				Old Rustb									
634) Nest L	ane	0.05	80	R								NA			NA		05/06/20
			То				D	ead End									
<u> </u>			From				D	ead End									
635) Melros	e Rd	1.28	40	R								NA			NA		06/19/20
<u> </u>			To From				15-614 N	IcIver Ferr	y Rd								
635) McIver	Ferry Rd	0.60	110	R			15 522	a =	n 1			NA			NA		06/21/20
			From					S, Epsons N, Epsons									
635) Collins	Ferry Rd	6.80	270	R				.,p				NA			NA		06/21/20
<u> </u>			To	:			15-761 S,	Long Islan	d Rd								
<u> </u>	3.	0.44	From	<u> </u>	000/	40/		Long Islan		00/			_	0.000	050	_	0040
635) Flynn S	ΣĬ	0.44	930 To	F	93%	4%	1%	0% Brookneal l	1%	0%	С	0.104	F	0.628	950	F	2010
			From									<u> </u>					
William	n Campbell Dr	0.51	210	R			15-605 WI	ipping Cre	ek Rd			NA			NA		06/04/20
636) William	T Campbell Di	0.51	To				15-917	Railview I	Rd						IVA		00/04/20
			From	:				ong Island									
637) Whiteh	nall Rd	2.10	160	R			15-7011	long Island	Ru			NA			NA		06/21/20
001)			To				15-635 C	ollins Ferr	y Rd								
			From	:			15-761 I	ong Island	Rd								
638) Peak F	Place	0.10	110	R								NA			NA		06/21/20
			То	:			15-63	3 Epsons R	d								
_			From	ı:			D	ead End									
639) Gilliam	Rd	1.00	130	R								NA			NA		06/08/20
<u> </u>			То				15-600	Sugar Hill	Rd								
<u> </u>	5 5.		From				Pittsylva	nia County	Line								
640) Mansid	on Bridge Rd	1.81	700 To	R			15 710	Riverbend	D.1			NA			NA		07/24/20
			From	1								<u> </u>					
641) Falcon	Pd	2.00	100	R			15-605 Sw	inging Brid	ge Rd			NA			NA		06/04/20
641) Faicon	Nu	2.00	To				15-643 ]	ewis Ford	Rd						IVA		00/04/20
			From	:				ead End				i					
642) Down	Creek Rd	1.10	50	R				cua Ena				NA			NA		06/07/20
0.12			To				15-643 1	ewis Ford	Rd								
			From	:			15-917	Railview I	Rd								
643) Carver	Lane	0.17	450	R								NA			NA		06/02/20
			To	-			US 501 I	Brookneal l	łwv								
643) Lewis I	Ford Rd	4.43	370 From	F	96%	3%	1%	0%	0%	0%	С	0.099	F	0.605	380	F	2010
			To	-			15-618	Irvindale l	Rd								
643) Lewis I	Ford Rd	3.90	300 From	F	96%	3%	1%	0%	0%	0%	F	0.11	F	0.606	300	F	2010
			То		- / -	- / -		Red House									
			From					Irvindale l									
645) Hurt R	d	1.39	50	R								NA			NA		06/07/20
			To				1 39	ME 15-618	1								
645) Hurt R	d	1.01	60 From	R			1.07	010				NA			NA		06/07/20
045) 114111																	

								uck			K		Dir			
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW	Year
Campbell County		From	1			15 601 I	uniper Cli	ff DA								
646) Morris Church Rd	3.18	360	R			13-001 3	uniper em	ii Ku			NA			NA		06/08/201
<u> </u>		To From				15-615	Red House	e Rd								
646 Spring Mill Rd	3.93	570	F	99%	0%	0%	0%	0%	0%	F	0.099	F	0.5	580	F	2010
		From	:		06-604	Promise I 06-604 P	romise Lar		Ku							
646 Spring Mill Rd	0.39	510	F	99%	0%	0%	0%	0%	0%	F	0.115	F	0.645	520	F	2010
On the second HILD II	7.54	From		000/	00/		New Chape		00/	_			0.740	1000		0040
646 Spring Mill Rd	7.54	1200	F	99%	0%	0%	0%	0%	0%	F	0.105	F	0.742	1200	F	2010
(646) Doss Rd	2.03	1900		99%	0%	SR 24 0%	Village H	wy 0%	0%	С	0.097	F	0.668	1900	F	2010
046) 2000 Ttd	2.00	To	:	0070	070		Crews Sho		070		0.007		0.000	1000		2010
		From	:			D	ead End									
(647) Doss Rd	0.28	320	R			D	110.460				NA			NA		08/16/200
		From					s US 460	1 D 1								
648) Suck Creek Rd	5.59	610	R			13-043	Lewis Ford	u Ku			NA			NA		06/04/200
		To	-			15-652 I	Pigeon Rui	n Rd								
648) Suck Creek Rd	0.80	260	F	85%	1%	0%	4%	10%	0%	С	0.111	F	0.529	270	F	2010
<u> </u>		To From	:				, Red Hou									
648) Nowlins Mill Rd	6.03	110	R			10 010 11	, 1104 1104	50 114			NA			NA		06/13/200
$\bigcirc$		To				15-646 \$	Spring Mil	l Rd								
County Line Rd	1.10	From				15-6	03 Mud S	t						NIA		06/07/200
649 County Line Rd	1.10	100 To	R			06-649 (	County Lin	e Rd			NA T			NA		06/07/200
		From	:				Brookneal									
(650) Mollies Creek Rd	6.75	400	R								NA			NA		06/21/200
<u> </u>		To	<u> </u>				Red House									
651) Bear Creek Rd	7.39	200	R			15-650 M	Iollies Cre	ek Rd			NA			NA		06/21/200
(651) Bear Creek Rd	7.55	200 To				15 606 N	Jarri Chana	J D4						14/3		00/21/200
(651) Bear Creek Rd	4.59	610 From	R			13-0001	New Chape	ei Ku			NA			NA		06/13/200
		To	:			SR 24	Village H	wy								
<u> </u>		From				15-6	35 Flynn S	St								
652 Morningside Dr	0.05	<b>60</b>	R			15-761 I	Long Island	d Rd			NA			NA		07/30/200
$\sim$		From				rookneal H			and Rd							
(652) Pigeon Run Rd	3.30	400	F	95%	1%	1%	0%	2%	0%	С	0.102	F	0.633	400	F	2010
Disease Dura Del	2.00	From		050/	40/		Bear Creek		00/				0.507	200		2040
652) Pigeon Run Rd	2.90	380 To	F	95%	1%	1% 15-648 \$	0% Suck Creel	2% k Rd	0%	F	0.126	F	0.527	390	F	2010
		From	:				Long Island									
(653) School Rd	0.20	510	R								NA			NA		05/11/201
<u> </u>		To				D	ead End									
Marshall Mill Rd	2.50	150				US 501 I	Brookneal	Hwy			NA			NA		06/04/200
(654) Marshall Mill Rd	2.50	To	R			15-650 M	Iollies Cre	ek Rd			INA			INA		00/04/200
		From	:			US 501 N										
655) Rocky Rd	3.20	320	R								NA			NA		05/11/201
		To	<u>                                      </u>				, Campbel									
656) Plum Branch Rd	4.71	From <b>390</b>	R			15-606 N	New Chape	el Rd			NA			NA		06/10/201
(656) Plum Branch Rd	4.71	J <b>JU</b>				an a:	X7:11 X-				111/1			INA		00/10/201
(656) Crews Shop Rd	2.25	1100	F	97%	1%	SR 24 1%	Village H	wy 0%	0%	С	0.088	F	0.527	1200	F	2010
0000	0	To		2.70	. 70		46 Doss R		2,0			•		50	•	_0.0

						-	antonan									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From	:1			15.6	46 Doss Rd				i					
656 Crews Shop Rd	0.10	3500 _{та}	F	97%	1%	1%	1%	0%	0%	F	0.099	F	0.693	3500	F	2010
		From	 				Lynchburg I	ıwy			<u> </u>					
657) Booth Rd	2.39	80	R			ь	ead End				NA			NA		06/13/200
(657) Booth Rd	2.00	То	<u> </u>			15-646	Spring Mill	Rd			<b>—</b> i"`			1471		00/10/200
		From	:			15-656 F	lum Branch	n Rd								
658) Toll Gate Rd	2.50	210	R								NA			NA		06/10/201
		То				15-646	Spring Mill	Rd								
$\sim$		From				US 460 l	Lynchburg l	Iwy								
659) Cabin Field Rd	1.55	270	R			10.0	00 G . D .				NA			NA		07/24/200
		10	1				09 Stage Rd									
660) East Brook Rd	1.90	From <b>690</b>	R			ECL	Lynchburg				NA			NA		05/06/201
East Brook Rd	1.90	090									INA			INA		03/00/201
660) Oxford Furnace Rd	4.57	960	R			1.90	ME of ECL	,			NA			NA		05/06/201
Oxford Furnace Rd	4.57	<b>300</b> To	:			SR 24	Village Hv	/V						INA		03/00/20
		From					ead End				i					
661) Cross Roads Lane	0.48	300	R				cua Ena				NA			NA		07/26/200
		To	-			SR 24	Colonial Hy	vy								
<u> </u>		From	:			15-660 Ox	xford Furna	ce Rd								
662) Oxford Furnace Rd	2.08	680	R								NA			NA		07/17/200
<u> </u>		To					Lynchburg l									
Dath and Dd	0.00	From	Ļ			15-615	Red House	Rd						NIA		07/20/200
663) Bethany Rd	6.69	390 To	R			15 606 W	, New Chap	ol Dd			NA			NA		07/30/200
		From	:				New Chap									
663) Tweedy Rd	1.20	30	R								NA			NA		06/13/200
<u> </u>		То				15-648 N	Jowlins Mil	l Rd								
Old Burdham Bd	4.05	From	<u> </u>				rg Rd; Cam					_	0.500	000	_	0040
664) Old Rustburg Rd	1.25	860 To	F	99%	1%	0%	0% Campbell I	0%	0%	С	0.095	F	0.560	920	F	2010
		From	:				Campbell F									
665) East Brook Rd	0.64	1700	R			03 301	Сапроеп г	ıwy			NA			NA		05/06/201
000)		То	:			15-660	East Brook	Rd								
		From	:			15-660	East Brook	Rd								
666) Steeple Run	0.35	90	R								NA			NA		07/30/200
<u> </u>		То	:			D	ead End									
O 01 D 1	4 47	From	<u> </u>			US 501	Campbell F	łwy			<u> </u>					07/04/000
667) Stevens Rd	1.17	<b>220</b>	R			Г	ead End				NA			NA		07/31/200
		From	.1				ead End									
668) Ellen Dr	0.35	210	R			ь	ead End				NA			NA		07/17/200
008) =		To					15-682									
		From	:			15-680	Suburban I	Rd			1					
669) Dodson Dr	1.34	220	R								NA			NA		07/31/200
<u> </u>		To	:				Sunnymea									
669) Lone Jack Rd	1.78	350	R			15-670 E,	Sunnymea	de Rd			NA			NA		05/06/201
669 Lone Jack Rd	1.70	- JJJ					. D. 15				13/7			INC		30,00,20
669) Lone Jack Rd	1.01	460 From	R			1.78	MN 15-670	)			NA			NA		05/06/201
669 Lone Jack Rd	1.01	<b>-∓UU</b> To	·			15-664 (	Old Rustbur	g Rd			1,1/2			INA		55/00/20
		From	 !				Lynchburg				_ <u>_</u>					
670) Candlers Mountain Rd	2.00	2500	F	99%	0%	0%	0%	0%	0%	С	0.102	F	0.704	2600	F	2010
		To	_				Sunnymead									
670) Sunnymeade Rd	2.82	1200 From	F	99%	0%	0%	0%	0%	0%	F	0.105	F	0.506	1200	F	2010
<u>、</u> つ		To					Campbell H									

					Car	npbell ivi	aintenand	se Area	l							
Route	Length	AADT	QA	4Tire	Bus		True 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		Fron				IIC 5	01. CD 24				1					
(671) Courthouse Lane	0.07	1100	R			08.5	01; SR 24				NA			NA		05/20/201
		Fron				15-891	Back Alley	/			⊒—					0=1001001
(671) Courthouse Lane	0.05	210	R			De	ad End				NA			NA		05/20/201
		Fron					ollins Ferry	Da								
672) Maddox Rd	2.11	160	R			13-033 CC	Jillis Pelly	Ku			NA			NA		06/21/200
		Tr				15-605 Whi	ipping Cree	k Rd								
		Fron				15-692 M	lasons Mill	Rd								
673) Magaron Lane	0.30	120	R								NA			NA		07/26/200
		Fron	1				ad End	D.1								
674) Livestock Rd	0.33	1500	R			15-738 G	reenhouse	Rd			NA			NA		07/17/20
674) Livestook rku	0.00	Ti-	T			De	ad End				<b>–</b> "``			14/1		01/11/20
		Fron	:			15-683	Lawyers R	d								
675) Doe Run Lane	0.44	120	R								NA			NA		07/17/200
		To				De	ad End									
Portridge Lane	0.20	50	 R			15-600 \$	Sugar Hill F	Rd						NA		06/07/200
676) Partridge Lane	0.30	<b>30</b>				Charlotte	County Li	ne			NA T			INA		00/07/200
		Fron	:				glish Taver									
677) Sunnymeade Rd	1.92	2100	F	99%	0%	1%	0%	0%	0%	С	0.106	F	0.681	2200	F	2010
		To	:	15			Rd; Candl		ntain Rd							
677) Camp Hydaway Rd	3.03	450	F	99%	0%	670 W, Car 1%	ndlers Mour	ntain Rd 0%	0%	F	0.125	F	0.650	460	F	2010
677) Camp Hydaway Rd	3.03	<del>-1</del> 00	·	3370	070				070	'	0.123		0.000	400		2010
677) Old Rustburg Rd	1.35	630	- F	99%	0%	13-664 01	d Rustburg 0%	0%	0%	F	0.119	F	0.702	680	F	2010
077)		To	:				Lynchburg									
		Fron				ECL 1	Lynchburg									
678) Airport Rd	0.34	18000	F	94%	1%	3%	1%	1%	0%	F	0.087	F	0.573	19000	F	2010
<u> </u>		To From				U	IS 460									
678) Airport Rd	0.21	1900	F	94%	1%	3%	1%	1%	0%	F	0.119	F	0.751	2100	F	2010
<u> </u>		To From					Prestwood I									
678) Airport Rd	1.22	1400	F	94%	1%	3%	1%	1%	0%	С	0.138	F	0.76	1500	F	2010
		Fron					ad End									
679) Russell Woods Dr	0.13	1300	R			US 29	Wards Rd				NA			NA		08/14/200
019		ъ				15-140	8 George S	t								
679) Russell Woods Dr	0.26	300 From	R			13-140	o George B	·			NA			NA		08/14/200
		Tr				15-1422	Hopkins R	ld.								
679) Russell Woods Dr	0.25	110 From	R			10 1122	TIO PILLIO I				NA			NA		08/14/200
		To From	-			15-141	6 Willis Dı	f								
679) Russell Woods Dr	0.29	80	R								NA			NA		08/14/200
$\cup$		To				De	ad End									
011 5	0.00	Fron	L	000/			glish Taven		00/			_	0.550	4000	_	2212
680 Suburban Rd	3.20	1600 To	F	98%	0%	1%	0% Campbell	0%	0%	С	0.098	F	0.556	1600	F	2010
		From					Campbell I									
680) Poor House Rd	3.02	900	R								NA			NA		05/06/201
<u> </u>		To	1				ead End									
Old Plantation Dd	0.07	Fron				15-624 N,	Timberlake	e Dr			NIA			NIA		05/04/204
681) Old Plantation Rd	0.27	600	R								NA			NA		05/04/201
681) Old Plantation Rd	0.42	350	R			15-71	5 SOUTH				 NA			NA		05/04/201
(681) Old Plantation Rd	0.42	To	· ` `			US 460 L	ynchburg H	lwy						INA		JJ/U4/201
			•			100 L	, <u>u.</u> , 1.	,								

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From	:			US 460 I	_ynchburg l	Hwv								
681) Sunburst Rd	2.70	2100	R					,			NA			NA		05/04/2010
		To					Waterlick									
(682) Leesville Rd	8.94	380	L			SR 43	Bedford H	wy			 NA			NA		06/15/2010
002)		To	-		15-	626 S, Go	odman Cro	ssing Rd			$\neg$ —					
682	2.56	2300	F	97%	0%	1%	2%	0%	0%	F	0.105	F	0.623	2300	F	2010
^		From					Colonial H				$\Box$					
(682)	1.18	2500	F	97%	0%	1%	2%	0%	0%	С	0.11	F	0.665	2600	F	2010
(600)	1.59	2200 From	F	97%	0%	15-72 1%	25 Ridge Ro 2%	d 0%	0%	F	0.115	F	0.699	2300	F	2010
(682)	1.00	ZZOO To	•	31 /0	070		Fown Fork		070	<u>'</u>	O.113	'	0.000	2500	ı.	2010
682	1.46	2100 From	F	97%	0%	1%	2%	0%	0%	F	0.116	F	0.68	2200	F	2010
		To From				15-691	Pacoman I	Rd								
(682) Leesville Rd	3.44	2800	F	97%	0%	1%	2%	0%	0%	F	0.101	F	0.678	3000	F	2010
<u> </u>		From					Waterlick			_	$\supset$	_				
(682) Leesville Rd	1.12	9800	F	97%	0%	1%	2%	0%	0%	F	0.097	F	0.528	10000	F	2010
(682) Leesville Rd	0.09	12000	F	97%	0%	15-1600	Greystone 2%	Dr 0%	0%	F	0.104	F	0.541	13000	F	2010
662) E000VIIIO PRO	0.00	To		01 70	070		Lynchburg		070		0.104		0.0+1	10000		2010
$\overline{}$		From				D	ead End									
683 Church Lane	1.05	440 To	R			CD 24 W	Colonial	11			NA			NA		06/22/201
		From					, Colonial I									
683) Miles Lane	0.34	400	R								NA			NA		07/26/200
		From	c c				82 SOUTH 82 NORTH									
683) Lawyers Rd	5.52	1600	R								NA			NA		07/17/200
$\frac{\circ}{\circ}$		From					Lynbrook									
683 Lawyers Rd	2.05	2900 To	F.	86%	0%	2%	9% 9 Wards Ro	2%	0%	С	0.093	F	0.540	3100	F	2010
		From	:				Austin Mill									
684) Buffalo Mill Rd	1.90	360	R			15 025 1	rustiii iviiii	- ru			NA			NA		06/24/201
		To From				1.90	MS 15-625	5								
684) Buffalo Mill Rd	1.37	300	R				17.502				NA			NA		06/24/201
		To					15-682	. D.1								
(685) Calohan Rd	1.80	6100	F	95%	0%	15-/38 (	Greenhouse 0%	3%	0%	С	0.089	F	0.597	6200	F	2010
		To	4			SR 24 0	Colonial H	wv			$\neg$ —					
685) Wisecarver Rd	0.30	3900 From	R								NA			NA		07/30/200
<u> </u>		To From				15-163	30 Valley I	Or								
685) Wisecarver Rd	1.40	3500	R			15 coc P	3.61	1.D.1			NA			NA		07/30/200
		From					Browns Mil				<u> </u>					
686) Browns Mill Rd	2.81	560	R			US 2:	9 Wards Ro	u			NA			NA		05/20/201
		т.				15-75	51 Stone Ro	d								
686) Browns Mill Rd	2.67	580	R								NA			NA		05/20/201
$\frac{\circ}{\circ}$		To From				15-685	Wisecarver	·Rd			ightharpoons					
686 Browns Mill Rd	0.32	3800 _{та}	R			110 701 7	)1- 13	T Y			NA			NA		05/20/201
		From	1				Brookneal l									
(687) Gough Rd	3.10	210	R			13-686 E	Browns Mil	ı Kü			 NA			NA		06/04/200
00.7		To				SR 24 0	Colonial H	wy								

Route	Length	AADT	QA	4Tire	Bus		TrıTrı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County			1						ZIIali		1 actor		i actor			
(688) Patterson Rd	1.18	330	R			15-689 M	oorman M	ill Rd			NA			NA		06/22/2010
		To				US 2	9 Wards R	d								
	2.22	From				15-69	00 Clarks R	d								07/47/000
(689) Moorman Mill Rd	0.90	380	R								NA —			NA		07/17/2007
(689) Amy Rd	0.28	220 From	R			US 2	9 Wards R	d			NA			NA		07/17/2007
(669) 7 7 1.0	0.20	To				15-75	4 Anstey F	Rd								0.77200
$\overline{}$		From				15-622	Lynbrook	Rd								
690 Clarks Rd	3.40	410	R			15 600	Patterson	DA			NA			NA		07/17/200
		From	:				3 Lawyers 1									
(691) Pacoman Rd	1.04	250	R			15 000	Luwyers	···			NA			NA		06/24/201
$\overline{}$		To					15-682									
Managa Mill Dd	2.22	From	Ļ			SR	24; 15-748							NIA		05/20/201
(692) Masons Mill Rd	3.33	440 To	R			US 2	9 Wards R	d			NA 			NA		05/20/2010
		From				15-696	Dearborn	Rd								
693) Chapel Grove Rd	2.20	400	R								NA			NA		07/24/2007
		From	<u> </u>				Masons Mi	ll Rd								
(694) Langdon Rd	0.65	<b>90</b>	R				15-682				NA			NA		07/26/200
(094)		To	-			15-882	Wyndolm	Rd								
(694) Langdon Rd	0.75	150 From	R								NA			NA		07/26/2007
<u> </u>		To				15-696	Dearborn	Rd								
(695) Johnson Creek Rd	4.80	270	R				15-682				NA			NA		07/26/200
(695) Johnson Creek Rd	4.00	To			15	5-626 Joh	nson Mour	tain Rd						14/3		017207200
		From	:			D	ead End									
(696) Hells Bend Rd	2.40	20	R								NA			NA		06/21/2007
O Halla David Dd	0.05	From				15-705 Co	overed Brid	lge Rd			$\supset$			NIA		05/44/004
696) Hells Bend Rd	2.65	640	R								NA			NA		05/11/2010
(696) Marysville Rd	0.39	1200	F	97%	1%	0%	Marysville 1%	1%	0%	F	0.095	F	0.663	1200	F	2010
090),		To					9 Gladys R			-		-				
(696) Marysville Rd	1.91	880 From	F	97%	1%	0%	1%	1%	0%	F	0.1	F	0.654	890	F	2010
$\frac{\smile}{-}$		To From	:			15-701 N	I, East Fen	y Rd								
696 Marysville Rd	3.18	1000 To	F	97%	1%	0%	1%	1%	0%	С	0.09	F	0.618	1000	F	2010
		From					S, Wards I N, Wards I									
696) Dearborn Rd	6.47	280	R								NA			NA		07/26/2007
		To					Colonial H									
(697) Mitchell Mill Rd	2.76	60 From	R			15-701	East Ferry	Rd			NA			NA		06/04/2007
(697) ······		To	Ė			15-69	9 Gladys R	2d								00/01/200
		From	:[			15-701	East Ferry	Rd								
698) Theta Mill Rd	3.50	120	R			15 761 1	Long Island	1 D.4			NA			NA		05/11/2010
		From	1 -1				9 Wards R									
(699) Gladys Rd	1.30	2200	F	96%	1%	1%	0%	2%	0%	С	0.094	F	0.565	2200	F	2010
		To					ambs Chur				_					
(699) Gladys Rd	3.43	1700	F	96%	1%	1%	0%	2%	0%	F	0.095	F	0.568	1700	F	2010
699) Gladys Rd		From					Marysville				_		_		_	
(699) Gladys Rd	1.77	1200	F	96%	1%	1%	0%	2%	0%	F	0.096	F	0.512	1200	F	2010

Route	l enath	AADT	QA	4Tire	Bus		aintenand			QC	K	QK	Dir	AAWDT	OW	Year
	Longin	AADI	чл	71110	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV	icai
Campbell County		From				15-62	9 Hone Rd									
699) Gladys Rd	2.65	1200	F	96%	1%	1%	0%	2%	0%	F	0.096	F	0.514	1200	F	2010
<u> </u>		To	1				ong Island l									
Man milla Pd	2 20	From	<u> </u>		15-69	96 Marysvil	lle Rd; Hells	s Bend R	ld					NΙΔ		07/20/200
700 Marysville Rd	2.39	390 To	R			15-633 (	Goat Island I	Rd			NA			NA		07/30/200
		From	:				Gladys Rd									
701) Lambs Church Rd	4.60	140	R			15-07	Oladys Ru				NA			NA		05/11/201
		To	:			15-696 S,	Marysville	Rd								
C Food Form Dd	0.00	From	<u> </u>			15-696 N	, Marysville	Rd						NIA		05/44/004
701) East Ferry Rd	8.00	250 To	R			US 501 F	Brookneal H	XXX7			NA			NA		05/11/201
		From	:I					wy			+					
702) Younger Rd	0.40	110	R			Di	ead End				NA			NA		06/13/200
702) 10angon 11a	00	То	:			15-648 S	Suck Creek I	Rd			Ti.					00/.0/200
		From				15-704	4 Seneca Rd									
703) Mohawk Rd	2.69	160	R								NA			NA		07/30/200
		To				15-761 L	ong Island l	Rd								
		From				15-705 Co	vered Bridg	e Rd								
704) Seneca Rd	1.10	140	R								NA			NA		06/21/200
<u> </u>		To				De	ead End									
0 10:1 01	0.00	From	<u> </u>			15-696 I	Hells Bend I	Rd								07/00/00/
705 Covered Bridge Rd	6.60	60 To	R			15 7C1 I	T-1 4 )	0.1			NA			NA		07/30/200
			1				ong Island l	Ka								
706) Perrows Rd	0.50	From 20	R			De	ead End				 NA			NA		06/21/200
706) Perrows Rd	0.50	<b>20</b>	<u> </u>			15-699	9 Gladys Rd							INA		00/21/200
		From					Riverbend R									
707) Castaway Rd	0.06	130	R			10 ,12	ar versena r				NA			NA		07/24/200
		То				15-640 Ma	nsion Bridg	e Rd								
		From	:			De	ead End									
708) Seamster Dr	1.50	80	R								NA			NA		06/04/200
$\bigcirc$		To				15-648 S	Suck Creek I	Rd								
<u> </u>		From				De	ead End				$\Box$					
709 Horselys Bridge Rd	3.10	210	R								NA			NA		07/26/200
<u> </u>		To From				15-696	Dearborn R	d								
709) Blackwater Rd	1.90	700	R								NA			NA		07/26/200
<u> </u>		То	1				Iasons Mill									
Olimer Del	0.00	From	ᄂ			15-711 Ta	dy Mountai	n Rd						NIA		07/04/00/
710 Oliver Rd	0.28	260	R								NA 			NA		07/24/200
OII - D. I	0.70	From				15-133	1 Gibson Ro	1								07/04/000
710 Oliver Rd	0.72	90	R								NA			NA		07/24/200
<u> </u>		From	<u>:</u>			0.72 N	ME 15-1331				<u> </u>					
710) Oliver Rd	0.80	90	R			D	15.1				NA			NA		05/20/20
		10	1				ead End									
Clorion Pd	0.40	From		000/	00/		Altavista	10/	00/	<u> </u>	0.079	_	0.510	6500	_	2010
711) Clarion Rd	0.40	6300 To	Ĺ	98%	0%	0% 15-712 E. 1	0% Dearing For	1% d Rd	0%	С	0.078	F	0.519	6500	F	2010
		From					Dearing For									
711) Tardy Mountain Rd	1.50	470	R		-						NA			NA		07/24/200
$\smile$		To.	:			15-71	0 Oliver Rd				_					
711) Tardy Mountain Rd	3.00	130	R								NA			NA		05/20/201
$\bigcirc$		Ta	-		1	5-626 Good	lman Crossi	ng Rd								
711) Tardy Mountain Rd	2.00	240 From	R			500					NA			NA		07/24/200
		To				15-682	Leesville R	d								

					Cai			nice Area								
Route	Length	AADT	QA	4Tire	Bus		Tr : 3+Axle		 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From	:			SR 43 V	V, Bedford	Hww			1					
712) Mt Herman Rd	0.41	170	R			3K 43 V	v, Badioid	11wy			NA			NA		06/15/201
$\bigcup$		To					R 43 MID E, Bedford	I Ivv								
712) Dearing Ford Rd	0.69	1300	F	99%	0%	0%	0%	0%	0%	С	0.088	F	0.556	1400	F	2010
( 1 2 ) °		To					Lynch Mil									
(712) Dearing Ford Rd	1.98	1100 From	F	99%	0%	0%	0%	0%	0%	F	0.104	F	0.613	1100	F	2010
<u> </u>		To From				15-711	E, Clarior	n Rd								
712 Dearing Ford Rd	1.33	650	F	99%	0%	0%	0%	0%	0%	F	0.101	F	0.769	660	F	2010
<u> </u>		From					S 29 NOR S 29 SOU									
712) Riverbend Rd	1.59	1200	F	99%	0%	0%	0%	0%	0%	F	0.11	F	0.62	1200	F	2010
$\bigcup$		To From				15-69	99 Gladys I	Rd								
712) Riverbend Rd	0.12	70	R								NA			NA		07/24/200
		То					Dead End									
713) Powell Rd	1.00	410	R			15-626 G	oodman X	ing Rd			 NA			NA		08/02/200
(713) Powell Rd	1.00	410 To	<u> </u>			15-627	7 Wileman	Rd			INA			INA		00/02/200
		From					L Altavista				Ì					
714) Lynch Mill Rd	1.03	2600	F	99%	0%	0%	0%	0%	0%	С	0.096	F	0.509	2600	F	2010
$\bigcup$		To From				15-712 M	Iount Hern	nan Rd								
714) Lynch Mill Rd	0.68	1900	F	99%	0%	0%	0%	0%	0%	F	0.111	F	0.542	1900	F	2010
<u> </u>		To			1:		odman Cro									
715) South Timberlake Rd	0.72	From <b>290</b>	 R			15-6	81 Viohl R	ld						NA		05/04/20
50uth Timberiake Rd	0.72	<b>290</b> To				Γ	Dead End				NA T			INA		03/04/20
		From	:				ul-de-Sac									
716) Misty Mountain Rd	0.27	40	R								NA			NA		07/26/200
$\bigcup$		To	:			15-63	1 Mt Airy	Rd								
O Today Food Dd	4.00	From	<u> </u>			Ι	Dead End							NIA		00/45/004
718 Taylor Ford Rd	1.69	200 To	R			15-630	Chellis For	d Rd			NA			NA		06/15/201
		From	:				Dead End	u ru								
719) Farmcrest Rd	0.70	100	R				read Elia				NA			NA		06/13/200
		То	:			15-606	New Chap	el Rd								
O		From				Ι	Dead End									
720 Golf Course Rd	0.70	190 To	R			15 (01)	Juniper Cli	ec D 1			NA			NA		06/07/200
		From	:				Spring Mi									
721) Pilot View Rd	0.22	260	R			13-040	Spring Mi	ii Ku			NA			NA		07/19/200
		To				15-926	Carriage I	ane								
721) Pilot View Rd	0.18	80 From	R			10 ,20	Curruge 1				NA			NA		07/19/200
		То	:			Ι	Dead End									
O		From				Ι	Dead End									
722) Tobacco Lane	0.42	<b>70</b>	R			15 6/12	Lewis For	a Da			NA			NA		06/07/200
<del>-</del>		From						u Ku								
723) Viewmont Dr	0.60	240	R			L	Dead End				NA			NA		05/20/20
	-	To				US 2	29 Wards R	Rd								
		From	:			15-69	99 Gladys I	Rd								
(724) Bandy Rd	0.11	49	R			10		17.1			NA			NA		07/30/200
		To	<u>1                                    </u>				Long Islan									
Diday Bd		From	-		15	5-811 Rid	ge Rd; Evi	ngton Rd								
725) Ridge Rd	1.10	450	F	97%	1%	1%	0%	0%	0%	С	0.097	F	0.563	460	F	2010

					Cai	TIPDEII IV	laintenar	ice Alec	2							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From	.1				TG 460				-					
726) Mt Athos Rd	0.34	7700	F	99%	0%	0%	US 460 0%	1%	0%	С	0.122	F	0.752	7800	F	2010
726) Mt Athos Rd	0.54	7700		3370	0 70				070		0.122	'	0.732	7000	'	2010
Mt Athea Dd	2.42	From		000/	00/		09 Stage Ro		00/		0 121		0.007	CEOO.	F	2010
726 Mt Athos Rd	2.43	6400		99%	0%	0%	0%	1%	0%	F	0.131	F	0.827	6500	Г	2010
MI Albert Bel	4.50	From	<u> </u>	000/	00/		MN 15-609		00/			_	0.700	400		0040
726 Mt Athos Rd	1.52	470 To	F	99%	0%	0%	0% tox County	1%	0%	F	0.100	F	0.726	480	F	2010
		From						Lille								
727) Crows Rd	1.70	150	R			D	ead End				NA			NA		06/04/200
727) Crows Rd	1.70	To	Ë			15-701	East Ferry	Rd			— <u>`</u> ```			147.		00/04/20
		From	:				ead End									
728) Pannills Rd	0.30	30	R				cua Ena				NA			NA		06/21/200
120)		To	:			15-63	3 Epsons R	d								
		From	:			D	ead End									
729) Pleasant Hill Rd	0.20	130	R								NA			NA		07/31/20
		To				0.20 MI	E of Dead I	End			<b>—</b> —					
729) Pleasant Hill Rd	0.26	140 From	R			0.20 1.11	3 01 2 044 1	Jila			NA			NA		07/31/20
		То	:			US 501	Campbell I	łwy								
		From	:			15-646 M	orris Churc	ch Rd								
730) Joy Rd	0.20	140	R								NA			NA		06/07/20
<u> </u>		То	:			15-601 J	uniper Clif	f Rd								
$\widehat{}$		From	:			15-604 Re	d Oak Scho	ool Rd								
(731) Manley Branch Rd	1.40	70	R								NA			NA		06/13/20
<u> </u>		То				15-646 \$	Spring Mill	Rd								
O		From	<u> </u>			D	ead End									
732 Dry Mountain Rd	1.25	120 To	R			15 625 6	1 11: E	D.1			NA			NA		06/21/20
							Collins Ferr									
O Laguead Dd	0.70	From	Ļ_			15-712 D	earing For	d Rd						NΙΔ		00/00/00
Leewood Rd	0.70	90 To	R			D	ead End				NA			NA		08/02/20
		From	.l													
734) Peerman School Rd	1.40	320	R			D	ead End				NA			NA		07/24/20
734) Peerman School Rd	1.40	<b>320</b> To				US 2	9 Wards R	1						INA		01/24/20
		From	: :				ıl-de-Sac									
735) Lazy Creeks Dr	0.42	100	R				ii de bae				NA			NA		07/30/20
,		То				15-62	2 Depot R	d								
		From	:			D	ead End									
736) Liberty Lake Rd	1.15	80	R								NA			NA		06/07/20
		То				15-615	Red House	Rd								
		From	:			15-651	Bear Creek	Rd								
737) Wheeler Rd	3.10	270	R								NA			NA		05/11/20
		То				15-656 P	lum Branc	h Rd								
		From				SR 24	Colonial H	wy								
738) Greenhouse Rd	0.13	730	F	98%	0%	1%	0%	0%	0%	F	0.09	F	0.601	740	F	2010
<u> </u>		To	:				Int; Gap -754 Gap									
738) Greenhouse Rd	0.06	740	F	98%	0%	1%	0%	0%	0%	F	0.092	F	0.546	760	F	2010
730)	0.50	- · · •		3570						•		•	2.0 10	. 55	•	_5.5
738) Greenhouse Rd	1.54	1200		98%	0%	0.06 N	IN of 05-7: 0%	54 0%	0%	F	0.1	F	0.59	1200	F	2010
738) Greenhouse Rd	1.04	1200		JO 70	U70				U70	r	U. I	F	0.59	1200	Г	2010
0	0.40	From	<u> </u>	000/	001		Calohan I		001				0.500	0700		6015
Greenhouse Rd	0.12	8500 _{то}	F	98%	0%	1%	0%	0%	0%	F	0.089	F	0.589	8700	F	2010
_		From	:				S, Wards I S 29 MID	<b>x</b> a								
738) English Tavern Rd	0.78	2700	F	98%	0%	1%	0%	0%	0%	F	0.104	F	0.511	2800	F	2010
-		To					N, Depot									

Route	Length	AADT	QA	4Tire	Bus			uck		QC	K	QK	Dir	AAWDT	QW	Year
Campbell County						2Axle	3+Axle	1Trail	2Trail		Factor		Factor			
		From					2 N, Depot									
738 English Tavern Rd	0.43	3200	F	98%	0%	1%	0%	0%	0%	F	0.094	F	0.557	3300	F	2010
English Tayora Pd	1.62	4100	F	98%	0%	15-680 1%	OSuburban	Rd 0%	0%	С	0.101	F	0.539	4100	F	2010
(738) English Tavern Rd	1.02	4100 To	<u> </u>	90%	0%		0% N, Wards		0%	C	0.101	Г	0.559	4100	Г	2010
		From					us US 460									
(739)	0.04	14000	G	99%	0%	0%	0%	0%	0%	F	0.084	Ν	0.699	16000	G	2010
		To				SCI	L Lynchbu	·g								
0.10.151		From			1	5-626 Joh	nson Mou	ntain Rd								00/00/00
740 Orrix Creek Rd	1.00	140 To	R			Т	Dead End				NA			NA		06/22/201
		From					V, Lynchbu	ro Hwv								
(742) Taylor Place	0.54	260	R			CB 100 T	, Lynchou	1511117			NA			NA		06/10/2010
		To				US 460 E	E, Lynchbu	rg Hwy								
		From					15-1520									
(744) Laxton Rd	0.04	1300	R			~ ~					NA			NA		04/27/2010
		To					L Lynchbui									
(745) Mountain Rd	0.50	110	R			SR 24	4 Village H	wy			NA			NA		05/11/2010
(745) Wodinam Tta	0.00	То				I	Dead End				<b>—</b> "``					00/11/2010
		From				15-660 O	xford Furn	ace Rd								
(746) Grist Mill Rd	0.08	45	R								NA			NA		05/06/2010
<u> </u>		To				I	Dead End									
O = 1 =		From					US 29									0=1001001
(747) Ewing Dr	0.69	220 To	R				ul do Coo				NA			NA		05/20/2010
		From					ul-de-Sac	,								
(748) Crown Lane	0.40	10	R			SK	24; 15-692	2			NA			NA		07/26/2007
(746) 6.6	00	То				I	Dead End									0.7207200
		From				SR 40	Wickliffe	Ave								
(749) Owl Rd	1.00	170	R								NA			NA		06/08/2010
<u> </u>		То				15-6	18 Robin I	Rd								
Alberta de De	0.00	From				US	29 Wards F	Rd						NIA		07/04/000
750 Nickland Dr	0.36	280	R								NA			NA		07/24/2007
Aliakland Dr	0.44	From				15-912	Castle Cra	ig Dr						NΙΔ		07/04/000
750 Nickland Dr	0.44	250 To	R			I	Dead End				NA			NA		07/24/2007
		From					Browns M	ill Rd								
(751) Stone Rd	2.00	160	R			000					NA			NA		06/04/2007
		То				15-701	East Ferr	/ Rd								
		From				I	Dead End									
752 Mt Olivet Church Rd	0.10	220	R								NA			NA		07/24/2007
		From				0.10 N	MN Dead I	End								0=10.110.00
752 Mt Olivet Church Rd	0.30	290	R								NA			NA		07/24/2007
Mt Oliver Obvers D. I	0.40	From				15-918	Pine Acre	s Dr						N 1 A		07/04/000
(752) Mt Olivet Church Rd	0.40	370 To	R			IIS 460	Lynchburg	Нууу			NA			NA		07/24/2007
		From					29 Wards F									
(754) Anstey Rd	0.36	210	R			US.	L) watus r	···			NA			NA		08/02/2007
,		To				15 /	589 Amy R	d								
(754) Anstey Rd	0.15	310 From	R			1.5-(	,,, runy N				NA			NA		08/02/2007
,		To				15-738	Greenhous	se Rd			<b>—</b>					
(754) Anstey Rd	0.10	<b>70</b> From	R			10 100	Sicomodi				NA			NA		08/02/2007
•		To				I	Dead End									

Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From	:			I	Dead End				-					
755) Ball Park Rd	0.60	90	R								NA			NA		06/08/201
<u> </u>		To	1				Sugar Hill									
756) Red Bottom Rd	1.80	160	R			15-601	Juniper Cli	ff Rd			NA			NA		06/08/201
		To				Charlot	te County	Line								
O O O O O O O O O O O O O O O O O O O	0.00	From				15-660 O	xford Furn	ace Rd						NIA		07/40/00/
757) Country Rd	3.00	130	R			15-656	Crews Sho	n Rd			NA			NA		07/19/20
		From	:				Dead End									
758) Wright Shop Lane	0.13	260	R								NA			NA		08/17/20
		To	: .i				29; FR 905									
759) Grass St	0.09	120	R			US 501	Brookneal	Hwy			NA			NA		06/02/20
739)		To	:			15-	803 Oak St	t								
<u> </u>		From	:			15-797 C	ounty Airp	ort Rd			$\Box$					
760) Runway Rd	0.11	6 To	R			Т	Dead End				NA			NA		06/02/20
		From	.]				nia County	Line								
(761) Long Island Rd	1.20	610	F	95%	0%	1%	1%	3%	0%	F	0.081	F	0.586	620	F	2010
		To From				15-633	S, Epsons	Rd								
761) Long Island Rd	3.15	520	F	95%	0%	1%	1%	3%	0%	F	0.108	F	0.731	530	F	2010
<u> </u>	4.07	From		250/	00/		overed Brid	_	201	_	$\supseteq$		0.770	200		0040
761) Long Island Rd	1.97	900	F	95%	0%	1%	1%	3%	0%	F	0.096	F	0.772	920	F	2010
761) Long Island Rd	1.67	1900		95%	0%	15-69	99 Gladys I 1%	Rd 3%	0%	С	0.095	F	0.564	2000	F	2010
761) <u>-</u> Grig relation to		To	:	0070	0,0		501; 15-65		0,0			•	0.00		•	
$\sim$		From				Ι	Dead End									
762 Tip Lane	0.58	<b>40</b>	R			15 646 N	Iorris Chur	oh Pd			NA			NA		06/07/20
		From	! :I				02 Haney F									
763) Midgett Farm Rd	0.51	180	R			15 0	oz manej r	tu			NA			NA		06/10/20
		To	:			15-80	00 Tallyho	Rd								
769) Beechwood Dr	0.08	460	R			15-85	9 Powtan l	Rd			 NA			NA		04/20/20
769) Beconwood Bi	0.00	-TOO	·`			15 770 V	/ Oold and	Cinala						147.		04/20/20
769) Beechwood Dr	0.05	580 From	R			13-779 V	V, Oakland	Circle			NA			NA		04/20/20
		To From	:			15-1515	Farmingto	on Rd			_					
769) Beechwood Dr	0.03	710	R								NA			NA		04/20/20
<u> </u>		From				15-779 E	E, Oakland	Circle								
769 Beechwood Dr	0.06	920	R								NA —			NA		04/20/20
769) Beechwood Dr	0.26	1300	R			15-782	Terrace Hi	ll Dr			NA			NA		04/20/20
(769) Beechwood Dr	0.20	To	_			Ві	us US 460							147.		04/20/20
		From				15-165	1 Churchil	l Dr								
770 Bumgarner Dr	0.38	1500 Ta	R			15 025 T	fforces M	mor Dr			NA			NA		06/11/20
		From	! :				fferson Ma Dead End	mor Dt			<u> </u>					
(771) Roundtree Rd	1.80	220	R			1	vau Eliu				NA			NA		06/07/200
$\bigcup$		To				15-646	Spring Mil	ll Rd								
( ) Harmon ) (-Herri D.)	0.05	From				15-643	Lewis For	d Rd						N.I.A		00/07/00
(772) Harper Valley Rd	0.65	40 To	R				Dead End				NA			NA		06/07/200

							ipodii	IVIAIIII	Oi iai i	30 7 11 0									
Route	Length	AADT	QA	4Tire	В	us				ck 1Trail		QC	K Factor	QK	Dir Factor	. AA	WDT	QW	Year
Campbell County		From	1										-i						
(775) Ruckers Rd	1.25	60	R					Dead E	end				NA				NA		06/13/200
(113)		To					15-	657 Bo	oth Rd										
		From						Dead E	End										
776) Rock Hill Rd	1.10	70	R										NA				NA		06/04/200
		To			_	_		Nowlin		Rd									
778) Hughes Rd	0.75	90	R					Dead E	end				NA				NA		06/04/200
778) Hughes Ru	0.75	To	Ë				US 50	1 Brook	meal H	Iwy							INA		00/04/20
		From				1	5-769	W, Bee	chwoo	d Dr									
779) Oakland Circle	0.53	270	R										NA				NA		04/20/20
		То			_	1	15-769	E, Bee	chwoo	d Dr									
O 11 11 5	4.00	From	<u> </u>					Dead F	End				٠,,						00/00/00
781 Mortimer Dr	1.30	<b>200</b>	R				SD 2	4 Color	nial Hu	177			NA				NA		06/22/20
		From	1		_	_		359 Pov					<u> </u>						
782) Terrace Hill Dr	0.06	220	R				13-0	539 POV	vian Ko	1			NA				NA		04/20/20
162)							15 929	Silver	Carino	De									- 11-07-0
782) Terrace Hill Dr	0.17	250 From	R				13-620	Silvei	Spring	DI			NA				NA		04/20/20
102)		To					15-76	9 Beech	iwood	Dr									
		From						Dead F	End										
783) Wilkinson Dr	0.07	110	R										NA				NA		06/15/20
		To					15-	713 Pov	vell Ro	i									
O 14/1 - 01 - 1	0.40	From	<u> </u>				15-68	3 S, La	wyers l	Rd			٠,,						05/00/00
784) Winebarger Circle	0.42	<b>200</b>	R				15.68	3 N, La	MANATO	Dd			NA				NA		05/06/20
		From	1					Dead E		Ku									
785) Loblolly Rd	0.80	80	R					Deau I	SHU				NA				NA		06/07/20
,		To					15-64	3 Lewis	s Ford	Rd									
		From				1:	5-605 V	Whippir	ng Cree	ek Rd									
786) Beth Lane	0.80	60	R										NA				NA		06/21/20
<u> </u>		To						Dead I	End										
A walk on MOU Dat	0.00	From	ᆫ					Dead E	End										07/04/00
787) Archer Mill Rd	0.60	170 To	R				15.	-609 Sta	age Rd				NA				NA		07/24/20
		From						663 Betl											
788) Hardwood Trail	0.80	50	R				13-0	)03 <b>D</b> Cu	lally IX	u			NA				NA		06/13/20
700)		To						Dead E	End										
		From					I	Bus US	460										
789) Lake Court Ave	0.15	330	R										NA				NA		08/16/20
		To From					0.15	ME of	US 46	0			_						
789) Lake Court Ave	0.15	150	R										NA				NA		05/06/20
<u> </u>		То						Cul-de-											
O Hamaniana Dd	2.40	From	<u> </u>				15-615	S, Red	House	Rd							NIA		06/42/20
790 Homeplace Rd	2.40	180 To	R				15-615	N, Red	House	· Rd			NA				NA		06/13/20
		From	1					Bus US		7144			<u> </u>						
791) Honeywood Dr	0.55	450	R						.50				NA				NA		05/04/20
		To						Dead E	End										
		From						Dead E	End										
792) Flying W Rd	0.70	170	R										NA				NA		06/07/20
<u> </u>		То						00 Suga											
Manian D.1	0.40	From	Ļ				15-	-609 Sta	age Rd						_	_	NIA		07/04/00
793 Napier Rd	0.40	240 To	R					Dead E	and a				NA				NA		07/24/20
		-	<u> </u>					Deau F	ли										

David		445-	•	4.7.				Truck			^^	K	011	Dir	A A14/5-	0111	.,
Route	Length	AADT	QA	4Tire	Bus	2Ax	xle 3+	Axle 1Tr	rail 2	?Trail	QC	Factor	QK	Factor	AAWDT	QW	Year
Campbell County		Fron	1:			15-64	8 Nowli	ns Mill Rd									
794) Peal Rd	0.30	5	R									NA			NA		06/07/200
<u> </u>		Tr	1				Dead E										
795) Quick Rd	1.10	40	EL			15-60	)1 Junipe	r Cliff Rd				 NA			NA		06/07/200
795) Quick Rd	1.10	To	:				Dead E	End							IVA		00/01/20
		Fron	1:				Dead F	End									
796) Tanzalon Dr	0.20	260	R									NA			NA		04/29/20
$\bigcup$		Te	:				Bus US	460									
O A	0.45	From				15-650	0 Mollies	s Creek Rd							NIA		00/00/00
797) County Airport Rd	0.45	60	R									NA —			NA		06/02/20
County Aims and Dal	0.05	Fron				0.	.45 ME 1	5-650							NIA		00/00/00
797) County Airport Rd	0.25	<b>50</b>	R				Dead E	End				NA			NA		06/02/20
		Fron	1:			15-6		House Rd				<u> </u>					
798) Daniel Rd	0.25	60	R			13-0	713 Red I	louse Ru				NA			NA		06/13/20
		To	):				Dead E	End									
<u> </u>		Fron	n:				Dead E	End									
799) Pettigrew Dr	1.12	270	R			-						NA			NA		05/11/20
		10	0:				5-609 Sta										
800) Tallyho Rd	0.66	1400	R			US 46	60 Lynch	iburg Hwy				NA			NA		06/10/20
Tallyho Rd	0.00	1400					24 77711	**							INA		00/10/20
Stratford Rd	0.13	590 From	R			SR	24 Villa	ge Hwy				NA			NA		06/10/20
Stratford Rd	0.10	To				Appor	nattox C	ounty Line				<b>–</b> "			1471		00/10/20
		Fron	n:					unty Line				Ī					
901) Pump Rd	0.30	60	R									NA			NA		06/07/20
		To	:			15-6	500 Suga	r Hill Rd									
O		Fron	:			15-	-800 Tall	yho Rd									
802 Haney Rd	0.11	380 To	R			IIC 4	60 I vmak	iburg Hwy				NA			NA		06/10/20
		Fron				0540											
803) Oak St	0.06	50	R				Dead E	ena				NA			NA		06/02/20
003) 0 3		Т				1	5-759 Gı	maa Ct									
803) Oak St	0.08	30 From	R			1.	3-739 GI	ass St				NA			NA		06/02/20
0009		To					Dead E	End									
_		Fron	1:			15-60	)6 New (	Chapel Rd									
804) Carwile Rd	0.96	320	R									NA			NA		06/13/20
<u> </u>		To	00				Dead E										
Obserther Bd	4.40	From	·				Dead E	End							NIA		00/04/00
Cheatham Rd	1.40	160	R			15-6	15 Red I	House Rd				NA			NA		06/04/20
		Fron	1:					Chapel Rd									
806) Cyrus Rd	0.75	290	R			13-00	JO NEW C	ларет Ки				NA			NA		05/11/20
300) -7		To					Dead E	End									
		Fron	n:				Dead E	End									
808) Kent Rd	0.41	50	R									NA			NA		06/20/20
$\smile$		Te					24 Color										
O Daintura Di	0.55	From				15-6	43 Lewis	Ford Rd					_		<b>.</b>		00/04/00
809 Raintree Dr	0.55	90 Tr	R				Dead E	and				NA T			NA		06/04/20
		Fron	1:									<u> </u>					
810) Cowan Rd	0.33	110	R				Dead E	uiu				 NA			NA		07/30/20
010/	3.00	To				SR	24 Color	nial Hwv				T T					230,20

							namichan									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		Fron	.1			D. 16	10									
811) Evington Rd	2.85	670	F	98%	0%	1%	d County Li 0%	0%	0%	С	0.101	F	0.616	690	F	2010
Ridge Rd	0.11	190	F	98%	0%	1%	25 Ridge Ro 0% Colonial H	0%	0%	F	0.137	F	0.6	200	F	2010
		Fron	:				11 Ridge Ro									
812) Evington Rd	0.44	<b>780</b>	R				Colonial H				NA			NA		06/22/201
		Fron	:				29 Wards Ro				i i					
814) Penuel Rd	0.35	<b>260</b>	R				Dead End				NA			NA		07/24/200
		Fron	:				Mountain L	ane								
815) Rosser St	0.13	80	R			10 002		Au i e			NA			NA		05/20/201
		Tr	·			15-833	Gold Dust T	Γrail								
O		Fron				Ι	Dead End									
816) Babcock Rd	0.60	<b>260</b>	R			CD 24	Village Hv				NA			NA		05/20/20
		Fron									i i					
817) Pleasant Valley Rd	0.55	340 To	F	96%	1%	1%	Lynchburg  1%  Lynchburg 1	1%	0%	С	0.09	F	0.588	360	F	2010
		Fron	c				3 Bethany F									
818) Wildlife Dr	0.57	130	R			15 00	5 Bealany I	· ·			NA			NA		06/13/200
		To	:			Ι	Dead End									
<u> </u>		Fron	:			Ι	Dead End									
819) Drinkard Rd	0.40	100	R								NA			NA		07/09/200
<u> </u>		To					Lynchburg l	Hwy								
820) Ford Rd	0.70	40	R			Ε	Dead End				NA			NA		06/07/200
820 Ford Rd	0.70	<b>40</b>				15-646	Spring Mill	Rd						INA		00/01/200
		From	:				overed Brid									
821) Swan Creek Rd	0.81	140	R					<u> </u>			NA			NA		06/21/200
$\bigcirc$		To	:			Ι	Dead End									
O		Fron				15-6	18 Robin Ro	d								
822) Hawk Rd	0.30	40	R			г	Dood End				NA			NA		06/08/201
		Fron					Dead End Dead End									
823) Butterfly Lane	0.55	100	R			L	read Elid				NA			NA		07/26/200
,		To	:			15-682	2 Leesville 1	Rd								
		Fron	:			15-696	Hells Bend	Rd								
824) Devils Ridge Rd	1.65	250	R								NA			NA		06/21/200
<u> </u>		Tr					overed Brid									
825) Little Lane	0.20	50	L			15-696	Dearborn l	Rd			NA			NA		06/20/200
825) Little Lane	0.20	<b>30</b>	_			Γ	Dead End							INA		00/20/200
		Fron	:				Dead End				i					
826) Dry Fork Rd	0.33	30	R								NA			NA		06/19/200
<u> </u>		To	:			15-635 N	McIver Ferr	y Rd								
O		From				15-853 V	V, Brooklaw	n Dr								
827 Woodlawn Circle	0.35	150	R			15 Q52 T	E, Brooklaw	n Dr			NA			NA		05/06/201
		Fron					Terrace Hill				<u> </u>					
828) Silver Spring Dr	0.24	240	R			13-782	1 CHACE HIL	ו טו			NA			NA		06/26/200
. ,		Tr	·			Ві	us US 460									
		Fron				15-624	Timberlake	Dr								
(829) Grove Ave	0.42	2300	R								NA			NA		06/11/200
$\overline{}$		Tr				Bus US	3 460 ; 15-1:	505								

Route	Length	AADT	QA	4Tire	Bus			Truck Axle 1Tra	()(;	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		Fron	E				Dead E	nd		1					
(830) Forest Ave	0.26	380	R				Detta E	na -		NA			NA		08/16/200
		Tr				]	Bus US	460							
$\overline{}$		Fron	:				Cul-de-S	Sac							
(831) Merritt Lane	0.29	80	R			15.51		F 151		NA			NA		08/02/200
			-					g Ford Rd							
832) Mountain Lane	0.14	300	R			SR	24 Villaş	ge Hwy		NA			NA		05/20/201
(832) Mountain Lane	0.14	300 T					015.0						IVA		03/20/201
832) Mountain Lane	0.08	120 From	R			15-	-815 Ros	sser St		NA			NA		05/20/201
Mountain Lane	0.00	To	<u> </u>				Dead E	nd		<b>–</b> "``			1471		00/20/20
		Fron	:			SR	24 Villag	ge Hwy							
833) Gold Dust Trail	0.08	260	R				,			NA			NA		05/20/20
		т.	_			15-	-815 Ros	sser St							
833) Gold Dust Trail	0.13	120 From	R							NA			NA		06/04/200
		To	:				Dead E	nd							
		Fron				15-61	15 Red H	Iouse Rd							
834) Bull Hill Rd	1.10	100	R							NA			NA		06/07/200
<u> </u>		Tr					Dead E	nd							
	0.00	From	<u> </u>			15-	-1670 Ro	oyal Ct					NIA		00/00/00/
935 Jefferson Manor Dr	0.36	620	R							NA			NA		08/23/200
<u> </u>		Fron				15-1526	Independ	dence Circle		┵					
935 Jefferson Manor Dr	0.11	710	R							NA			NA		08/23/200
<u> </u>		Fron				15-77	70 Bumg	arner Dr		]					
835) Jefferson Manor Dr	0.12	1900	R							NA			NA		08/23/200
<u> </u>		To From	:			15-152	27 Jane R	Randolf St							
835) Jefferson Manor Dr	0.28	<b>2200</b>	R							NA			NA		08/23/200
			1				22 Wate								
836) Spicer Rd	0.25	580	R			US 46	0 Lynch	burg Hwy		 NA			NA		07/19/200
836) Spicer Rd	0.25	360								INA			INA		07/19/200
836) Spicer Rd	0.49	Fron	_			15-10	015 Berk	shire Dr		NIA.			NA		07/10/200
836) Spicer Rd	0.48	<b>260</b>	R				Cul-de-S	Sac		NA T			INA		07/19/200
		Fron	:					Ridge Rd							
837) Top Ridge Rd	0.18	120	R			111-7	94 TOP I	Kluge Ku		NA			NA		07/31/200
001) 41 40		To	:			15-677	7 Old Ru	stburg Rd							
		Fron	:				Dead E	nd							
838) Rails End Lane	0.13	190	R							NA			NA		05/20/20
$\overline{}$		Tr. Fron				15-	891 Bacl	k Alley		_					
838) Rails End Lane	0.07	390	R							NA			NA		05/20/201
$\overline{}$		Tr				US 50	)1 Camp	bell Hwy		_					
838) Kabler Lane	0.17	910	R							NA			NA		05/20/201
		To	c				Dead E	nd							
<u> </u>		Fron				15-6	82 Lees	ville Rd							
839) Hensley Dr	0.30	60	R							NA			NA		07/26/200
<u> </u>		To	_				Dead E								
Windsons Bd	0.60	720					Dead E	nd		 N1A			NIA		08/03/300
Windsong Rd	0.68	320	R			SR /	43 Bedfo	ord Hwy		NA T			NA		08/02/200
		Fron					US 460 S			<del></del>					
842) Greenwell Ct	0.54	150	R			Bus	US 400 S	300 IH		NA			NA		05/06/201
042)		Tr				Bus	US 460 l	NORTH	 	□"`					
		Fron	:				665 Wolf								
846) Clover Lane	0.09	30	R					*		NA			NA		07/31/200
		To					Dead E	nd							

Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		Fron	1:			Т	Dead End									
847) Blue Ridge Lane	0.60	200	R								NA			NA		07/17/2007
Town of Brookneal		Tr	a.				15-682									
	0.40	Fron				15-601	Juniper Cli	iff Rd						NIA		07/40/0007
(849) Hunter Rd	0.10	380	R			15.1	126 Foster	C+			NA			NA		07/12/2007
(849) Hunter Rd	0.45	<b>240</b> From	R					St.			NA			NA		07/12/2007
Campbell County		To	:			I	Dead End									
	0.50	Fron				15-8	351 Quail R	Rd						NIA		05/00/0040
850) Smokey Hollow Rd	2.52	280	R			15-660 O	xford Furn	ace Rd			NA			NA		05/06/2010
		Fron	n:				Dead End									
(851) Quail Rd	2.27	440	R		1	7. CCO N	0.6.15	D.1			NA			NA		07/19/2007
		Fron	1:				Oxford Fur Oxford Fur									
(851) Holiday Lane	0.55	350 To	R				1110				NA			NA		07/19/2007
		Fron	1.				ul-de-Sac 351 Quail R	P.d.			<u> </u>					
(852) Long Mountain Dr	0.43	130	R			13-0	ST Quair N	.u			NA			NA		05/11/2010
		To	:			C	ul-de-Sac									
Prookloum Dr	0.16	Pron 260				15-622	W, Waterli	ck Rd						NΙΔ		05/06/2010
853) Brooklawn Dr	0.16	360	R			15 007 11	XX7 11	G: 1			NA			NA		05/06/2010
(853) Brooklawn Dr	0.10	210 From	R			15-827 W.	, Woodlaw	n Circle			NA			NA		05/06/2010
		To Fron	1			15-827 E,	Woodlawi	n Circle			$\neg$ —					
(853) Woodlawn Circle	0.09	320	R								NA			NA		05/06/2010
		Fron					E, Waterlie				<u> </u>					
(854) Camp Nine Rd	0.40	150	R			15-615	Red Hous	е ка			NA			NA		06/13/2007
		To	:			I	Dead End									
Aluma Caminana Dd	0.50	Fron		000/	00/		rd County I		00/	_	0.000	_	0.504	400	_	2040
858) Alum Springs Rd	0.50	430	F	99%	0%	0%	0%	0%	0%	F	0.099	F	0.594	460	F	2010
(858) Alum Springs Rd	0.65	2700		99%	0%	15-623 W	7, Turkey F	oot Rd 0%	0%	С	0.099	F	0.611	2800	F	2010
		To	o:				New Lond									
O Bouton Bd	0.40	Fron				15-769	Beechwoo	od Dr						NIA		0.4/0.0/0.04.0
859 Powtan Rd	0.19	350	R			17 1715	n 1 m				NA			NA		04/20/2010
(859) Powtan Rd	0.03	940 From	R			15-1546	Poplar Ten	race Dr			NA			NA		04/20/2010
		Fron				15-1515	Farmingto	on Rd								
(859) Powtan Rd	0.07	920 Pron	R								NA			NA		04/20/2010
		Fron	1:			15-782	Terrace Hi	ill Dr								
859 Powtan Rd	0.18	1000	R								NA			NA		04/20/2010
(859) Powtan Rd	0.06	1800	R			15-15	28 Ventura	Dr			NA			NA		04/20/2010
(859) Powtan Rd	0.00	1000				В	us US 460							INA		04/20/2010
_		Fron	1.			Dead I	End; O.10	MW								
860) Wren Rd	0.10	20	R								NA			NA		06/07/2007
Wron Pd	0.40	Fron				15-601	Juniper Cli	iff Rd						NIA		06/07/2007
860) Wren Rd	0.40	<b>30</b>	R			Dead En	d; O.4O M	IE 601			NA			NA		06/07/2007
		Fron	1.				15-1520									
862 Mountain View Dr	0.04	740	R								NA			NA		04/20/2010
$\overline{}$		To	"			SCI	L Lynchbur	rg								

									toriariot									
Route	Length	AADT	QA	4Tire	Вι	us .			Trucl -Axle 1		C)C:	K Factor	QK	Dir Factor	AA\	VDT	QW	Year
Campbell County		From	.1									-						
(863) Lyn-Dan Dr	0.10	90	R					Dead l	End			 NA			N	IΑ		08/21/2007
(000)		To					US	S 29 Wa	ards Rd									
		From	:				SR	24 Villa	age Hwy									
(864) Rosedale Lane	0.10	50	R									NA			N	IA		06/24/2010
		To			_	_	_	TBI		<del></del>								
865) Beale Rd	0.10	60 From	R		—	—		Dead l	End			 NA			N	ΙA		08/02/2007
(865) Beale Rd	0.10	To					15-	-713 Po	well Rd							•/~		00/02/200
		From	:						ch Mill Ro	d								
866) Valentine Dr	0.20	140	R									NA			N	IΑ		08/02/200
$\bigcup$		To					15-7	'33 Lee	wood Rd									
O 5		From						Dead l	End									00/10/000
867 Ravenwood Lane	0.45	<b>50</b>	R			14	5 604	Dad Oa	lr Cobool	D.4		NA			N	IA		06/13/200
		From							k School									
868) Sun Valley Rd	0.43	210	R			15	5-605	Swingir	ng Bridge	Rd		 NA			N	ΙA		06/02/2010
868) Sun Valley Rd	0.40	To						Dead l	End						,	1/1		00/02/2010
		From				_		Dead l										
869) Cherokee Dr	0.35	170	R									NA			N	IΑ		07/31/200
		To					US	S 501; 1	5-1029									
		From	:					Dead l	End									
870) Fowler St	0.20	220	R									NA			١	IA		08/07/200
<u> </u>		To				1	15-858	3 Alum	Springs I	₹d								
O Damaida Da	0.00	From	<u> </u>					Dead l	End							1.0		00/04/004
871) Barnside Dr	0.33	60 Ta	R		—	—	15	5-623; 1	5-1587			NA			יו	IA		06/24/2010
Г f D l l							13	-023, 1	5-1507									
Town of Brookneal		From	:				US 50	)1 Lync	hburg Av	re e								
874) Laughlin Rd	0.10	50	R									NA			N	IΑ		06/28/200
<u> </u>		To	c					Dead l	End									
Campbell County		From	:				15.7	12 Dive	whom d De			-						
875) Otter River Rd	0.12	20	R				13-7	12 Kive	erbend Rd			NA			N	ΙA		07/24/200
073)		To	:					Dead l	End									
Town of Brookneal																		
		From	<u> </u>					Dead l	End									
876 Claytor Rd	0.03	120 To	R				IIC 50	)1 I rms	hburg Av			NA			N	IA		06/28/200
~			]				0330	71 Lync	nourg Av	е								
Campbell County		From	:					Bus US	3 460									
(877) Whitestone Dr	0.50	2000	R									NA			N	IΑ		05/04/2010
		To	-				15-15	45 Arro	owhead D	r								
(877) Whitestone Dr	0.16	1900	R									NA			١	IΑ		05/04/2010
		To	-				15-1	570 Hi	ckock Rd									
877) Whitestone Dr	0.30	940 From	R									NA			١	IΑ		05/04/2010
		To	:			_	15-1	1597 Bı	uxton Dr									
		From						Dead l	End									
878) Hamlette Rd	0.34	90	R					102 =:				NA			N	IA		06/08/2010
		To	<u> </u>						ing W Rd									
← Hozol Bd	0.20	160	<u> </u>				SR 2	24 Colo	nial Hwy							IΛ		06/22/204
879 Hazel Rd	0.30	160 To	R		—	—		Dead l	End			NA T			N	IA		06/22/2010
		From			_	_	CD /		nial Hwy			<u> </u>						
880 Clinton Dr	0.00	120	R				SK 2	J+ C010	шаг ПWУ			<b>—</b>						08/28/2006
(880) Clinton Dr	0.20	120										NA			N	IΑ		00/20/2001

Route	Length	AADT	QA	4Tire	Bus	2	Truck 3+Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County								ıı Zılalı		racioi		racioi			
(881) Moore Lane	0.63	From <b>80</b>	R			15-600 1	Dog Creek Rd			 NA			NA		06/08/201
(881) Moore Lane	0.00	To	- 1			D	ead End						IVA		00/00/201
		From				D	ead End								
(882) Wyndolm Rd	0.17	50	R							NA			NA		06/20/200
<u> </u>		То				15-694	Langdon Rd								
Thiotle Pd	0.40	From	R			D	ead End			NIA			NΙΔ		06/12/200
(883) Thistle Rd	0.40	130 To	ĸ			15-615 1	Red House Rd			NA T			NA		06/13/200
		From					Campbell Hwy								
884) Bocock Rd	0.24	480	R			05 301	сшпросп 11му			NA			NA		07/31/200
		To				D	ead End								
		From				15-678	8 Airport Rd								
885) Prestwood Rd	0.16	300	R							NA			NA		08/21/200
		То				D	ead End								
O D	0.40	From	_			D	ead End						NIA		05/00/004
886 Drummer St	0.10	45	R							NA —			NA		05/20/201
886) Drummer St	0.06	From	_			0.10 M	IE Dead End						NΙΔ		05/00/004
886 Drummer St	0.06	<b>80</b>	R			US 501 (	Campbell Hwy			NA			NA		05/20/201
		From					8 Airport Rd			<u> </u>					
887) Airpark Dr	0.22	580	R			13-070	5 Alipoit Ku			NA			NA		08/22/200
007)		To				Cu	ıl-de-Sac								
		From				D	ead End								
888) Hawkins Rd	1.03	590	R							NA			NA		05/20/201
$\smile$		To From			1	15-908 June	Way; Murrell Lan	e							
888) Hawkins Rd	0.35	670	R							NA			NA		05/20/201
<u> </u>		To				US 29	9 Wards Rd								
O I Fala V Face Black	0.44	From	_			15-624 S,	Timberlake Dr						NIA		00/40/000
889 High View Place	0.14	120 To	R			15 624 N	, Timberlake Dr			NA			NA		08/16/200
		From					ead End								
890) Garrett Lane	0.40	50	R				eau Enu			NA			NA		06/07/200
090) Garren <b>T</b> arre	00	То				15-600 N	Mt Calvary Rd								00/01/200
		From				15-671 C	ourthouse Lane								
891) Communications Lane	0.03	160	R							NA			NA		05/20/201
$\bigcup$		To				15-838 F	Rails End Lane								
O		From				Bus US	460 SOUTH								
892) Woodhaven Dr	0.11	560	R							NA			NA		05/06/201
<u> </u>		To From				15-1516	Maybrook Dr								
892 Woodhaven Dr	0.15	290	R							NA			NA		05/06/201
<u> </u>		To From				15-1517	Westfield Dr								
892 Woodhaven Dr	0.44	<b>220</b>	R			D HG	4c0 NODTH			NA			NA		05/06/201
							460 NORTH								
893) Plateau Dr	0.20	From 80	R			D	ead End			 NA			NA		06/22/201
893) Plateau Dr	0.20												INA		00/22/201
893) Plateau Dr	0.30	170 From	R			0.20 M	IE Dead End			NA			NA		06/22/201
893) Plateau Dr	0.50	17 <b>0</b>	1/			15-72	25 Ridge Rd			$\exists$			INA		JUIZZIZU I
		From					, Campbell Hwy			i					
(894) Kelly Rd	0.40	90	R			05 501 5,	, сыпроси и му			NA			NA		05/20/201
<u> </u>		To				US 501 N	, Campbell Hwy								
		From					ld Rustburg Rd								
895) Lively Lane	0.10	1300	R							NA			NA		05/06/201
$\smile$		To				US 501 0	Campbell Hwy								

Route	Length	AADT	QA	4Tire	Bus			ruck e 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County									ZIIdii		1 40101		1 actor			
896) Old Pocket Rd	1.02	290	L			С	Cul-de-Sac				NA			NA		08/02/200
090) 0.0.1 00.01.10		Ti-				SR 43	Bedford I	Hwy			i.					00,02,200
		Fron				15-615	Red Hous	se Rd								
897) Pauls Rd	0.60	290	R								NA			NA		05/11/201
		To				I	Dead End									
O = 5		Fron	<u> </u>			15-680	Poor Hou	se Rd								0=100100
898) Trestle Rd	0.50	<b>80</b>	R			110 501	Commhall	I I Ivva			NA			NA		05/06/20
		Fron					Campbell				1					
899) Pocket Lane	0.06	10	R			C	Cul-de-Sac				NA			NA		06/15/20
099)		To				15-896	Old Pock	et Rd								
		Fron				15-7	13 Powell	Rd								
900) Magnolia Dr	0.15	80	R								NA			NA		06/15/20
$\overline{}$		To				I	Dead End									
O		Fron	<u> </u>			Ι	Dead End									
901) Lily Lane	0.25	60 To	R			15 61	2 El	D. 4			NA			NA		06/21/20
		From					2 Ebeneze				_					
902) Charlotte Dr	0.13	90	R			Dead	End; O.13	MS			NA			NA		07/26/20
902) Gridinotte Bi	0.10	- T				15.00	O ** 1:	D.1						1471		01/20/20
902) Pin Oak Dr	0.13	80 From	R			15-88	8 Hawkins	s Rd			NA			NA		07/26/20
902) Pin Oak Dr	0.10	To	r <u>``</u>			C	Cul-de-Sac				Π΄`			1471		01/20/20
		From					) Sugar Hi	ll Rd								
903) Jay Lane	0.35	90	R				~ ~ ~				NA			NA		06/07/20
		To				Ι	Dead End									
		Fron				15-6	55 Rocky	Rd								
904) Canal Trace	0.30	140	R								NA			NA		05/20/20
<u> </u>		10					Dead End				_					
Watta Taura Bd	0.25	From				I	Dead End							NΙΔ		06/45/20
905) Watts Town Rd	0.25	130	R				15-682				NA			NA		06/15/20
		Fron	<u>.                                    </u>				29 Wards 1	D.d.			+					
906) Eastward Dr	0.34	140	R			0.5 2	29 Wards I	Ku			NA			NA		07/24/20
300		To				15-907	Winston	Lane								
		Fron				15-90	6 Eastward	d Dr								
907) Winston Lane	0.06	80	R								NA			NA		07/24/20
$\overline{}$		To				15-696	Marysvill	le Rd								
O		Fron	<u> </u>			Dead l	End; O.67	MN								
908 Murrell Lane	0.67	70	R								NA			NA		07/26/20
<u> </u>		Fron				15-88	8 Hawkins	s Rd								
908 June Way	0.22	<b>70</b>	R			D 1	F 1 0 22	1.00			NA			NA		07/26/20
							End; O.22									
909) Dillards Lane	0.11	160	R			15-696	Hells Ber	nd Rd			NA			NA		07/30/20
909 Dillards Lane	0.11	Ti-				15-700	) Marysvill	le Rd						IVA		01/30/20
		Fron					Brooknea				÷					
910) Scott Lane	0.68	60	R			25 501	3011100				NA			NA		06/02/20
		To				Ι	Dead End									
		From				I	Dead End									
911) Withers Rd	0.08	120	R								NA			NA		06/04/20
<u> </u>		Te					22 Depot 1				<u> </u>					
<u> </u>		From				15-75	0 Nickland	d Dr								
912 Castle Craig Dr	0.68	310 To	R			TIC (	20 10 1 1	n 1			NA			NA		07/24/200
		10				US 2	29 Wards l	KÜ								

					Cai		aintenar									
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From	·I			15-646 9	Spring Mil	l Rd			-					
913	0.05	7	R			15 0401	pring wiii	rtu			NA			NA		06/10/201
	0.15	From	R			0.05	ME 15-64	6			NA			NA		06/10/201
913)	0.13	To				D	ead End							INA		00/10/201
		From				D	ead End									
914) One Mile Rd	1.00	130	R								NA			NA		07/26/200
<u> </u>		To	1				Dearborn	Rd								
915) Troublesome Creek Rd	0.25	120	R			D	ead End				 NA			NA		05/20/20
915) Troublesome Creek Rd	0.23	12U To	<u> </u>			15-692 N	Iasons Mi	ll Rd						INA		03/20/20
		From	:				ead End									
916) Hightrail Lane	0.12	110	R								NA			NA		05/06/201
$\bigcup$		To				US 501 (	Campbell 1	Hwy								
		From				US 501 S,			201							
917) Railview Rd	1.63	560	F	95%	3%	0%	0%	1%	0%	F	0.224	F	0.604	580	F	2010
O Dell'impl	0.04	From	<u> </u>	050/		15-605 Wh			00/		0.404		0.040	000		0040
917) Railview Rd	0.91	940 Tr	F	95%	3%	0% US 501 N,	0% Brooknea	1%	0%	С	0.161	F	0.642	960	F	2010
		From	:			5-752 Mt					1					
918) Pine Acres Dr	0.25	110	R		- 1	5 752 WIC	Onvet Che	iren rea			NA			NA		07/24/200
		To	-			D	ead End									
		From				15-615 l	Red House	Rd								
9 ₁₉ Mimosa Lane	0.50	100	R								NA			NA		06/13/200
		From	1				ead End									
920) Lavender Lane	0.45	190	R			D	ead End				NA			NA		05/11/201
920) = 2010	00	To				15-696	Marysville	Rd								00/11/201
		From	:			15-670 S	unnymead	e Rd								
921) Candlemakers Lane	0.48	200	R								NA			NA		07/31/200
<u> </u>		To					ead End									
C Flowend Lane	0.22	From	느			D	ead End							NΙΔ		07/06/000
923) Elmwood Lane	0.32	100	R			US 29	Wards R	d			NA T			NA		07/26/200
		From	:				Wards R									
924) Brentwood Lane	0.22	70	R								NA			NA		07/28/200
		To				D	ead End									
O		From				15-605 Wh	ipping Cre	eek Rd								
925) Yuille Lane	0.39	160	R			D	ead End				NA			NA		06/21/200
		From					Pilot View	. D.4								
926) Carriage Lane	0.14	180	R			15-7211	riiot view	Ku			NA			NA		07/19/200
320) 3		To	:			D	ead End									
_		From				15-648 \$	Suck Creel	c Rd								
927) Burnt House Rd	0.15	150	R								NA			NA		06/13/200
		To				D	ead End									
Town of Brookneal		From	:			D	ead End									
928) Booker Rd	0.05	630	R								NA			NA		06/02/201
$\bigcirc$		To	:			US 501 I	Lynchburg	Ave		•						
Campbell County		From	.1			1.5.5.	5 D: 1 =	1								
929 Daddy Rabbit Lane	0.10	80	R			15-72	5 Ridge R	a			NA			NA		06/22/201
929) 2000) . (300) . 2010	5.10	To				D	ead End									30,22,201
		From				Cu	ıl-de-Sac									
930) Plantation Dr	0.15	110	R								NA			NA		07/31/200
$\overline{}$		To	1			15-680	Suburban	Rd								

From:  R To:  From:  Fr	4 Lire Bus	ek Rd	K Factor C NA NA NA NA	Dir K Factor	AAWDT NA	QW	Year 06/13/2007
From: From: From: From: From: R To: From: R To:	15-651 Bear Cre 15-652 Pigeon R Dead End Dead End		] ]		NA		06/13/2007
From: From: From: From: From: R To: From: R To:	15-651 Bear Cre 15-652 Pigeon R Dead End Dead End		] ]		NA		06/13/2007
From: R To: R To: R To: R R R R To: R	15-652 Pigeon R Dead End Dead End		NA				
From: R To: R To: R To: R R R R To: R	Dead End Dead End	un Rd	NA T				
From: R To: From: From: From: R	Dead End		NA T				
From: R To: From: R	Dead End		<u> </u>		NA		06/04/2007
From:							
From:	US 501 Brooknes		NA		NA		06/28/2007
) R		al Hwy					
	Dead End						
To:	15 011 E-in-st-	n.1	NA		NA		07/26/200
From:	15-811 Evingto	n Kd					
) R	Dead End		NA		NA		05/04/2010
To:	15-682				1471		00/04/2010
From:	Dead End						
) R			NA		NA		06/13/2007
To:	15-615 Red Hou	se Rd					
From:	US 29 Wards	Rd			NIA		07/00/000
To-	Dead End		NA T		NA		07/26/2007
From:							
	Dead Elid		NA		NA		05/06/2010
To:	15-680 Poor Hou	se Rd					
From:	Dead End						
			NA		NA		06/13/2007
	Dead End		NΙΔ		NΙΔ		06/07/2007
To:	15-602 Davidso	n Rd	<b>–</b>		INA		00/01/200
From:							
R			NA		NA		06/26/200
To:	15-694 Langdo	n Rd					
From:	Dead End		]				07/00/000
	15 640 Manaian Pa	ridge Dd	NA T		NA		07/30/2007
		luge Ku	1				
	Dead Elid		NA		NA		06/21/2007
To:	15-633 Goat Isla	nd Rd					
From:	15-701 East Fer	ry Rd					
			NA		NA		06/04/2007
			_			<u> </u>	
	Dead End		NΔ		ΝΔ		05/20/2010
To:	US 29 Wards	Rd	<b></b>		1471		00/20/2010
From:	15-690 Clarks	Rd	Ī				
R			NA		NA		06/22/2010
To-	Dead End						
From:	SR 24 Village	Hwy			N.1.4		00/04/00:
To:	Dand End		NA T		NA		06/24/2010
From:			1				
G		0% 0% C	NA		2	G	2010
To:							
From:	15-683 Lawyer	s Rd					
G	100% 0% 0% 0%				30		2010
	From:	From:	From	Dead End	Town	Dead End	Dead End

Route	Length	AADT	ΩΔ	4Tire	Bus		Truck		QC	K	QK	Dir	AAWDT	O\\\	Year
Campbell County	Lengui	ארטו	w۸	41116	Dus	2Axle 3	+Axle 1Trai	2Trail	QU	Factor	ωr	Factor	77 M	QVV	ı <del>c</del> ai
		From				Dead	End								
960 Turf Rd	0.08	40	R							NA			NA		05/06/2010
O T (D)	2.22	To From	$\sqsubseteq$			15-670 Sunr	nymeade Rd			⊒					05/00/0046
960 Turf Rd	0.20	160	R			Dead	Fnd			NA T			NA		05/06/2010
		From				Dead									
970) 11795 Brookneal Hwy	0.15	1000	R			Dead	Elid			NA			NA		06/19/2007
,		To				US 501 Bro	okneal Hwy								
^		From				US 501 Bro	okneal Hwy								
972) Price Ave	0.16	740	R							NA			NA		06/02/201
<u> </u>		10				Dead									
973) Old Rustburg Rd	0.12	From	L R			Dead	End			NΙΛ			NA		05/06/201
973) Old Rustburg Rd	0.12	JU To				15-664 Old 1	Rustburg Rd			NA T			INA		05/06/201
		From				15-681 V				i					
1000) Fastener Dr	0.11	310	R			13-001	TOTIL KU			NA			NA		05/04/2010
		To				Dead	End								
		From				Dead	End								
1001) Anselm Dr	0.25	90	R							NA			NA		07/19/200
<u> </u>		To				SR 24 Vil	lage Hwy								
O 5		From	<u> </u>			SR 24 Vil	lage Hwy			J					.=//
Whip Poor Will Lane	0.27	110 To	R			D1	P., 4			NA			NA		07/19/200
		From				Dead									
1003) Hummingbird Lane	0.08	45	R			Cul-d	e-Sac			NA			NA		07/19/200
1003) Hummingbird Lane	0.00	To			1:	5-1002 Whip l	Poor Will Lane			Τ΄`			1471		01/10/200
		From				15-696 Ma				i					
1004)	0.21	NA					-			NA			NA		
		To				Cul-d	e-Sac								
		From				Dead	End								
1005) Cardwell Lane	0.01	20	R							NA			NA		06/13/200
<u> </u>		To From				15-1006 C	arland Dr			_					
1005 Cardwell Lane	0.09	80	R							NA			NA		06/13/200
<u> </u>		To				15-737 W									
O colored Bu	0.00	From	<u> </u>			15-1005 Car	rdwell Lane			٠,,			N10		00/40/000
1006 Garland Dr	0.20	<b>20</b>	R			15-1007 1	Deney P.d			NA			NA		06/13/200
		From													
1007) Drury Rd	0.01	2	R			Dead	End			NA			NA		06/13/200
1007) 2701) 110	0.01					15 1006 6	Sadand Du								00/10/200
1007) Drury Rd	0.10	30 From	R			15-1006 C	ariand Dr			NA			NA		06/13/200
1007) Braily rid	0.10	То				15-737 W	heeler Rd			i i					00/10/200
		From				Cul-d	e-Sac								
1010) Somerset Place	0.35	170	R							NA			NA		05/11/2010
		To				15-651 Bea	r Creek Rd								
_		From				Cul-d	e-Sac								
1011) Fairway Court	0.06	30	R							NA			NA		05/11/2010
		То	<u> </u>			15-1010 Sor									
$\overline{}$	0.70	From				Cul-d	e-Sac						N 1 A	_	
1013)	0.78	NA To				SR 24 Col	onial Hyaz			NA			NA		
		From	<u> </u>							+					
1015) Berkshire Dr	0.29	200	R			Cul-d	e-Sac			NA			NA		05/11/2010
( ₁₀₁₅₎ Berkshire Dr	0.20	<b>200</b> To								17/7			1 1/7		55/11/2010

Length	AADT	QA	4Tire	Bus		xle 3+	Truck- Avle 1T			QC	K Factor	QK	Dir Factor	AAWD	QW	Year
							MIC II	run i			i actor		racioi			
	From:	i				C-1 1-	C				-					
0.32	60	R				Cul-de-	Sac				NA			NA		07/19/200
	To				US 40	60 Lynch	burg Hwy									
	From:				US 4	60 Lynch	iburg Hwy									
0.20	410	R									NA			NA		07/19/200
	To:															
0.50		Ļ		1	15-1019	9 S, West	tview Circ	le			NIA			NIA		07/40/20
0.59	130 To:			1	15-1019	9 N Wes	tview Circ	·le						INA		07/19/20
	From:	l			1019											
0.09	60	R				Dead I	and .				NA			NA		07/19/20
	To:				15	i-1017 Ci	rcle Dr									
0.10		R			13	-1017 CI	icic Di				NA			NA		07/19/20
	To				14	5 1020 I	oko Di									
0.15	130 From:	R			1,	3-1020 L	ake F1				NA			NA		07/19/20
	To:				15 10	110 € 1 6	kasida Dr									
0.15	130 From:	R			13-10	710 S, La	kesiue Di				NA			NA		07/19/20
00	To:				15 10	110 N. I.	1									0.7.0720
0.18	80	L			15-10	)18 N, La	ikeside Dr				NΑ			NΑ		07/19/20
0.10	To:					Dead E	End				$\exists$			INA		01/13/20
	From:															
0.07	90	R				cur uc	Suc				NA			NA		07/19/20
	To:				15-10	19 Westv	iew Circle	e								
	From:				15-662	2 Oxford	Furnace R	d								
0.23	80	R									NA			NA		07/17/20
	To					Cul-de-	Sac									
	From:					Cul-de-	Sac									
0.53		R									NA			NA		07/12/20
		<u> </u>						d								
0.00		Ļ_			15-	-1026 Hu	ıt Place							N.1.0		07/40/00
0.33	30 To:	<del>                                     </del>				Cul de	Sac				INA			NA		07/12/20
	From:	l														
0.11		R				Cui-de-	Sac				NA			NA		07/31/20
0.11	To:	<u> </u>			15	5-1025 Ha	aven Ct				<b>–</b> i"`					01701720
	From:															
0.09	50	R			10 1	02 : 11110	j remace				NA			NA		07/31/20
	To:					Cul-de-	Sac									
	From:				US 50	01 Brook	neal Hwy									
0.19	90	R									NA			NA		05/11/20
	To:					Cul-de-	Sac									
	From:				U	JS 501; 1	5-869									
0.08		R				D 15					NA			NA		07/31/20
0.12		_				Dead E	End				NΙΛ			NΙΔ		07/31/20
0.13	To:				15-	-667 Stev	ens Rd							INA		07/31/20
	From:	I			- 10						<del></del>					
0.26	70	R				Cur-uc-					NA			NA		05/11/20
	To:				15-7	726 Mt A	thos Rd									
	From:					Cul-de-	Sac									
0.40	80	R									NA			NA		07/31/20
	To:				15-7	726 Mt A	thos Rd									
	From:					Cul-de-	Sac									
0.55	100	R						_			NA			NA		05/11/20
	0.59  0.09  0.10  0.15  0.15  0.18  0.07  0.23  0.53  0.33  0.11  0.09  0.19  0.08  0.13	0.20	0.20	0.20	0.20	0.20	15-1019 Westvo	15-1019   15-1019   15-1019   15-1019   15-1019   15-1019   15-1019   15-1019   15-1019   15-1019   15-1019   15-1019   15-1019   15-1019   15-1019   15-1019   15-1017   15-1017   15-1017   15-1017   15-1017   15-1017   15-1017   15-1017   15-1017   15-1018   15-1017   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   15-1018   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Route	l enath	AADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	OW	Year
Campbell County	Longui	,,,,,	٠.	11.110	Duo	2Axle	3+Axle	1Trail	2Trail	QU	Factor	Q, t	Factor	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	α	1001
O 01 - 13	0.00	From	Ļ			SR 24	Colonial H	wy								00/00/000
(1034) Shannon Forrest Dr	0.22	220 To	R			Cı	ul-de-Sac				NA			NA		08/02/2007
		From	:				Lynchburg 1	Hwv			_					
(1035) Dianne Dr	0.28	150	R			00 1001	zynenouig.				NA			NA		07/19/2007
<u> </u>		То	:			Cı	ul-de-Sac									
O		From	<u> </u>			15-88-	4 Bocock R	Rd								.= /. / /
1036 Beasley Rd	0.53	260 To	R			C	ul-de-Sac				NA			NA		07/31/2007
		From	:				ul-de-Sac				1					
1037) Cynthia Ct	0.07	80	R			Ct	ur-de-Bae				NA			NA		07/31/200
		То	-			15-103	6 Beasley l	Rd								
		From				15-726	Mt Athos	Rd								
1038 Maple Lane	0.20	70	R				110				NA			NA		05/11/201
		10	1				ul-de-Sac									
1040) Doewood PI	0.16	250	 R			Cı	ul-de-Sac				NA			NA		07/24/200
(1040) Doewood Pl	0.10	<b>230</b> To				15-799	Pettigrew	Dr						IVA		01/24/200
		From	1				ul-de-Sac				Ì					
1043) Cresthaven Terrace	0.42	460	R								NA			NA		08/07/200
$\bigcirc$		To				15-623	Town Fork	Rd								
O		From			]	15-1043 Cı	resthaven T	errace			]					
1044 Crest Side Dr	0.34	250 To	R			0	-1 1- C				NA			NA		08/07/200
		From	<u>.                                    </u>				ul-de-Sac									
1045) Crest Field Dr	0.22	390	R			J	15-1044				NA			NA		08/07/200
1045) 0100111010121	0.22	To	Ė				15-623							14/1		00/01/200
		From				1	15-1044									
(1046) Little Crest Lane	0.08	60	R								NA			NA		08/07/200
<u> </u>		То	:			Cı	ul-de-Sac									
O Bissal Lassa	0.45	From	Ļ			15-851	Holiday La	ane						NIA		05/44/004
(1049) Pinoak Lane	0.15	60 To	R			C	ul-de-Sac				NA			NA		05/11/2010
Fown of Brookneal			1				ar de sae									
_		From				US 501	Lynchburg	Ave								
(1101) Charlotte St	0.29	800	R								NA			NA		07/12/2007
<u> </u>		To From				15-1130	0 Southeast	t St			$\exists$ —					
(1101) Charlotte St	0.05	260	R								NA			NA		07/12/2007
<u> </u>		To From				0.05 1	ME 15-113	0			_					
(1101) Charlotte St	0.09	50	R								NA			NA		06/02/2010
<u> </u>		To					ead End									
(1102) Depot St	0.04	From <b>570</b>	R			15-1147	Commerce	e St			NA			NA		06/02/2010
(1102) Depot St	0.04	370				17.1								INA		00/02/2010
(1102) Cook Ave	0.10	1100 From	F	99%	1%	0%	111 Main S 0%	0%	0%	С	0.096	F	0.521	1100	F	2010
(1102) COOK AVE	0.10	1100	<u>.                                      </u>	3370	1 70				070		0.000	•	0.521	1100	•	2010
(1102) Cook Ave	0.48	400 From	F	99%	1%	0%	25 Brooke :	0%	0%	F	0.100	F	0.628	410	F	2010
(1102) GGGK7 116	00	To		0070	.,,					•		•	0.020		•	20.0
(1102) Cook Ave	0.10	290 From	R			13-1133	Reke Owe	11 31			NA			NA		06/02/2010
		- ~				0.10.7	ME 15-113	3			<u> </u>					
(1102) Cook Ave	0.14	270 From	R			0.10 1	v1L 1J-113	J			NA			NA		06/02/2010
		To	:			D	ead End							-		
_		From				15-1104	4 Virginia A	Ave								
(1103) W Rush St	0.05	220	R								NA			NA		06/28/2007
$\overline{}$		To				15-1135	5 Carolina A	Ave								

Route	Length	AADT	QA	4Tire	Bus		 4xle 3+	Truck -Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Brookneal		Fron	ı.l									1					
(1103) W Rush St	0.06	520	R			13-	-1135 Caı	OIIIIa Ave	:			NA			NA		06/28/2007
<u> </u>		To Fron	1:			U	JS 501 Lu	ısardi Dr				_					
(1103) E Rush St	0.06	1200	R									NA			NA		06/28/2007
(1103) E Rush St	0.08	930 From	R			15	5-1141 Fo	undary St				NA			NA		06/28/2007
(1103) = 1 tuon et		Te					15-11111	Main St									
<u> </u>		Fron					Dead	End				<u> </u>					
(1104) Virginia Ave	0.09	45	R									NA			NA		06/28/200
(1104) Virginia Ave	0.23	90 From	R			15	5-1120 Ca	mpbell St				NA			NA		06/28/200
1104)		т				1.5	5-1103, W	Rush St									
(1104) Virginia Ave	0.07	<b>40</b> From	R				3 1103, 11	rasirbt				NA			NA		06/28/200
<u> </u>		To	:				-1128 Vii										
Marchall St	0.09	Fron	E			US	501 Lync	hburg Av	e			NA			NA		07/10/200
Marshall St	0.09	60 Tr	·				Dead En	d: Gap							INA		07/10/200
		Fron	n:			15	5-1132, W		t								
(1105) Marshall St	0.09	70	R				D 15	1.0				NA			NA		06/02/2010
		Fron	n:			15	Dead En 5-1130 So	_				-					
1105) Marshall St	0.06	30	R									NA			NA		07/10/200
$\bigcirc$		Ti	h.				Dead	End									
O 11 // O/	0.44	Fron					Dead	End									00/00/000
1106 Mattox St	0.14	30	R									NA			NA		06/28/200
1106) Mattox St	0.16	240 From	R			15	5-1124 We	est End St				NA			NA		06/28/2007
(1106) Mattox St	0.10	<b>240</b>	:			US	501 Lync	hburg Av	e						INA		00/20/200
		Fron	n:				Dead										
(1107) Church St	0.03	10	R									NA			NA		06/08/201
		To Fron				1	5-1125 B	rooke St									
(1107) Church St	0.14	80	R									NA			NA		07/10/200
<u> </u>		To Fron	1:				15-1137	Third St									
(1107) Church St	0.17	210 To	R			1	5 1100 C	1- A				NA			NA		07/10/2007
		Fron					.5-1102 C										
(1108) Terry Rd	0.12	170	R			US	501 Lync	indurg Av	е			NA			NA		07/12/200
(1100)		т				15	5-1132, C	E Gray St									
(1108) Terry Rd	0.04	10 From	R			13	-1132, C	1 Glay St	•			NA			NA		07/12/200
,		Te	0:				Dead	End									
		Fron				US	501 Lync	hburg Av	e								
(1109) Earl St	0.13	110	R									NA			NA		07/12/200
<u> </u>						15	5-1132, W					+					
(1110) Carson St	0.26	Fron	ELL				Dead	End				NA			NA		07/10/200
(1110) Carson St	0.20					1.7	11217	1 11 0							INA		07/10/200
1110 Jarvis St	0.06	130 From	R			15	5-1134 Ba	rksdale St	Ĭ.			NA			NA		07/10/2007
		Tr				1	5-1102 C	ook Ave									
		Fron	1:			U	JS 501 Lu	ısardi Dr									
(1111) Main St	0.23	1500	F	98%	0%	C	)% (	0%	0%	0%	F	0.089	F	0.528	1500	F	2010
		To Fron	n:				15-1115;										
(1111) Main St	0.27	1800	F	98%	0%	(	)% (	0%	0%	0%	С	0.087	F	0.503	1800	F	2010

Route	l enath	AADT	QA	4Tire						-Truck			C	QC	K	QK	Dir		AAWDI	- OW	' Year	
Town of Brookneal	20.19.11				٥,		2A	Axle	3+A	xle 1	Γrail	2Trai	il		Factor	Q, t	Facto	or		٠,٧	ioai	•
<u> </u>	2.22	From	Ļ			_	U	IS 501	Lusa	rdi Dr					]						00/00/0	
(1112) Alabama Ave	0.06	580	R												NA				NA		06/28/2	:007
Alahama Aya	0.06	200 From	R				15	5-1141	Four	ndry St									NA		06/28/2	2007
(1112) Alabama Ave	0.06	<b>200</b>	<u> </u>			—	—	De	ad Er	nd					NA T				INA		00/20/2	.007
		From			_	_	SR			ffe Ave												_
(1113) Clark St	0.24	90	R												NA				NA		07/10/2	2007
		To						De	ad Er	nd												
<u> </u>		From					1	15-114	43 La	cy St					1							
(1114) W Williams St	0.06	40	R						1 117						NA				NA		07/10/2	:007
		From						15-112 15-111							+							
(1114) W Williams St	0.07	30	R												NA				NA		07/10/2	2007
$\bigcirc$		To From					SR	R 40 W	/ickli	ffe Ave					<b>—</b>							
(1114) E Williams St	0.11	80	R												NA				NA		07/10/2	2007
$\bigcirc$		To					15-	-1144	River	side Dr												
<u> </u>		From					U	IS 501	Lusa	rdi Dr					]							
(1115) Old Main St	0.28	110	R												NA				NA		06/08/2	<u>2</u> 010
<u> </u>		From					15-11	117 A	dams	Ferry R	d				]							_
(1115) Old Main St	0.17	200 To	R					5 111	1. 15	1120					NA				NA		06/08/2	:010
		From						501.4							-							
(1116) Caroline Ave	0.12	270	R				US:	501 L	yncht	ourg Ave	;				 NA				NA		07/12/2	2007
(1116) Caroline Ave	0.12	· ·					1.5	1122	C.F.	G G:					¬``						0171272	.001
(1116) Caroline Ave	0.05	230 From	R				15-	-1132,	CF	Gray St					NA				NA		07/12/2	2007
(1116) Gardinio / WG	0.00							0534	TE 15	1122											0171272	.001
(1116) Caroline Ave	0.08	200 From	R				0.	).05 M	IE 15-	-1132					NA				NA		07/12/2	2007
(1116) Gardinio / 170	0.00						15	11145	Dl	D.:					¬						0171272	.001
(1116) Caroline Ave	0.03	290 From	R				15-	-1145	Park	way Dr					NA				NA		07/12/2	2007
(1116) Gardinio / 110	0.00	To						Cul	-de-S	ac					T T						0171272	
		From					15-	-1115	Old N	Main St												
(1117) Adams Ferry Rd	0.09	40	R												NA				NA		06/08/2	2010
$\bigcirc$		To						De	ad Er	nd												
O		From					U	IS 501	Lusa	rdi Dr												
(1118) Smith St	0.09	440 To	R					ъ	1.5	1					NA				NA		06/28/2	2007
		From	<u> </u>		_	_			ad Er													_
(1119) Webb St	0.09	60	R				SR	k 40 W	/1ckl1	ffe Ave					 NA				NA		07/10/2	2007
(1119) Webb St	0.00						15.1	114 1	* * * * * * * * * * * * * * * * * * * *	11: 0									11/1		07/10/2	.001
(1119) Webb St	0.06	40 From	R		—	—	15-1	1114, V	W W1	lliams S	t				NA				NA		07/10/2	2007
(1119) Webb St	0.00	To					15-	-1132,	WF	orest St					i"`				1471		01/10/2	.001
		From						De	ad Er	nd												
(1120) Campbell St	0.03	20	R												NA				NA		06/28/2	2007
		To				_	15-	-1104	Virgi	nia Ave												
		From					SR	R 40 W	/ickli	ffe Ave												
(1121) Water St	0.08	150	R				15.1		* * * * * * * * * * * * * * * * * * * *	11: 0					NA				NA		07/12/2	:007
			<u> </u>		<u> </u>					lliams S												
(1122) Laprade St	0.07	From <b>48</b>	R				15-6	501 Ju	niper	Cliff Ro	l				 NA				NA		07/12/2	יחחק דחחק
Laprade St	0.07	40							~										INA		01/12/2	.007
(1122) Laprade St	0.05	From	R				15-	-1123	Sycar	more St					NA				NA		07/12/2	
(1122) Laprade St	0.05	JU To			—	—	—	De	ad Er	nd									14/4		01/12/2	.007
		From	:				15-6			Cliff Ro	1				i							_
(1123) Sycamore St	0.15	30	R				-2-0	JU	pci	Jana IX	-				NA				NA		07/12/2	2007
		To					15	5-1122	2 Lapı	rade St					7							

Route	l enath	AADT	QA	4Tire	Bus			Truck			QC	K	QK	Dir	AAWD	r ow	Year
Town of Brookneal	_0.19.11		٠,٠		240	2Ax	de 3+/	Axle 1Tr	ail 2°	Trail		Factor	٠.٠	Factor			. 001
O W . F . 10:	2.22	From	Ę				Dead E	End				<u> </u>					00/00/000
(1124) West End St	0.06	180	R			15-	-1106 Ma	attox St				NA			NA		06/28/2007
		From					-1107 Ch					i					
(1125) Brook St	0.17	120	R									NA			NA		06/28/2007
<u> </u>		To From				15	5-1137 TI	hird St									
(1125) Brook St	0.19	210	R			1.5	1102 C	1.4				NA			NA		06/28/2007
		From	l				-1102 Co										
(1126) Foster St	0.10	80	R			15-	-849 Hur	iter Rd				NA			NA		07/12/200
1120		To				15	5-1127 H	Iale St									
		From				15-	-1126 Fo	oster St									
(1127) Hale St	0.15	60	R				Dest	74				NA			NA		07/12/200
		From	1				Dead E										
(1128) Virginia Ave	0.05	30	R		-	15	5-1104 B	ank St				NA			NA		06/28/2007
1120		To				US	501 Lus	sardi Dr									
		From				SR 4	40 Wickl	liffe Ave									
(1129) Pick St	0.10	40	R			15.1	144 D:	· 1 D				NA			NA		07/10/2007
		From						erside Dr									
(1130) Southeast St	0.02	170	R			15-	-1148 Da	iniel St				NA			NA		06/02/2010
(1130)		То				15-1	130 Will	low Lane									
(1130) Southeast St	0.05	170 From	R			13-1	137 1111	OW Lane				NA			NA		06/02/2010
		To From				15	-1131 Ri	idge St				_					
(1130) Southeast St	0.06	300	R									NA			NA		06/02/2010
		To From				15-1	1101 Cha	arlotte St									
(1130) Southeast St	0.06	140	R									NA			NA		06/02/2010
		From				15-1	1105 Ma	rshall St				$\Box$					
(1130) Southeast St	0.04	<b>40</b>	R				Dead F	and and				NA			NA		06/02/2010
		From				15.1		theast St				+					
(1131) Falling Hill Rd	0.25	190	R			13-1	130 500	theast St				NA			NA		07/12/2007
		To From				15-	-1136 Da	aniel St				_					
(1131) Falling Hill Rd	0.06	220	R									NA			NA		07/12/2007
		To						liffe Ave									
(1132) C F Gray St	0.05	30	R			15-1	116 Caro	oline Ave				NA			NA		07/10/2007
(1132) C F Gray St	0.05	JU				- 15	1100 F	<u> </u>							INA		07/10/2001
(1132) C F Gray St	0.11	40 From	R			15	5-1108 To	erry St				NA			NA		07/10/2007
(1132)		To					5-1109 E										
(1132) W Forest St	0.06	90	R			15-1	1105 Ma	rshall St				NA			NA		07/10/2007
(1132) VV Forest St	0.06	90										INA			NA		07/10/2007
(1132) W Forest St	0.11	160	R			15-1	1101 Cha	ırlotte St				NA			NA		07/10/2007
(1132) W Forest St	0.11	To	·`			15	1120 Ha	mison Ct							1471		01/10/2001
(1132) W Forest St	0.06	170	R			15-	1139 Har	11SON ST				NA			NA		07/10/2007
		To				15	5-1143 L	acv St				<b>—</b>					
(1132) W Forest St	0.08	170 From	R				-1.51					NA			NA		07/10/2007
$\bigcirc$		To From				15	-1119 W	ebb St				_					
(1132) W Forest St	0.07	100 From	R									NA			NA		07/10/2007
<u> </u>		To From				SR 4	40 Wickl	liffe Ave									
(1132) E Forest St	0.07	100	R				07.5	an to				NA			NA		07/10/2007
$\overline{}$		To				0.	.07 ME S	SR 40									

Route	Length	AADT	QA	4Tire	Ві	us				ıck 1Trail		(	OC F	K actor	QK	Dir Factor	, A/	AWDT	QW	Year
Town of Brookneal											211	all		actor		racioi				
(1132) E Forest St	0.01	10	R				0.0	07 ME	SR 40					NA				NA		07/10/2007
		Ti		-			0.0	08 ME	SR 40					<b>—</b>						
(1132) E Forest St	0.02	10	R											NA				NA		07/10/2007
		Fron							verside					<u> </u>						
(1133) Reke Owen St	0.27	70	R				15-1	1102 C	Cook Av	/e				NA				NA		07/10/2007
(113)		Т						Dead	End					1						
<u> </u>		From						Dead	End					J						
(1134) Barksdale St	0.09	<b>60</b>	R			15	5-1110	Iarvis	St: Car	son St				NA T				NA		07/10/2007
		Fron	n:					Dead		son st				1						
(1135) Carolina Ave	0.09	390	R											NA				NA		06/28/2007
		Т							Rush S	t										
(1136) Daniel St	0.03	10	L R					Dead	End					_ NA				NA		07/12/2007
(1136) Daniel St	0.00	Т	:				15-	1131 F	Ridge S	t				<u> </u>				1471		01/12/2001
		Fron					15-1	1125 B	rooke S	St				]						
(1137) Third St	0.09	100	R											NA				NA		06/28/2007
	2.24	Fron					15-1	1107 C	hurch S	St				<u> </u>						07/40/000
(1137) Third St	0.04	<b>60</b>	R		—	—	15-1	1142 C	Central S	St				NA T				NA		07/10/2007
		Fron	1:					Dead		,										
(1138) Todd St	0.12	1500	R											NA				NA		06/28/2007
		Т	:						15-111:											
(1139) Harrison St	0.15	350	R				US 50	1 Lync	chburg.	Ave				NA				NA		06/02/2010
(1139) Harrison St	0.13	330 Ti					15 11	122 11	7 E	C4				7				INA		00/02/2010
(1139) Harrison St	0.05	320 From	R				13-11	132, W	Forest	. St				NA				NA		06/02/2010
		Fron	-				15-	-11401	Lynn S	t				<b>—</b>						
(1139) Willow Lane	0.07	270	R											NA				NA		06/02/2010
		T	):		_	_			utheast											
(1140) Lynn St	0.11	20	"∐ R				15-11	101 Ch	narlotte	St				NA				NA		07/12/2007
1140) 291111 31	0.11	т				15 11	130 W/i	llow I	ana: H	arrison St	t									01712/2001
(1140) Lynn St	0.06	<b>20</b> From	R			15-11	.57 **1	now L	anc, m	arrison Si				NA				NA		07/12/2007
$\bigcirc$		Т	):				15-	-1143 ]	Lacy St	t										
Coundry Ct	0.07	From					15-11	12 Ala	abama A	Ave								NIA		06/20/200
(1141) Foundry St	0.07	160	R					11021	D 1.0					NA				NA		06/28/2007
(1141) Foundry St	0.05	460 From	R				15-	-11031	Rush S	t				NA				NA		06/28/2007
		Т						Dead	End											
		Fron						Dead	End											
(1142) Central St	0.07	80	R											NA				NA		07/10/2007
Control St	0.15	From	R				15-	1137 7	Third S	t				NA				NA		07/10/2007
(1142) Central St	0.15	170	·				15-1	1102 C	Cook Av	/e								INA		07/10/2007
		Fron	1:				15-111													
(1143) Lacy St	0.05	20	R											NA				NA		07/12/2007
		From					15-11	132, W	Forest	St				_						
1143 Lacy St	0.05	<b>30</b>	R				1.5	11403	I vmm fi					NA				NA		07/12/2007
-		Fron	:						Lynn St											
(1144) Riverside Dr	0.06	20	R				13-	-1129	Pick St	•				NA				NA		07/10/2007
$\bigcirc$		Т					15-111	14, E V	William	s St										

Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tra		K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Brookneal		From				15 1114	E W/:11: C4		-					
1144) Riverside Dr	0.07	10	R			15-1114,	E Williams St		NA			NA		07/10/200
(1144)		To				15-113	2, E Forest St							
		From	1			US 501 I	Lynchburg Ave							
1145) Parkway Dr	0.20	140	R						NA			NA		07/12/200
		To From				15-1	1146, B St							
(1145) Parkway Dr	0.11	20	R						NA			NA		07/12/200
		To				15-1116	Caroline Ave							
∩ p.c₁	0.10	From	Ļ			De	ead End					NIA		07/40/00
1146 B St	0.12	<b>20</b>	R			15-114	5 Parkway Dr		NA			NA		07/12/200
		From	:				3, E Rush St							
1147) Commerce St	0.02	240	R			13-110	5, E Rush St		NA			NA		06/28/200
		To				15-110	02 Cook Ave							
		From				15-1130	) Southeast St							
1148) Daniel St	0.05	170	R						NA			NA		06/02/20
<u> </u>		To					ead End							
O Dadio Dd	0.25	From	ᄂ			US 50	1 Lusardi Dr					NIA		06/20/20
1149 Radio Rd	0.35	240 To	R			D	ead End		NA			NA		06/28/200
S							cad Liid							
Campbell County		From	:			Cu	ıl-de-Sac							
1150) Village Terrace	0.28	100	R						NA			NA		07/19/20
		To	:			SR 24	Village Hwy							
$\overline{}$		From				Cu	ıl-de-Sac							
1154 Chase Hill Lane	0.12	<b>70</b>	R			15 602 6	1 1C D1		NA			NA		07/24/20
		From	<u> </u>				hapel Grove Rd							
1155) Plain Ridge Dr	0.32	250	R			Cu	ıl-de-Sac		NA			NA		07/17/200
Plain Ridge Dr	0.52	To				15-683	Lawyers Rd					IVA		01/11/200
		From	:				15-682							
1160) Gateway Hills Rd	0.34	120	R						NA			NA		07/17/200
		To	-			Сυ	ıl-de-Sac							
O		From				15-684 B	Buffalo Mill Rd							
1164 Hunters Mill Lane	0.72	710	R				11.0		NA			NA		06/24/20
							ıl-de-Sac							
1165) Runners Stone Dr	0.62	220	R			15-1164 H	unters Mill Lane		NA			NA		07/17/200
Runners Stone Dr	0.02	To				Cr	ıl-de-Sac					INA		07/17/200
		From	:				ıl-de-Sac							
1166) Bridge Tree Court	0.57	320	R				ir de bue		NA			NA		07/17/200
		To	:			15-1164 H	unters Mill Lane							
		From				15-631	l Mt Airy Rd							
1170 Run Away Bay Rd	1.27	130	R						NA			NA		06/15/20
<u> </u>		To					ıl-de-Sac							
Thomas Count	0.44	From	ㄴ			15-1170 R	un Away Bay Rd					N I A		06/45/00
1171 Thomas Court	0.11	100	R						NA			NA		06/15/20
	0.04	From	Ļ_			15-1172 H	idden Cove Lane					N 1 A		00/45/00
1171 Thomas Court	0.24	<b>8</b>	R				ıl-de-Sac		NA			NA		06/15/20
		From	<u> </u>						+					
1172) Hidden Cove Lane	0.49	100	R			15-11/1	Thomas Court		NA			NA		06/15/20
Hidden Cove Lane	0.43					15	2.4. ~					11/7		30/13/20
1172) Hidden Cove Lane	0.09	From	<u> </u>			15-1173	3 Acres Court		NA			NA		06/15/201
(1172) Hidden Cove Lane	0.09	20	R						INH			INA		00/10/20

Route	Length	AADT	QA	4Tire	Вι	us			-Truck-			QC	K	QK	Dir	AA	WDT	QW	Year
Campbell County							2AXIE	3+A	xle 1T	rali 2	ı ralı		Factor		Factor				
1173) Acres Court	0.33	From <b>48</b>	R			15	-1172 F	Hidden	Cove Lan	e			NA				NA		06/15/2010
11/3) Acres Court	0.55	To					С	'ul-de-S	ac								14/-1		00/13/2010
		From				15	5-1170 F	Run Aw	ay Bay R	d									
(1174) Chase Run	0.28	49	R										NA				NA		06/15/2010
<u> </u>		То						'ul-de-S											
1175) Dalton Lane	0.14	From	R				15-117	73 Acre	s Court				 NA				NA		06/15/2010
Dalton Lane	0.14	To					C	ul-de-S	ac								INA		00/13/2010
		From				15			Cove Lan	e									
1176) Bay View Rd	0.57	70	R										NA				NA		06/15/2010
<u> </u>		То					C	'ul-de-S	ac										
Olasa Balata Bal	4 74	From	Ļ_				15-117	6 Bay V	iew Rd								N.1.A		00/45/004/
1177) Clear Pointe Rd	1.71	49 To	R			—		ul-de-S	ac				NA T				NA		06/15/2010
		From							iew Rd										
1178) Waterway Court	0.17	10	R				13-117	O Day V	ICW Ku				NA				NA		06/15/2010
,		То					C	ul-de-S	ac										
		From				15	-1170 F	Run Aw	ay Bay R	d									
1179 Jacobs Hollow	0.14	10	R					~					NA				NA		06/15/2010
		10				_		ul-de-S											
1180) Indigo Run	0.23	From <b>40</b>	L				<u>C</u>	ul-de-S	ac				 NA				NA		06/15/2010
1180) Indigo Run	0.25	To	· ·			15	5-1170 F	Run Aw	ay Bay R	d							INA		00/13/201
		From				_		'ul-de-S					İ						
1181) Jeramiah Run	0.52	70	R										NA				NA		06/15/201
<u> </u>		To				15	-1170 F	Run Aw	ay Bay R	d									
<u> </u>		From					C	ul-de-S	ac										
Penninsula Pointe	0.41	50 To	R				15 110	1 Y	:-1. D				NA				NA		06/15/2010
		From	<u> </u>						iah Run										
1190) Fernbrooke Dr	0.23	70	R				<u>US 2</u>	29 Ward	is Ku				NA				NA		07/24/200
1130)		To					C	ul-de-S	ac										
		From					15-733	3 Leew	ood Rd										
1312) Woodruff Dr	0.15	70	R										NA				NA		08/02/200
$\subseteq$		To						Dead Er											
1317) Caperton Way	0.07	From <b>220</b>	R			—	<u>C</u>	'ul-de-S	ac				 NA				NA		06/24/2010
Caperton Way	0.07	<b>220</b> To	<u> </u>			—	Bedfor	rd Coun	ty Line								INA		00/24/2011
		From						Dead Er											
1318) Oak Ridge Dr	0.56	300	R										NA				NA		08/02/200
<u> </u>		То					15-714	Lynch	Mill Rd										
		From					Ι	Dead Er	nd										
1326 Hogan Hill Lane	0.17	<b>70</b>	R				GD 42	D 10	1 7 7				NA				NA		08/02/2007
			<u> </u>			<u> </u>		Bedfor					<u> </u>						
1328) Dewberry Lane	0.17	From	R			1	5-7121	Dearing	Ford Rd				NA				NA		07/24/2007
1328) Dowborry Lario	0.17	To	Ė				Ι	Dead Er	nd				Τ΄`				14/1		01/24/200
		From	i				15-1332	2 Holly	Hills Dr				Ī						
Woodlake Circle	0.07	80	R										NA				NA		08/02/2007
<u> </u>		To						'ul-de-S											
01,	0.40	From	Ļ				Ι	Dead Er	nd								N. A		07/04/000
Gibson Rd	0.13	120 To	R				15 7	10 Oliv	or DA				NA				NA		07/24/2007
		From				1.5			er Ra y Ridge C	4			+						
1332) Holly Hills Dr	0.16	260	R			13	-133/ (	_mme	y Kruge C				NA				NA		08/02/2007
1002)	3 <b>.</b>	To							Ridge Dr								•		

Route	Length	AADT	QA	4Tire	В	Bus				ıck 1Trail			QC	K Factor	QK	Dir Factor	, A	AWDT	QW	Year
Campbell County			-								21	ıaıı		acioi		racioi				
1332) Holly Hills Dr	0.28	560	R				15-133	33 Qua	il Ridg	e Dr				NA				NA		08/02/2007
1332) * ***** = *		To					FR-62	26 Hol	ly Hills	S Dr										
		From						Dead	End											
(1333) Quail Ridge Dr	0.11	100	R											NA				NA		08/02/2007
<u> </u>		To From				15-	1335 W	Vhisper	ring Piı	ne Circle				]—						
1333) Quail Ridge Dr	0.12	210	R											NA				NA		08/02/2007
<u> </u>		To	<u> </u>						lly Hill											
1334) Three Chop Circle	0.08	40 From	R				15-133	32 Hol	lly Hill	s Dr				NA				NA		07/12/200
1 ₃₃₄ Three Chop Circle	0.06	<b>40</b> To					-	Cul-de	e-Sac									INA		07/12/200
		From					15-133			e Dr										
1335) Whispering Pine Circle	0.08	50	R				10 100	35 Quu	1446	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				NA				NA		08/02/200
		To						Cul-de	e-Sac											
		From					15-13	32 Hol	lly Hill	s Dr										
1336) Glade Ct	0.13	60	R											NA				NA		08/02/200
		To			_	_		Cul-de												
Ohimman Diday Ot	0.04	From	ᄂ					Cul-de	e-Sac									NIA		00/00/000
1337 Chimney Ridge Ct	0.24	120 To	R				15_13	32 Hol	lly Hill	e Dr				NA				NA		08/02/200
		From	l I				15-1339							1						
1338) North Gate Rd	0.44	180	R				13-1335	9 INOI II	II Gale	Court				NA				NA		06/02/200
1330)		То					15-89	6 Old	Pocket	Rd										
		From					15-133	38 Nor	rth Gate	e Rd										
North Gate Court	0.47	90	R											NA				NA		08/02/200
$\bigcup$		To						Cul-de	e-Sac											
O		From					15-6	699 Gl	ladys R	.d										
1340 Levonne St	0.08	120 To	R				15	1241.6	7-:1 Y					NA				NA		06/21/200
			l						Gail La	ne				-						
1341) Gail Lane	0.04	From 50	R					Dead	End					NA				NA		06/21/200
Gail Lane	0.04	J0 _{T-}								~								IVA		00/21/200
1341) Gail Lane	0.05	60 From	R				15-13	340 Le	evonne	St				NA				NA		06/21/200
Gail Lane	0.00	To	<u> </u>					Dead	End					Π΄				IVA		00/21/200
		From			_				ons Mil	1 Rd				i						
1345) Hallwood Dr	0.12	250	R											NA				NA		07/26/200
$\bigcup$		To						Dead	End											
		From					15-623	3 Turk	ey Foo	t Rd										
1400) Federal Hill Dr	0.74	200	R											NA				NA		05/04/2010
<u> </u>		To							ounty L											
Cuphuret Hille Dd	0.50	From	<u> </u>				15-15	81 Wil	ldwood	l Rd				NIA				NIA		05/04/201
Sunburst Hills Rd	0.50	300	R											NA				NA		05/04/2010
Cuphurat Lilla Dd	0.09	390 From	R				15-14	404 Ro	owland	Dr				NA				NA		05/04/2010
Sunburst Hills Rd	0.09	390												INA				INA		03/04/2011
1401) Sunburst Hills Rd	0.12	From	ᄂ				15-14	403 Lu	enburg	Dr								NIA		05/04/2014
Sunburst Hills Rd	0.12	470 To	R				15-6	81 Sur	nburst l	Rd				NA				NA		05/04/2010
		From						Dead						1						
1402) Salem Rd	0.18	130	R					Dead	LIIU					NA				NA		08/09/2007
		To					15.17	103 T	anhura	Dr										
1402) Salem Rd	0.10	340 From	R				13-14	+U3 Lü	enburg	וע				NA				NA		08/09/200
1702)	30	To					15-6	81 Sur	nburst l	Rd										
		From	1			1	15-1401													
1403) Luenburg Dr	0.15	120	R											NA				NA		08/09/200
		To					15-1	1402 S	Salem R	Rd										

						ampt	Dell Ma	ainten	ance Ar	rea									
Route	Length	AADT	QA	4Tire	Bus	3			Truck de 1Tra			QC	K Factor	. QK	Dir Factor	AAW	DT (	QW	Year
Campbell County		From				15 1	1401 6	lassuot	Hilo Da										
1404) Rowland Dr	0.03	40	R			15-1	1401 Su	nourst	Hills Rd				NA			N.	4		08/09/200
		To					De	ad End											
		From					Cul	-de-Sa	c										
1407 Carters Crossing Lane	0.14	150	R			15	050 AL	C	: D.1				NA			N	4		08/07/200
		From				13-		ad End	rings Rd				1						
1408) George St	0.13	510	R				De	au Enu					NA			N.	4		08/14/20
•		To				15	5-1421 I	Holcon	nhe Rd										
1408) George St	0.20	<b>750</b> From	R										NA			N	4		08/14/20
		To From				15-6	679 Rus	ssell W	oods Dr				$\neg$ $\vdash$						
George St	0.35	200	R										NA			N.	4		08/14/20
		To From					15-141	6 Willi	s Dr				$\exists$ —						
George St	0.20	60	R										NA			N	4		08/14/20
		То						ad End											
	0.07	From					15	5-1412								N.			
1409)	0.07	<b>NA</b>					11	5-682					NA			N.	4		
		From						-de-Sa											
Roger Dr	0.31	150	R				Cui	-uc-sa					NA			N.	4		08/16/20
		То				1	15-681 \$	Sunbur	st Rd										
		From					15	5-1413											
(1411)	0.29	NA	1										NA			N.	4		
		То						5-682											
	0.17	From <b>NA</b>					Cul	-de-Sa	<u> </u>				NA			N.	۸		
1412	0.17	To					15	5-1409					$\dashv$			110	`		
		From					15	5-1414											
1413)	0.21	NA											NA			N	4		
		To					15	5-1411											
$\sim$		From					Cul	-de-Sa	2										
1414)	0.06	<b>NA</b>					15	5-1413					NA			N	4		
		From						US 46	0				+						
1415) Bee Dr	0.58	8400	R				Dus	05 40	0				NA			N.	4		04/20/20
		To					15	5-1520											
		From				15-€	679 Rus	ssell W	oods Dr										
1416) Willis Dr	0.37	20	R										NA			N	4		08/14/20
<u> </u>		To From					0.37 N	IN 15-	679										
1416) Willis Dr	0.07	45	R					. ~					NA			N.	4		08/14/20
		То					15-1408	•											
1417) Avondale Dr	0.30	60 From	R				SCL I	_ynchb	arg				NA			N.	Δ		08/21/20
Avondale Dr	0.00	To					SCL I	Lynchb	urg				— <u>"</u> "			14/	•		00/21/20
		From				15-	-677 Su	ınnyme	ade Rd										
Pearson Dr	0.40	320	R										NA			N	4		08/21/20
		To From				15-	-14 <u>2</u> 0 L	ittle Ra	aven Dr										
Pearson Dr	0.09	70	R										NA			N	4		08/21/20
<u> </u>		To						ad End											
C Little Device De	0.07	From				1	15-1419	Pearso	on Dr										00/04/00
Little Raven Dr	0.07	<b>70</b>	R				De	ad End					NA			N	4		08/21/20
		From					15-1408						-						
1421) Holcombe Rd	0.19	90	R				13-1400	o deor	<u>30 31</u>				NA			N	4		08/14/20
		To				1	5-1422	Hopki	ns Rd										
·			_		_	_					_								

							Tru	ok		K	,	Dir			
Route	Length	AADT	QA	4Tire	Bus		3+Axle		- (	QC Fac	OK	Factor	AAWDT	QW	Year
Campbell County		From	1			Т	Dead End			ī					
(1422) Hopkins Rd	0.30	150	R			-	2000 13110			N.	A		NA		08/14/200
		To From				15-142	1 Holcombe	Rd							
1422) Hopkins Rd	0.10	160	R							N.	A		NA		08/14/2007
<u> </u>		To	<u> </u>				Russell Wood								
1423) Clearview Circle	0.63	310	R			15-142	23 Begin Loc	op		N	Δ		NA		08/21/200
1423	0.00	To	·`			15.1.	124 Idaha Da	1			•				00/21/200
1423) Clearview Circle	0.06	250 From	R			13-14	424 Idaho Ro	l		N.	A		NA		08/21/200
		То	-			15-14	123 End Loo	n							
1423) Clearview Circle	0.07	450 From	R					r		N.	A		NA		08/21/200
$\cup$		To	:			15-677	Sunnymeade	Rd							
O 5.		From				15-1423	Clearview C	ircle							00/01/000
1424) Idaho Rd	0.03	48 To	R				'ul-de-Sac			N.	A		NA		08/21/200
		From					ful-de-Sac								
Wilderness Rd	0.57	310	R				ui-de-Sac			 N.	A		NA		08/21/200
1423)		To	:			15-677	Sunnymeade	Rd							
		From				15-1423	Clearview C	ircle							
1426) Kaela Dr	0.09	170	R							N.	A		NA		08/21/200
		To	•			15-1425	Wilderness	Rd							
	0.45	From					15-1442			Щ.	^		NIA		
1427	0.15	<b>NA</b>	:				'ul-de-Sac			N.	А		NA		
		From	! :				L Lynchburg			1					
1428) Edgewood Dr	0.16	320	R			ECI	L Lynchourg			N.	A		NA		08/21/200
		To				15-143	1 Edgewood	Ct							
		From				SCI	Lynchburg								
Myrtle Lane	0.32	70	R							N.	A		NA		08/21/200
<u> </u>		To					L Lynchburg								
1430) Quartz Rd	0.06	From	R			Ι	Dead End			 N.	٨		NA		08/21/200
Quartz Rd	0.00	To				US 2	29 Wards Rd				~		INA		00/21/200
		From	:				Dead End			Î					
1431) Edgewood Ct	0.06	100	R							N.	A		NA		08/21/200
$\overline{}$		To From	-			15-142	8 Edgewood	Dr		-					
1431) Edgewood Ct	0.09	100	R							N.	A		NA		08/21/200
$\smile$		To				I	Dead End								
O 5 6:		From	<u> </u>			Ι	Dead End								00/01/000
1433 Rangoon St	0.28	500 To	R			IIC 1	29 Wards Rd			N	A		NA		08/21/200
		From	.1				nglish Taver								
1434) Russel Springs Dr	0.68	1600	R			15-/38 E	ngusn Taver	n Ku		N	Α		NA		08/22/200
1434)	0.00	To				15-14	35 Addie Wa	ıy							00/22/200
		From	1			15-1434 I	Russel Sprin	gs Dr		1					
1435) Addie Way	0.59	660	R							N.	A		NA		08/22/200
		To				15-1434 I	Russel Sprin	gs Dr							
1435) Addie Way	0.17	690	R							N.	A		NA		06/22/2010
$\overline{}$		To	1				'ul-de-Sac								
Propositions	0.40	From	<u> </u>			C	ul-de-Sac				^		NIA		00/00/000
1436 Brenna Lane	0.13	160	R			15-14341	Russel Sprin	ps Dr		N.	н.		NA		08/22/200
		From	1				'ul-de-Sac	20 1/1							
1437) Shelly Ct	0.13	160	R			C	ar-uc-sat			N.	A		NA		08/22/200
		To				15-14	35 Addie Wa	nv							

Route	Length	AADT	QA	4Tire	Bus	S				ck 1Trail		C	C	K Factor	QK	Dir Factor	, A	AWDT	QW	Year
Campbell County											ZTra	III		Factor		Factor	Γ			
O - "	0.21	330	R				15-1	435; 15	5-1437	1				 NA				NA		06/22/2010
(1438) Bellwood Dr	0.21	To					(	Cul-de-S	Sac									INA		00/22/2010
		From:	Ī			_		38 Bell		Dr				i						
(1439) Ballard Court	0.05	100	R											NA				NA		06/22/2010
$\bigcirc$		To:					C	Cul-de-S	Sac											
O 5 6		From					15-143	38 Bell	wood l	Dr				٦						00/00/00/
(1440) Bentridge Court	0.08	110 To:	R					Cul-de-S	Soo.					NA				NA		06/22/2010
		From:	l			15		English		D.4										
(1442)	0.53	NA	<u> </u>			13.	-/36 L	angusu	1 avei	ii Ku				NA				NA		
1442		To					C	Cul-de-S	Sac											
		From				1:	15-142	5 Wilde	erness	Rd										
1443)	0.17	NA												NA				NA		
<u> </u>		To:						Cul-de-S	Sac											
O Barrelova d Ba	0.05	From	ᆫ					Dead E	End									N.1.A		07/04/000
(1450) Brookwood Dr	0.35	130 To:	R				15-68	0 Subu	ırhan R	'd				NA T				NA		07/31/2007
		From	l					ndlers l												
(1471) Chinkapin Rd	0.11	110	R			13-0	170 Cai	iluicis i	wiouiii	ani Ku				NA				NA		08/21/2007
'		To					15-14	72 Eld	ler Lan	e										
		From				1	15-147	1 Chin	kapin	Rd										
1472) Elder Lane	0.05	10	R											NA				NA		08/21/2007
<u> </u>		To:						Cul-de-S	Sac											
	0.70	From	Ļ					Dead E	End									NIA		00/04/000
(1473) Dunivan Dr	0.70	260 To	R			15-6	570 Ca	ndlers l	Mount	ain Rd				NA				NA		08/21/2007
		From:	l					Camp H												
(1480) Ross Woods Dr	0.14	80	R			13-	-011 C	amp 11	iyuawa	y Ku				NA				NA		08/21/2007
(1400)		To				1:	5-670	Sunnyı	meade	Rd										
_		From					C	Cul-de-S	Sac											
(1481) Knoll Woods Dr	0.55	330	R											NA				NA		08/21/200
		To: From:					15-14	83 Solo	dier Av	ve .				_						
(1481) Knoll Woods Dr	0.27	610	R											NA				NA		08/21/2007
<u> </u>		To- From:					15-14	482 Gra	ant Av	e										
(1481) Knoll Woods Dr	0.07	640	R					~						NA				NA		08/21/2007
		To:				1:		Sunnyı		Rd										
(1482) Grant Ave	0.04	20 From:	R				<u>I</u>	Dead E	End					NA				NA		08/21/2007
(1482) Grant Ave	0.04	ZU To:				15	5-1481	Knoll	Wood	s Dr								INA		00/21/2001
		From:	<u> </u>					Dead E						i						
(1483) Soldier Ave	0.04	40	R											NA				NA		08/21/2007
<u> </u>		To:				15	5-1481	Knoll	Wood	s Dr										
$\bigcirc$		From						15-148	87											
(1484)	0.36	NA To					15.6	(0 D - 1	1 D	_				NA				NA		
		From:	l			_		69 Dod		r				<u> </u>						
(1495)	0.05	NA Promi						15-148	54					NA				NA		
1485		To:					(	Cul-de-S	Sac					JĽ`						
		From					(	Cul-de-S	Sac											
(1486)	0.05	NA												NA				NA		
$\overline{}$		To:						15-148	84					<u></u>						
$\bigcirc$	_	From:					J	Dead E	End	_	_		-	]						
1487	0.03	NA To:						15 140	0.4					NA				NA		
		103	<u> </u>					15-148	54											

									i idi ioc i										
Route	Length	AADT	QA	4Tire	Bus	•			-Truck- xle 1T			QC	K Factor	QK	Dir Factor	AA	WDT	QW	Year
Campbell County		From								1011 2			1 40101		- dotor				
(1487)	0.03	NA						15-1484	4				NA			1	NA		
(1407)		To					Γ	Dead Er	nd										
		From					Bedfor	rd Coun	ty Line										
(1497) Chelsea Dr	0.29	490	R					~					NA			- 1	NA		05/04/201
		To				_		ul-de-S											
(1498) Britt PI	0.10	180	R				Bedfor	rd Coun	ity Line				NA				NA		05/04/201
(1496) 31111 1	0.10	То					С	ul-de-S	ac										00/0 1/201
		From					09-15	500 Abl	oey Pl										
(1499) Eton Dr	0.07	100	R										NA			- 1	NA		05/04/201
		To					15-1	1498 Br	itt Pl										
New Landon Place	0.04	From	ᄂ					Dead Er	nd								NΙΛ		00/00/200
New London Place	0.04	40	R										NA			ļ	NA		08/09/200
(1500) New London Place	0.07	230 From	R			15	5-1614	Birch I	Haven Dı	•			NA				NA		08/09/200
(1500) New London Place	0.07	230					1.500						- INA				INA		00/09/200
(1500) New London Place	0.06	20 From	R			15	)-1580	New L	ondon D	ř			NA				NA		08/09/200
(1500) New Zoridori i idoe	0.00	To	· · ·				Г	Dead Er	nd				┪``			,	1471		00/00/200
		From						15-682	!										
(1501) Sherbrooke Dr	0.20	1100	R										NA			1	NA		06/26/200
$\smile$		To From				]	15-1502	2 Deerv	wood Dr				$\neg$ —						
(1501) Sherbrooke Dr	0.30	880	R										NA			1	NA		06/26/200
		To From				1	15-1503	3 Hermi	itage Rd										
(1501) Light House Rd	0.46	1500	R										NA			١	NA		06/26/200
<u> </u>		10				<u> </u>		L Lynch											
1502 Deerwood Dr	0.21	310	R			1	5-1501	l Sherbi	rooke Dr				 NA				NA		08/22/200
(1502) Deerwood Dr	0.21	310					15105										INA		00/22/200
(1502) Deerwood Dr	0.15	120 From	R			15-	1540 E	east Ove	erbrook F	<u>ka</u>			NA				NA		08/22/200
(1502) 2001 11000 21	0.10	To					15 154	1 IIamai	ito oo Dd							'			00/22/200
(1502) Deerwood Dr	0.02	130 From	R				.3-1341	пенн	itage Rd				NA				NA		08/22/200
1002		To					15-150	3 Hermi	itage Rd										
(1502) Soundview Dr	0.03	40 From	R				5 1500	3 TICITI	ruge ru				NA				NA		08/22/200
		To					1	Dead Er	nd										
		From			15-1	501 I	_ight H	Iouse R	d; Sherbi	ooke D	r								
(1503) Hermitage Rd	0.07	100	R										NA			- 1	NA		06/26/200
		To			15-	1502			r; Deerw	ood Dr									
1504) Sunny Bank Dr	0.42	630	R			—	Bu	us US 4	60				 NA				NA		04/29/201
(1504) Sunny Bank Dr	0.42	То					Г	Dead Er	nd							ļ	INA		04/23/201
		From					Bı	us US 4	60										
(1505) Farfields Dr	0.50	510	R										NA			1	NA		08/16/200
<u> </u>		To. Erom					15-15	06 Pres	ston Pl				<b>—</b>						
1505) Farfields Dr	0.09	470 From	R										NA			1	NA		08/16/200
$\overline{}$		To From					15-150	07 Kend	lrick Pl										
(1505) Farfields Dr	0.09	440	R										NA			- 1	NA		08/16/200
<u> </u>		To From					15-150	08 Calla	way Ct				$\exists$ —						
(1505) Farfields Dr	0.08	340	R										NA			1	NA		08/16/200
$\overline{}$		To From					В	egin Lo	ор				ightharpoonup						
(1505) Farfields Dr	0.49	70	R										NA			١	NA		08/16/200
<u> </u>		To	<u> </u>				F	End Loc	p										

									11007										
Route	Length	AADT	QA	4Tire	Bu	19			-Truck- xle 1T			QC	K Factor	QK	Dir Factor	AA	WDT	QW	Year
Campbell County		From								TOII Z			1 40101		- 40101				
(1506) Preston Pl	0.05	20	R				1	Dead Er	nd				NA				NA		08/16/2007
		To From					15-150	05 Farfi	elds Dr				_						
(1506) Preston PI	0.04	30	R										NA				NA		08/16/2007
		To						Dead Er											
(1507) Kendrick PI	0.04	20	L				Ι	Dead Er	nd				NA				NA		08/16/2007
(1507) Rendrick 1 1	0.04	To					15 150	)5 Forfi	elds Dr								147 (		00/10/2007
(1507) Kendrick PI	0.04	<b>20</b> From	R				13-13(	<i>J</i> 3 1'aiii	eius Di				NA				NA		08/16/2007
		To					Ι	Dead Er	nd										
O 0 11 01		From	<u> </u>				15-150	)5 Farfi	elds Dr				<u> </u>						
(1508) Callaway Ct	0.10	<b>220</b>	R				Г	Dead Er	nd				NA				NA		08/16/2007
		From	<u>.                                    </u>					Dead Er					<u>-</u> !						
(1509) Saratoga Dr	0.12	130	R					Cau Ei	Id				NA				NA		08/20/200
		To From			—	—	15-155	3 Chev	enne Dr				<b>—</b>						
(1509) Saratoga Dr	0.14	350 From	R										NA				NA		08/20/2007
		To From					15-151	0 Caval	lry Lane										
(1509) Saratoga Dr	0.10	160	R										NA				NA		08/20/2007
		To	<u> </u>			_		'ul-de-S					<u> </u>						
(1510) Cavalry Lane	0.03	90	R			—	С	'ul-de-S	ac				 NA				NA		08/20/200
1510) Gavairy Lanc	0.00	To					15 155	2 Char	Du								147 (		00/20/200
(1510) Cavalry Lane	0.07	140 From	R				15-155	3 Chey	enne Dr				NA				NA		08/20/2007
(1310) - 2		To					15-150	09 Sarat	toga Dr										
		From			15-1	1544 5	S, Oako	dale Cir	cle; Cora	Lee Ro	d								
(1511) Oakdale Circle	0.27	500	R					~					NA				NA		04/27/2010
		To				_			15-1544										
(1512) Hicks Rd	0.11	70	R		—	—	Ι	Dead Er	nd				NA				NA		08/16/200
(1512) Hicks Rd	0.11	To	i È				US 4	460; 15-	-1580				<b>–</b> "`				1471		00/10/200
		From					Γ	Dead Er	nd										
(1513) Green Hill Dr	0.17	170	R										NA				NA		08/16/200
		To					15-622	2 Water	lick Rd										
O Datricia Dr	0.10	From					15-622	2 Water	lick Rd								NΙΛ		06/06/000
(1514) Patricia Dr	0.10	380	R										NA —				NA		06/26/2007
(1514) Patricia Dr	0.06	210 From	R			1	15-1579	9 Bonne	eville Pl				NA				NA		06/26/2007
(1514) Patricia Dr	0.00	ZIU	<u> </u>				15-15	78 Patri	cial Dr								INA		00/20/2007
		From				_		59 Powt											
(1515) Farmington Rd	0.19	250	R										NA				NA		04/20/2010
		To				1	15-769	Beechv	wood Dr										
		From					Ι	Dead Er	nd										
(1516) Maybrook Dr	0.07	<b>60</b>	R				15 902	XX7 41-	D.				NA				NA		08/16/2007
		From	1						aven Dr										
(1517) Westfield Dr	0.08	<b>70</b>	R				Ι	Dead Er	na				NA				NA		08/16/2007
1011)		To					15-892	Woodh	aven Dr										
		From				1:	5-15 <u>4</u> 7	Indian	Ridge Dr										
(1518) Tomahawk Dr	0.13	500	R										NA				NA		04/20/2010
<u> </u>		To From					15-15	64 Tea	l Place				_						
(1518) Tomahawk Dr	0.20	1200	R										NA				NA		04/20/2010
$\overline{}$		To					Ві	us US 4	160										

							viairiteriai		-							
Route	Length	AADT	QA	4Tire	Bus		Tr e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From	:			1	Dead End									
(1519) Barbour Dr	0.40	200	R			1	Jeau Enu				NA			NA		04/29/2010
<u> </u>		To From				15-62	2 Waterlick	r Rd								
(1519) Mistletoe Dr	0.10	500	R								NA			NA		04/29/2010
	0.40	From	Ę			15-1	574; 15-15	75			$\supset$					0.4/0.0/0.04
(1519) Mistletoe Dr	0.13	230 To	R			15-15	574 Bob Cir	rcle			NA			NA		04/29/2010
		From	:				2 Waterlick									
(1520) Rainbow Forest Dr	1.58	920	F	99%	0%	1%	0%	0%	0%	F	0.117	F	0.53	990	F	2010
<u> </u>		To From				15-155	57 Crossway				$\exists$					
(1520) Rainbow Forest Dr	0.48	3800	F	99%	0%	1%	0%	0%	0%	F	0.112	F	0.766	4000	F	2010
$\bigcirc$	0.70	From		200/	201		51 Kenwood		201				0.550	45000		2010
(1520)	0.79	14000 _{To}	F	99%	0%	1%	0% us US 460	0%	0%	С	0.093	F	0.559	15000	F	2010
		From	:				15-682									
(1521) Wilson Dr	0.18	80	R				10 002				NA			NA		06/26/2007
$\bigcirc$		To				I	Dead End									
Oak Teal	0.05	From	_			15-1	531; 15-15	34						NIA		00/00/000
(1522) Oak Trail	0.25	190 To	R		-	15-1520 F	Rainbow Fo	orest Dr			NA T			NA		06/26/2007
		From	- -				6 Hillsman									
(1523) White Pine Dr	0.10	130	R			10 107	<del>J I I I I I I I I I I I I I I I I I I I</del>	Line			NA			NA		06/26/2007
<u> </u>		To From	-			15-152	24 Charldor	n Rd								
(1523) White Pine Dr	0.28	110	R								NA			NA		06/26/2007
		To				15-622	2 Waterlick	Rd.								
(1524) Charldon Rd	0.27	From <b>620</b>	R				15-682				NA			NA		06/26/2007
(1524) Charldon Rd	0.21	02U				15 150	0 MM 1							INA		00/20/2007
(1524) Charldon Rd	0.28	190 From	R			15-152	3 White Pir	ne Dr			NA			NA		06/26/2007
1324		То				15-62	2 Waterlick	c Rd								
		From	:			15-1547	Indian Rid	lge Dr								
(1525) Mountain Peak Dr	0.13	470	R								NA			NA		04/29/2010
<u> </u>		From				15-1563	Westridge	Circle			$\supset$					
Mountain Peak Dr	0.20	1400 _{To}	R			P	ne US 460				NA			NA		04/29/2010
		From	:				us US 460 efferson Ma	anor Dr								
(1526) Independence Cicle	0.33	110	R			13-033 30	TICISOII WIE	anor Di			NA			NA		08/23/2007
		To	:			15-1527	Jane Rand	lolf St								
O		From				Bedfo	rd County I	Line			<u> </u>					
(1527) Jane Randolf St	80.0	1000	R								NA			NA		08/22/2007
Jana Dandalf Ct	0.02	From	<u> </u>			15-152	29 Hydaway	y Dr						NΙΔ		00/22/2007
(1527) Jane Randolf St	0.03	650	R								NA			NA		08/22/2007
(1527) Jane Randolf St	0.09	790	R		1	5-1526 Ir	ndependenc	e Circle			NA			NA		08/22/2007
Jane Randolf St	0.00	To	Ė			15-835 Je	efferson Ma	anor Dr			<b>–</b>			1471		00/22/2001
		From				I	Dead End									
(1528) Ventura Dr	0.21	210	R								NA			NA		04/20/2010
<u> </u>		То	1				59 Powtan l				1					
(1529) Hydaway Dr	0.13	720	R			15-1527	Jane Rand	lolf St			 NA			NA		08/23/2007
(1529) Hydaway Dr	0.13	720					10 ct : -	,			INA			INA		00/23/2007
(1529) Hydaway Dr	0.12	890 From	R			15-153	30 Chucks I	Lane			NA			NA		08/23/2007
1929 Lindaway Di	0.12	To	· ` `			15-62	2 Waterlick	c Rd						1 1/71		30,20,2001

Route	Length	AADT	QA	4Tire	Bu	ıs			Truck Axle 1		()(;	K Facto	g QK	Dir Factor	AA	WDT	QW	Year
Campbell County												-						
1529 Locksley Pl	0.27	From <b>800</b>	R				15-62	2 Wate	erlick Rd			NA				NA		08/23/200
1529) LOCKSICY 1 1	0.21	То	<u> </u>				15-1	1573 Ho	olly Pl							11/1		00/23/200
		From						Dead E										
(1530) Chucks Lane	0.05	80	R									NA				NA		08/20/200
		То					15-15	29 Hyd	laway Dr									
		From				15-	1520 S,	, Rainbo	ow Fores	t Dr								
( ₁₅₃₁ ) Dawnridge Dr	0.88	310	R									NA				NA		06/26/200
<u> </u>		10				15-1	1520 N.	, Rainb	ow Fores	st Dr								
O leffere en Dr	0.04	From	<u> </u>				15-15	32 Beg	gin Loop							N 1 A		00/00/000
1532 Jefferson Dr	0.34	190	R									NA				NA		08/20/200
	0.00	From	ᆫ				15-15	33 Hor	rizon Dr							N 1 A		00/00/000
1532 Jefferson Dr	0.06	1500	R									NA				NA		08/20/200
	0.45	From	ᆫ				15-1	532 En	d Loop									00/00/000
1532 Jefferson Dr	0.15	1200	R									NA				NA		08/20/200
<u> </u>	0.00	From					15-1	1535 Pi	ine Dr			<u> </u>						00/00/000
1532 Jefferson Dr	0.08	1300	R									NA				NA		08/20/200
<u> </u>		To From					15-153	1 Dawr	nridge D	r								
(1532) Jefferson Dr	0.08	1400	R			1.5	15201	D : 1	Б	D		NA				NA		08/20/200
		- 10	1			15			w Forest	Dr								
1533) Horizon Dr	0.04	50	L					Dead E	ınd			NA				NA		08/23/200
Horizon Dr	0.04	30														INA		00/23/200
Harizon Dr	0.24	From	ᄂ			1:	5-1572	Timbe	er Ridge I	Or						NΙΛ		00/02/200
1533 Horizon Dr	0.21	890	R									NA				NA		08/23/200
O Harinan Dr	0.00	From	ᄂ				15-15	589 Sun	nrise Dr							NI A		00/02/000
1533 Horizon Dr	0.09	1200 To	R			—	15 15	32 Jeff	erson Dr			NA				NA		08/23/200
		From	1			_						1						
1534) Lantern Lane	0.10	120	R				15-153	os Hors	seman Dr			NA				NA		04/29/201
1334) = 4	00	To					15-1	1522; 15	5-1531									0 1/20/20 1
		From				15	5-1536	Sleepy	Hollow	Rd								
1535) Horseman Dr	0.12	200	R									NA				NA		04/29/201
		To					15-153	34 Lant	ern Lane									
1535) Horseman Dr	0.29	210 From	R	-								NA				NA		04/29/201
		To						ad End										
O Dina Da	0.05	From	ᄂ				15-15	32 Jeffe	erson Dr							N 1 A		04/00/004
1535 Pine Dr	0.25	<b>70</b>	R				15 153	1 Daw	nridge D	-		NA				NA		04/29/201
		From						Dead E		ı								
1536) Sleepy Hollow Rd	0.09	60	R					Dead E	iiu			NA				NA		04/29/201
1330) Стоору г тошот г та	0.00	To					15 15'	25 11	seman Dr									0 1/20/20 1
Sleepy Hollow Rd	0.11	340 From	R				15-153	os Hors	eman Di			NA				NA		04/29/201
(1536) 5.556) 1.6	<b></b>	To					15 150	- I										0 1/20/20 1
1536) Sleepy Hollow Rd	0.05	600 From	R				15-153	7 Fox I	Hall Lane			NA				NA		04/29/201
(1536) Sleepy Hollow Rd	0.03	То				15	5-1520 1	Rainbo	w Forest	Dr						11/1		04/23/201
		From							Hollow									
1537) Fox Hall Lane	0.05	30	R					<u></u>				NA				NA		04/29/201
$\bigcup$		To						Dead E	nd									
_	<u> </u>	From						15-68	2									
1538 Briar Cliff Circle	0.29	370	R									NA				NA		06/26/200
$\smile$		То						Dead E	nd									
		From				1	5-1538	Briar (	Cliff Circ	le								
1539 Briar Cliff Circle	0.37	410	R				5 1550	Dilli.				NA				NA		06/26/200

					Can	npbell iv	/lainten	ance Are	a							
Route	Length	AADT	QA 4T	ire	Bus			ruck le 1Trail		QC	K Factor	QK	Dir Factor	AAWD	T QW	Year
Campbell County		From	1			15 1500	D	- 1 D			- 1					
1540) East Overbrook Rd	0.09	90	R			15-1502	2 Deerwo	od Dr			NA			NA		08/22/200
		To				15-154	2 Westla	ke Dr								
1540 East Overbrook Rd	0.12	150 From	R			10 10 1	2 11 03010	ate B1			NA			NA		08/22/200
		To				15-154	3 Eastlal	ke Dr			_					
(1540) East Overbrook Rd	0.09	300	R								NA			NA		08/22/200
		То				SCL	Lynchbi	urg								
O Harmitaga Dd	0.09	320	R			15-1502	2 Deerwo	ood Dr			 NA			NA		08/22/200
Hermitage Rd	0.09	320				15 151	0 XXX -1							INA		00/22/200
1541) Hermitage Rd	0.10	150 From	R			15-154	2 Westla	ke Dr			NA			NA		08/22/200
1341) From Lago Fta	0.10	To				15 154	2 Footlol	Ira Du								00/22/200
1541) Hermitage Rd	0.04	180 From	R			13-134	3 Eastlal	ke Di			NA			NA		08/22/200
		To				SCL	Lynchb	urg								
		From			1	5-1540 E	ast Over	brook Rd								
1542) Westlake Dr	0.13	110	R								NA			NA		08/22/200
<u> </u>		To					Hermita									
Eastlake Dr	0.16	From	R			15-1541	Hermita	age Rd			NA			NA		08/22/200
Eastlake Dr	0.16	80 To	K		1	5-1540 E	ast Over	brook Rd			TNA			INA		06/22/200
		From					Vernon									
1544) Cora Lee Rd	0.61	190	R			13-10-0	vemon	Circle			NA			NA		04/27/20
		To			1	15-1511 S	S Oakdal	le Circle								
Oakdale Circle	0.17	2200 From	R			10 10111	, ouran	ic circic			NA			NA		04/27/20
		То				Bus US	460; 15-	1511 N								
		From				D	ead End									
Arrowhead Dr	0.08	40	R								NA			NA		08/16/200
<u> </u>		To From				15-1566	Belmon	t Place								
Arrowhead Dr	0.05	340	R								NA			NA		08/16/200
	0.44	From				15-1565	Dogwoo	d Place			ᆜ					00/40/00
Arrowhead Dr	0.41	900 To	R			15 977	Whitesto	na Dr			NA			NA		08/16/200
		From	<u> </u>				ead End				1					
Poplar Terrace Dr	0.11	110	R			ь	cad End				NA			NA		04/20/20
		To	l			15-1547	Indian R	idge Dr								
1546) Poplar Terrace Dr	0.10	1500 From	R			15-15-7	mair ix	idge Di			NA			NA		04/20/20
		То				15-85	9 Powtai	n Rd								
<u> </u>		From				15-1518	Tomaha	wk Dr								
1547) Indian Ridge Dr	0.75	690	R								NA			NA		04/20/20
		10	]		1	5-1520 R										
1548) Ash Grove Dr	0.09	From <b>80</b>	R			D	ead End				NA			NA		04/20/20
Ash Grove Dr	0.09	То				15-1547	Indian R	idge Dr						INA		04/20/20
		From					ead End									
1549) Smith Rd	0.28	300	R								NA			NA		08/16/200
<u> </u>		То				15-622	Waterlie	ck Rd								
<u> </u>		From			_	Bu	ıs US 46	0						_		
1550 Pine Haven Dr	0.22	580 To	R			_	hand F				NA			NA		05/04/201
		From	l				Dead End				I					
		rrom	<u> </u>			D	Pead End				<u> </u>					00/20/200
Kenwood Dr	0.06	30	ĸ								NA			NΑ		00//01//11
Kenwood Dr	0.06	<b>30</b>	R			15 1550	Winds-	r I one			NA			NA		06/20/200
Kenwood Dr  (1551) Kenwood Dr	0.06	30 From	R			15-1552	2 Windso	r Lane			NA NA			NA NA		08/20/200

Route	Lanath	AADT	QA	4Tire				enance Ai			QC	K	QK	Dir	AAWDT	- OW	Year
	Longui	AADI	QД	71110	Dus	2Ax	xle 3+	Axle 1Tra	ail 2	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV	rcai
Campbell County		Fron	:			15-1	551 Ken	wood Dr									
1552 Windsor Lane	0.10	50	R									NA			NA		08/20/2007
	0.47	From				15-1	553 Che	yenne Dr				$\supset$					00/00/000
Windsor Lane	0.17	730	R			15-1520	0 Rainbo	w Forest Dr				NA			NA		08/20/2007
		Fron	:			15 1520	Cul-de-										
1553) Cheyenne Dr	0.09	100	R				cur uc	<u>Sac</u>				NA			NA		08/20/2007
		To Fron				15-1	510 Cav	alry Lane				_					
1553) Cheyenne Dr	0.20	210	R									NA			NA		08/20/2007
<u> </u>		To Fron				15-1	1509 Sar	atoga Dr				$\Box$					
1553) Cheyenne Dr	0.06	370 To	R									NA			NA		08/20/2007
<u> </u>						15-15		dsor Lane									
1554) Irma Dr	0.08	100	R				Dead I	End				 NA			NA		04/20/2010
1554) Irma Dr	0.00	To				15-15	47 India	n Ridge Dr							INA		04/20/2010
		Fron	:				Dead I					Ì					
Yellowstone Dr	0.07	60	R									NA			NA		04/20/2010
<u> </u>		Tr.	-			15-15-	47 India	n Ridge Dr									
1555) Yellowstone Dr	0.10	350	R									NA			NA		04/20/2010
<u> </u>		Te	:			15-156	63 Westr	idge Circle									
$\widehat{}$		From					Dead I	End									
(1556) Cambridge PI	0.09	60	R			15.15	45 Y 11	Dil D				NA			NA		04/20/2010
		To						n Ridge Dr									
Crossway Rd	0.14	2000	R			15-15	558 Well	lington Dr				 NA			NA		04/27/2010
Crossway Rd	0.14	<b>2000</b>	· T			15-1520	0 Rainbo	w Forest Dr							INA		04/21/2010
		Fron	:					ınty Line									
Wellington Dr	0.27	340	R									NA			NA		04/27/2010
<u> </u>		Te Fron				15-1598	8 S, Popl	ar Forest Dr				_					
Wellington Dr	0.17	810	R				•					NA			NA		04/27/2010
		To Fron				15-1:	599 Braz	xton Lane				_					
Wellington Dr	0.07	900	R									NA			NA		04/27/2010
		To From				15-1598	8 N, Pop	lar Forest Dr	r			_					
1558) Wellington Dr	0.08	1000	R									NA			NA		04/27/2010
		To Fron				15-13	559 Coll	ington Dr									
1558) Wellington Dr	0.20	1300	R									NA			NA		04/27/2010
<u> </u>		To From				15-1	557 Cro	ssway Rd				$\exists$					
Wellington Dr	0.14	1200	R									NA			NA		04/27/2010
<u> </u>		To				15-156		ng Way Rd									
Collington Dr	0.13	110	R				Dead I	End				 NA			NA		04/27/2010
Collington Dr	0.13	110										INA			INA		04/21/2010
Collington Dr	0.14	500 From	R			15-15	558 Well	lington Dr				NA			NA		04/27/2010
Collington Dr	0.14	300													INA		04/21/2010
Collington Dr	0.04	350 From	 R			15-156	50 Windi	ing Way Rd				NA			NA		04/27/2010
Collington Dr	0.04	000 To					1561.5								1471		0-1/2/1/2010
Collington Dr	0.39	290 From	R			15-	-1561 Ec	no Lane				NA			NA		04/27/2010
Collington Dr		т-				15-156	50 Windi	ng Way Rd							. */ \		
		Fron	:					ington Dr				İ					
Winding Way Rd	0.22	420	R									NA			NA		04/27/2010
$\overline{}$		Tr.					End Lo	оор				_					
1560) Winding Way Rd	0.05	590 From	R			_						NA			NA		04/27/2010
$\mathcal{O}$		Tr				15-15	558 Well	lington Dr		_							

										nance													
Route	Length	AADT	QA 4	4Tire	В	Bus				Truck- xle 1T			QC	K Fact		QK	Dir Facto		AAW	DT	QW		Year
Campbell County		From					15 1	550 W	Zollin.	oton Du													
(1560) Winding Way Rd	0.47	380	R				15-1	338 W	elling	gton Dr				 N/					N/	4		04/	27/201
(1300)		To					15-1	559 C	olling	gton Dr													
(1560) Winding Way Rd	0.11	340 From	R				13-1	339 C	Offing	şion Di				 N/					N/	4		04/	27/201
3 7		To						Begin	n Loo	р													
_		From						Dea	d End	d													
(1561) Echo Lane	0.04	10	R											N/					N/	1		04/	27/201
<u> </u>		To					15-1	559 C	olling	gton Dr													
Chalas Da	0.00	From						Dead	d End	11									NI.	^		04/	00/004
1562 Shelor Dr	0.20	160	R					Bus U	IS 46	50				N/	١.				N/	١.		04/	29/201
		From				1	5-150			n Peak I	)r			<u> </u>									
1563) Westridge Circle	0.11	740	R				3-132	20 10100	intan	I I Cak I	<i>)</i> 1			 N/					N/	Ą		04/	29/201
1000	-	То						Begin	n I oc	n .													
1563) Westridge Circle	0.13	560 From	R					Degii	1 LOO	<u>P</u>				N/					N/	Ą		04/	29/201
		To					15 15	555 Va	llow	stone D													
1563) Westridge Circle	0.26	330 From	R				15-15	133 10.	nows	stone Di				N/					N/	Ą		04/	29/201
		To					15 1	1567 \$	lzdar	k Lane													
1563) Westridge Circle	0.05	300 From	R				13-1	1307 31	Kylan	K Lanc				N/					N/	4		04/	29/201
1303)		To						End	Loop	p													
		From						Dea	d End	d													
1564) Teal Place	0.03	30	R											N/					N/	4		04/	20/201
		To					15-1	518 To	omah	awk Dr													
		From					15-1	545 Ar	rrowh	head Dr													
1565 Dogwood Pl	0.15	160	R											N/					N/	4		05/	06/201
		10					_		d Enc											_			
Polmont DI	0.40	From						Dead	d Enc	1									NI	۸		OF /	06/004
1566 Belmont PI	0.18	170	R				15-1	545 Aı	rrowł	head Dr				N/	١.				N/	١.		05/	06/201
		From												_									
1567) Skylark Lane	0.04	10	R				15-15	63 We	suraș	ge Circl	e			N/					N/	4		04/	29/201
1307) 517,12111 201110		To						Dea	d End	d													
		From					15-	1570 F	Hicko	ock Rd													
1568) Lynview Dr	0.10	610	R											N/					N/	4		05/	04/201
<u> </u>		To From					15	5-1569	Lisa	Lane				_									
1568) Lynview Dr	0.20	<b>730</b>	R											N/					N/	4		05/	04/201
$\bigcup$		To						15-	-682														
<u> </u>		From						Dead	d End	d													
1569) Lisa Lane	0.09	180	R											N/	١.				N/	4		05/	04/201
<u> </u>		To					15-	1568 L	∠ynvi	ew Dr													
O USalanda Bal	0.40	From						Cul-c	de-Sa	ıc												05/	0.4/0.04
1570 Hickock Rd	0.13	130	R											N/	١.				N/	١		05/	04/201
	0.45	From	_				15-	1568 L	_ynvi	ew Dr												05/	0.4/0.04
1570 Hickock Rd	0.15	760	R											N/	١.				N/	4		05/	04/201
		From					15-8	377 Wł	hitest	tone Dr													0.4/55
1570 Hickock Rd	0.14	530	R		_	_			_			 		N/	١.				N/	4		05/	04/201
		From			_	_	15	-1597 l	Buxto	on Dr				<u> </u>									
1570 Hickock Rd	0.04	<b>230</b>	R					Г.	1.5					N/	١.				N/	4		05/	04/201
					_	_	_		d Enc					_				_		_	_	_	
Landanharm: Dd	0.00	From	D				15-62	22 E, V	Water	rlick Rd									K.L.	۸		004	20/22
Londonberry Rd	0.28	710	R											N/	١				N/	١		U8/	20/200
Nielder O'ers'	0.50	From					15-1	573 E,	, Holl	ly Place				_,								001	00/000
(1571) Kirkley Circle	0.50	240 To	R				15 1	572 117	П∽т	ly Dlas-				N/	١.				N/	١.		U8/2	20/200
		10					13-13	213 W,	, noll	ly Place										—			

Route	Length	AADT	QA	4Tire	Bus				ruck e 1Tra		QC	K Factor	QK	Dir Factor	AAW	DT	QW	Year
Campbell County		From										+						
(1571) Kirkley Place	0.28	1200	R			15-	-1573 W.	, Holly	Place			NA			N/	A		08/20/200
(1971)		To				15-0	622 W, V	Waterli	ick Rd									
_		From					Dead	d End										
(1572) Timber Ridge Dr	0.01	2	R									NA			N/	Ą		08/23/200
<u> </u>		To From					15-1573	Holly	Pl			]—						
(1572) Timber Ridge Dr	0.13	1100	R						_			NA			N/	Ą		08/23/200
		То					5-1533 I											
1573) Holly PI	0.02	400	R			Ве	edford C	County	Line			 NA			N/	١		08/20/200
(1573) Holly PI	0.02	400								~ .					INA	`		00/20/200
1573) Holly Pl	0.08	1200	R		15-1571	W, K	Kırkley C	ircle;	Londonbe	erry Rd		NA			N/	١		08/20/200
1573) 1 10119 1 1	0.00	1200 To			15.155		Y7: 11	DI	¥7: 11 .	~ 1					147	•		00/20/200
1573) Holly Pl	0.08	740	R		15-157	/1 E,	Kırkley	Place;	Kirkley (	Circle		NA			N/	7		08/20/200
1573) 1 10119 1 1	0.00	To				1/	5 1520 I	11.	DI						147	•		00/20/200
1573) Holly PI	0.06	830 From	R			13	5-1529 I	LOCKSIE	ey PI			NA			N/	Δ.		08/20/200
(1573) 1 1011) 1 1	0.00	То				15-1	1572 Tin	nber Ri	idge Dr			i)``			1 47			00/20/200
		From							Robert Di	r								
1574) Bob Circle	0.20	60	R									NA			N/	Ą		04/29/201
<u> </u>		To				15	5-1519 N	Aistleto	e Dr			<b>—</b>						
1574) Bob Circle	0.14	180	R									NA			N/	Ą		04/29/201
<u> </u>		To From				15	5-1576 V	/iking l	Lane			<u> </u>						
1574) Bob Circle	0.11	100	R									NA			N/	A		04/29/201
<u> </u>		To					15-1519	; 15-15	575									
<u> </u>		From					Cul-c	de-Sac										
(1575) Robert Dr	0.05	60	R									NA			N/	Ą		04/29/201
<u> </u>		To From				1	15-1574 1	Bob Ci	rcle			_						
1575 Bob Circle	0.06	190	R				15 1510	15.15	77.4			NA			N/	4		04/29/201
		From	l				15-1519					<u> </u>						
(1576) Viking Lane	0.03	30	R				15-1574 1	Bob Cı	rcle			 NA			N/	7		04/29/201
(1576) VIKING Lane	0.00	To					Dead	d End				Τ΄``			147	•		0-1/20/201
		From				15-	5-1579 B	onnevi	lle Pl									
1577) Deborah Dr	0.35	70	R									NA			N/	A		06/26/200
$\bigcup$		To From				1:	5-1578 F	Patricia	ıl Dr			1—						
(1577) Deborah Dr	0.09	220	R									NA			N/	Ą		06/26/200
$\cup$		To				15	5-622 W	aterlic	k Rd									
O		From				15	5-1577 I	Debora	h Dr			]						
(1578) Patricial Dr	0.17	<b>60</b>	R				15 15141	D-4-1-1	. D.:			NA			N/	A		06/26/200
		From					5-15141											
1579) Bonneville Pl	0.06	170	R				15-15141	Patricia	a Dr			NA			N/	Δ		06/26/200
Bonneville PI	0.00	To					5 1577 T		1. D						147	•		00/20/200
(1579) Bonneville PI	0.08	110 From	R			13	5-1577 I	Jebora	n Dr			NA			N/	λ		06/26/200
1579) 201110111011	0.00	To					Dead	d End				i)``				•		00/20/200
		From				15-	-1581 W		od Rd									
(1580) New London Dr	0.34	3100	R									NA			N/	Ą		08/09/200
$\bigcirc$		To Er				15-8	858 Alur	m Sprii	ngs Rd			<b>—</b>						
New London Dr	0.02	7100 From	F									0.106	F	0.622	760	00	F	2010
$\bigcirc$		To					US 460;	; 15-15	12									
<u> </u>		From				_	Dead	d End										
(1581) Wildwood Rd	0.03	30	R									NA			N/	Ą		07/31/200
		To				15-1	1584 Wo	oodbou	rne Dr									

Length	AADT	QA -	Tire Bus 2Ayle 3+Ayle 1Trail 2Trail	K Eactor QK	Dir AAWDT QV	V Year
	From			1 actor	i actor	
0.13	370	R	15-1584 Woodbourne Dr	NA	NA	07/31/2007
	To From		15-1583 Bedford Springs Rd			
0.07	2100	R		NA	NA	08/09/2007
	From		15-1401 Sunburst Hills Rd	<u></u>		00/00/000
0.03	2400			NA	NA	08/09/2007
0.10	2800	R	15-1582 Lake Forest Dr	NA	NA	08/09/2007
	To		15-1588 North Lake Dr			
0.13	3000	R		NA	NA	08/09/2007
	To					
0.00			15-1583 Bedford Springs Rd	NΔ	NΔ	08/09/2007
0.09	210		15 1506X 1 F		IVA	00/09/2007
0.22	380 From	R	15-1586 Lake Forest PI	NA	NA	08/09/2007
	To		15-1585 Burr Oak Rd			
0.24	520 From	R	13 1363 Bari Olak Ru	NA	NA	08/09/2007
	To		15-1581 Wildwood Rd			
0.04	From		Dead End			00/07/0007
0.01	30			NA —	NA	08/07/2007
0.06	Prom Prom	<u> </u>	15-1590 Catalpa Rd	NA.	NΙΛ	08/07/2007
0.00	300 To		15 1505 T I.D.		IVA	00/01/2001
0.11		R	15-158/ Tangiewood Dr	NA	NA	08/09/2007
	To		15-1582 Lake Forest Dr	¬		
0.22	450 From	R	15-1302 Euro Folest Di	NA	NA	08/09/2007
	To	-	15-1585 Burr Oak Rd	<b>—</b>		
0.23	1900	R		NA	NA	08/09/2007
	To		15-1581 Wildwood Rd			
0.24			15-1585 Burr Oak Rd	NA	NΙΔ	08/09/2007
0.24			15-1581 Wildwood Rd		INA	00/03/2007
	From		15-1590 Catalpa Rd			
0.35	190	R		NA	NA	08/07/2007
	To From		15-1615 Juniper Dr			
0.06	1300	R		NA	NA	08/09/2007
0.40			15-1584 Woodbourne Dr	<u></u>		00/00/0007
0.10	1200	R		NA —	NA	08/09/2007
0.09	200	R	15-1583 Bedford Springs Rd	NΔ	NΔ	08/09/2007
0.00			15-1582 Lake Forest Dr		INA	00/03/2001
	From		Cul-de-Sac			
0.06	80	R		NA	NA	07/31/2007
		<u> </u>				
0.37			15-623; 15-871	NΑ	NΑ	08/07/2007
0.07	T.0	.`	15 1502 Ioan Place			00/01/2001
0.07	280 From	R	13-1392 Jean Piace	NA	NA	08/07/2007
	To	-	15-1591 Euphan Ave			
0.21	260 From	R		NA	NA	08/07/2007
			15-1583 Bedford Springs Rd			
	From		15-1581 Wildwood Rd			
0.03	220	R		NA	NA	08/09/2007
	0.13 0.07 0.03 0.10 0.13 0.09 0.22 0.24 0.01 0.06 0.11 0.22 0.23 0.24 0.35 0.06 0.10 0.09 0.06	0.07 2100  0.03 2400  0.10 2800  0.10 2800  0.11 3000  0.22 380  0.24 520  0.01 30  0.06 360  0.11 500  0.22 450  0.23 1900  0.24 210  0.24 210  0.25 From Prom To The Prom To To To To To To To To To To To To To	0.13 370 R    O.07 2100 R   O.03 2400 R   O.10 2800 R   O.11 3000 R   O.12 380 R   O.22 380 R   O.24 520 R   O.06 360 R   O.11 500 R   O.22 450 R   O.22 450 R   O.23 1900 R   O.24 510 R   O.25 From:   O.26 R   O.27 From:   O.28 R   O.28 From:   O.29 R   O.29 R   O.20 R   O.20 R   O.21 Serons R   O.22 R   O.23 R   O.24 R   O.25 R   O.26 R   O.27 R   O.28 R   O.29 R   O.29 R   O.20 R   O.20 R   O.21 R   O.22 R   O.23 R   O.24 R   O.25 R   O.26 R   O.27 R   O.28 R   O.29 R   O.29 R   O.29 R   O.35 R   O.35 R   O.35 R   O.35 R   O.35 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.37 R   O.3	Length   AADT   QA   4Tire   Bus   2Axke 3+Axke 1Trail 2Trail   QC	Length   AADT   QA   4Tire   Bus   2Axle 3+Axle 1Trail   2Trail   QC   Factor   AADT   ATire   Is-1584 Woodbourne Dr   Is-1585 Burr Oak Rd   Is-1587 Tanglewood Dr   Is-1588 Burr Oak Rd   Is-1587 Tanglewood Dr   Is-1588 Burr Oak Rd   Is-1589 Catalpa Rd   Is-1589 Catalpa Rd   Is-1589 Catalpa Rd   Is-1589 Catalpa Rd   Is-1589 Catalpa Rd   Is-1589 Catalpa Rd   Is-1589 Catalpa Rd   Is-1589 Catalpa Rd   Is-1589 Catalpa Rd   Is-1589 Catalpa Rd   Is-1589 Catalpa Rd   Is-1589 Catalpa Rd   Is-1589 Catalpa Rd   Is-1589 Catalpa Rd   Is-1589 Catalpa Rd   Is-1589 Catalpa Rd   Is-1589 Catalpa Rd   Is-1589 Catalpa Rd   Is-1589 Catalpa Rd   Is-1589 Catalpa Rd   Is-1589 Catalpa Rd   Is-1589 Catalpa Rd   Is-1589 Catalpa Rd   Is-1589 Catalpa Rd   Is-1589 Catalpa Rd   Is-1589 Catalpa Rd   Is-1589 Catalpa Rd   Is-1589 Catalpa Rd   Is-1589 Catalpa Rd   Is-1589 Catalpa Rd   Is-1589 Catalpa Rd   Is-1589 Catalpa	Length   AADT   QA   4Tire   Bus   2Axie 3+Axie 1Trail 2Trail   CC   Factor   CK   F

						лпро	CII IVIA	IIIICIIO	ince Are	-u									
Route	Length	AADT	QA	4Tire	Bus	:			ruck e 1Trail		(	QC	K Factor	QK	Dir Factor	AA	WDT	QW	Year
Campbell County		From					D11	F., 4, C.					1						
(1588) South Lake Dr	0.30	100	R				Dead E	End; Ga	ıp.				NA			1	NA		08/09/200
1.009		To					Dea	nd End											
		From				15	-1533 S	, Horizo	on Dr				_						
(1589) Sunrise Dr	0.27	70	R										NA			- 1	NA		08/20/2007
<u> </u>		From				15-	-1533 N	, Horiz	on Dr				]—						
(1589) Sunrise Dr	0.05	40 To	R				Des	4 F. 4					NA			ļ	NA		08/20/2007
		From	<u> </u>					d End					<u> </u>						
(1590) Catalpa Rd	0.06	90	R				Cul-	de-Sac					NA				NA		08/07/200
(1590) Garaipa i ta	0.00	To					5 1615	Y	. D.:				 -			•			00/01/200
(1590) Catalpa Rd	0.17	200 From	R			1	5-1615	Junipei	Dr				NA				NA		08/07/200
(1030)	-	To				1.5	5-1585 E	211mm (Oc.	l. D.J										
(1590) Catalpa Rd	0.13	280 From	R			15	0-1383 E	surr Oa	K Ku				NA				NA		08/07/200
(1990)		To				15-15	83 Bedf	ford Sp	rings Rd										
		From	1			15-	1587 Ta	anglewo	od Dr				1						
(1591) Bradford Lane	0.19	180	R										NA				NA		08/07/200
$\overline{}$		To					Dea	d End											
O 1 81	0.04	From					Dea	d End					]						00/07/000
(1592) Jean Place	0.04	<b>70</b>	R			15	1507 To		od Du				NA			ļ	NA		08/07/2007
		From					1587 Ta												
(1594) London Terrace	0.27	47	R			15	5-623 To	own For	кка				NA				NA		07/17/2007
1594) 25/145/1 75/1455	0.21	To					Dea	d End					i i						017117200
		From				B	edford C	County 1	Line				i						
(1595) Valleywood Dr	0.03	330	R										NA			1	NA		08/23/2007
$\bigcirc$		To From	-			15-	1527 Jaı	ne Rano	lolf St				1						
(1595) Valleywood Dr	0.02	270	R										NA			1	NA		08/23/2007
<u> </u>		To					Dea	d End											
O		From					Dea	d End					$\Box$						
(1596) Hillsman Lane	0.06	40	R										NA				NA		06/26/200
		From				15-	-1523 W	/hite Pi	ne Dr				╧						
(1596) Hillsman Lane	0.13	<b>70</b>	R				Dag	nd End					NA			ļ	NA		06/26/2007
		From				1,	5-1570 I		- D.1				<u> </u>						
(1597) Buxton Dr	0.12	490	R			1.	3-13/01	ПІСКОСІ	. Ku				NA				NA		08/16/2007
1001)	-	To				15	5-877 W	hitaatat	no De										
(1597) Buxton Dr	0.06	<b>790</b> From	R			13	9-0// W	intestor	ic Di				NA				NA		08/16/2007
(1037)		To					15	i-682											
		From				В	edford (	County 1	Line										
(1598) Poplar Forest Dr	0.16	1100	R										NA			- 1	NA		04/27/2010
		To From				15-1	558 S, V	Welling	ton Dr				_						
(1598) Poplar Forest Dr	0.26	1000	R										NA			- 1	NA		04/27/2010
		To From				15-1	.558 N,	Welling	gton Dr				]—						
(1598) Poplar Forest Dr	0.10	80	R										NA			- 1	NA		04/27/2010
$\overline{}$		To						d End											
Provides Large	0.00	100	<u> </u>				Cul-	de-Sac									NΙΛ		00/00/000
(1599) Braxton Lane	0.06	190 To	R			15	-1558 W	/ellinot	on Dr				NA				NA		08/20/2007
		From				1.5-		6-682	DI				<del></del>						
(1600) Greystone Dr	0.34	720	R				13	-002					NA			1	NA		08/21/2007
, <u> </u>		To					Dea	d End											
		From				1:	5-622 L	ynbrool	c Rd										
(1601) Greendale Dr	0.26	260	R										NA			1	NA		07/17/2007
$\overline{}$		To				15	5-1604 C	restvie	w Dr										

Route	Length	AADT	QA	4Tire	Bu	IS.			Truck de 1Tra		QC F	K actor	QK	Dir Factor	AAV	VDT	QW	Year
Campbell County		From	.1				15 1604	10 .	· D			1						
Greendale Dr	0.20	250	R				15-1604	4 Crestv	iew Dr			NA			N	Α		07/17/200
		To					15-160	02 Hylaı	nd Dr			<b>—</b>						
Greendale Dr	0.08	90 From	R				15 100	<i>52</i> 11y1tti	na Di			NA			N	Α		07/17/2007
		To					Ct	ul-de-Sa	ıc			]						
		From					15-1603	3 Glena	cre Dr									
1602 Hyland Dr	0.09	230	R									NA			N	A		07/17/2007
<u> </u>		From					15-1601	Green	dale Dr			]						
1602 Hyland Dr	0.14	650	R				TIC 2	0.11/1	- D.1			NA			N	A		07/17/200
		From	<u> </u>					9 Wards				<del> </del>						
Glenacre Dr	0.14	230	R				15-1604	4 Crestv	iew Dr			J NA			N	Α		07/31/200
1603) Ciondoro Er	0.11	To					15-160	02 Hylaı	nd Dr			i)``				, ,		017017200
		From	:				D	ead End	d									
1604) Crestview Dr	0.17	100	R									NA			N	Α		07/17/200
		To From	-				15-1603	3 Glena	cre Dr			1—						
1604) Crestview Dr	0.19	90	R									NA			N	Α		07/17/200
<u> </u>		To					15-1601	Green	dale Dr									
$\widehat{}$		From					D	ead End	d									
Meadowbrook Lane	0.45	130 To	R									NA			N	A		07/17/200
			1					Lynbro										
1606) Southern Dr	0.19	90	R			15	-738 En	nglish T	avern Rd			_  NA			N	Δ		07/17/200
Southern Dr	0.19	To					Cu	ul-de-Sa	nc			Ï			11	^		01/11/200
		From	:					ó Goldfi				i						
Guffey Terrace	0.11	200	R				10 1010	, Goldin				NA			N	Α		08/09/200
		To	-				15-1608	8 Robin	son Dr			<b></b>						
Guffey Terrace	0.08	60 From	R				10 1000	0 1100111	5011 251			NA			N	Α		08/09/2007
		To	:				D	ead End	d									
_		From					Ct	ul-de-Sa	nc									
Robinson Dr	0.12	100	R									NA			N	A		08/09/200
<u> </u>		From					15-16	09 Yeat	tts Ct			]—						
1608) Robinson Dr	0.09	200 To	R					~ ~	_			NA			N	A		08/09/200
<u> </u>									Terrace									
1609) Yeatts Ct	0.07	From	R				15-1608	8 Robin	son Dr			J NA			N	۸		08/09/200
Yeatts Ct	0.07	To					Cr	ul-de-Sa	nc.			7			IN	^		00/09/200
		From	:					nd Loop				1						
1610) Sandy Dr	0.65	370	R					na Boo	,			NA			N	Α		08/07/200
,		To	:			15	5-858 A	dum Sp	rings Rd									
		From	:				15-16	10 Sand	ly Dr									
1611) Gable Dr	0.05	60	R									NA			N	Α		08/07/200
<u> </u>		To						ul-de-Sa										
0	0.04	From	Ļ_				15-16	10 Sand	ly Dr									00/07/000
1612 Campbell Dr	0.04	48 To	R				C	ul-de-Sa	10			NA T			N	А		08/07/200
		From	! !									1						
Gentry Dr	0.08	80	R				Ct	ul-de-Sa	ıc			J NA			N	Α		08/07/200
		To					<u>15-1</u> 6	10 Sand	ly Dr									
		From						ead End				ī						
1614) Birch Haven Dr	0.15	120	R									NA			N	Α		08/09/200
$\cup$		To	:			15-	1500 N	ew Lon	don Place									
		From	-															
1615) Juniper Dr	0.11	150	R				15-159	90 Catal	pa Rd			NA			N			08/07/2007

Length	AADT	QA	4Tire	Bu	IS						റ്റ		_r QK		or A	AWDT	QW	Year
	From	1										-						
0.15	390	R			15-1	161 / Phe	easant	Ridge Ro	1			NA				NA		08/07/2007
	To				1	15-1616	Goldfi	nch Dr										
0.15	1000	R										NA				NA		08/07/2007
	To				1	15-1585	Burr C	Oak Rd										
0.44		<u> </u>				15-1615	5 Junip	er Dr								NIA		07/04/000
0.11	650	K										INA				NA		07/31/2007
0.05	From				15	5-1607 C	Guffey	Теггасе				NΙΔ				ΝΔ		07/31/200
0.00	330 To					15 1610		D.								14/1		01/31/200
0.11	210 From	:∟ R				15-1618	Sparro	ow Dr				NA				NA		07/31/200
	To				1	15-1619	Fox C1	rest Dr										
	From				1	15-1619	Fox C	rest Dr										
0.12	230	R										NA				NA		08/07/2007
	To From					15-1618	Sparro	ow Dr				$\Box$ $\vdash$						
0.13	330	R										NA				NA		08/07/2007
0 17					15-1	1617 Phe	easant	Ridge Ro	d			NA				NΑ		08/07/2007
0.17	To				1	15-1616	Goldfi	nch Dr				— <u>`</u> ``				1471		00/01/200
	From					De	ad Enc	1										
0.21	110	R										NA				NA		08/07/2007
	To From	:			15-1	1617 Phe	easant	Ridge Ro	d			$\neg$						
0.18	180	R										NA				NA		08/07/2007
	To	:			1:	15-1616	Goldfi	nch Dr										
0.44						Cul	l-de-Sa	c										00/00/000
0.14	270	R										NA ——				NA		06/26/2007
0.40						15-16	521 Lee	e Pl								NI A		00/00/000
0.12	1000 To	· K				14	5-682					NA NA				NA		06/26/2007
	From	:						c										
0.06		R				Cui	-uc-sa					NA				NA		06/26/2007
	To				15	5-1620 Γ	Deer C	reek Dr										
0.10	910 From	R			- 13	3 TO20 E	Jeer C.	icck Di				NA				NA		06/26/2007
	To	:				15-1622	Oak H	Iill Dr										
	From					De	ad Enc	1										
0.11	210	R										NA				NA		06/26/2007
	From					15-16	21 Lee	Pl										
0.11						D.	1.5	,				NA				NA		06/26/2007
		<u> </u> :r																
0.25						Cul	-de-Sa	с				NΑ				NΑ		04/27/2010
0.20	<b>200</b>				1.5	1 (OC II	, 11. YY									1471		0-1/2/1/2010
0.08	380 From	R			15-	o-1026 H	юну Н	aven Dr				NA				NA		04/27/2010
						15	5-1 <u>52</u> 0											
	From	L			1	15-1625	Deerfi	eld Dr										
0.07	90	R								•		NA				NA		04/27/2010
	To From					<u>15-1</u> 627	Laure	l Lane										
0.12	230	R										NA				NA		04/27/2010
	To	1				15	5-1520											
	From					Cul	-de-Sa	с				<u> </u>						0.4/2=/
0.11	110	R										NA				NA		04/27/2010
	0.15 0.15 0.11 0.05 0.11 0.12 0.13 0.17 0.21 0.18 0.14 0.12 0.06 0.10 0.11 0.11 0.25 0.08	0.15 1000 To From O.11 650  0.05 330  0.11 210  0.12 230  0.13 330  0.17 90  0.18 180  0.14 270  0.14 270  0.12 1000  0.10 910  0.11 210  0.11 170  0.11 170  0.11 210  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270  0.11 270	0.15 390 R    O.15   1000 R   From:	0.15 390 R    Top   From:	0.15 390 R  The recent	Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Color   Colo	Column	Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar Prom   Cold-de-Sar	AADT   QA   4Tire   Bus   2Axle 3+Axle   Tire   15-1617 Pheasant Ridge R	AADT	Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End	Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carry   Carr	Color	AADI   QA   4   If P   BUS   2Axle 3+Axle   1Trail   2Trail   QC   Factor   AADI   QA   4   If P   BUS   2Axle 3+Axle   1Trail   2Trail   QC   Factor   AADI   QA   4   If P   BUS   2Axle 3+Axle   1Trail   2Trail   QC   Factor   AADI   QA   AADI	AAD   QA   4   11   2   32   2   2   3   4   11   2   1   3   4   11   2   1   3   4   11   3   3   4   11   3   3   4   1   3   3   4   3   3   4   3   3   3   4   3   3	15-1617 Phensant Ridge Rd	15-1617   15-1617   15-1617   15-1617   15-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1617   16-1	15-1617 Phesami Ridge Rd

Route	Length	AADT	QA	4Tire	Bus	2Δ		Truck Axle 1Tra		OC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		E	ı						21101	•	1 40101		- Gotoi			
(1630) Valley Dr	0.04	280	R				Cul-de-	Sac			NA			NA		06/04/2007
		To	:			15-163	32 Sharon	Dr; Dana Dr			$\neg$ —					
(1630) Valley Dr	0.08	470	R								NA			NA		06/04/2007
		From				15-	-1631 Wit	hrow Dr			<u> </u>					00/01/000
(1630) Valley Dr	0.06	570	R			15-6	685 Wised	carver Rd			NA			NA		06/04/2007
		From					Cul-de-									
(1631) Withrow Dr	0.13	200	R								NA			NA		06/04/2007
		To				15	5-1630 Va	lley Dr								
1632) Dana Dr	0.12	150	R				Dead E	and			 NA			NA		06/04/2007
(1632) Dana Dr	0.12	130				1.0	5 1 620 X	11 D						INA		00/04/2007
1632) Sharon Dr	0.14	180 From	R			13	5-1630 Va	illey Dr			NA			NA		06/04/2007
1032)	• • • • • • • • • • • • • • • • • • • •	To	:				Dead E	and								
		From					Cul-de-	Sac								
1639 Howards Manor Dr	0.44	210	R								NA			NA		08/22/2007
<u> </u>		To	•			15-7	738 Green	house Rd								
A a a sura Du	0.07	From	ᆫ				Cul-de-	Sac						NIA		07/47/000
Acorn Dr	0.37	170	R								NA —			NA		07/17/2007
Acoro Dr	0.40	From	ᄂ			15-	-1641 Wa	verly Dr						NIA		07/17/200
Acorn Dr	0.40	<b>260</b>	R			15-7	738 Green	house Rd			NA			NA		07/17/2007
		From	: :I				5-1640 Ac				+					
1641) Waverly Dr	0.15	70	R			- 1,	<i>3-10-071</i> 0	on Di			NA			NA		07/17/2007
		To				15-7	738 Green	house Rd								
		From	-			15	5-685 Calo	han Rd								
1642 Holland Court	0.28	330	R								NA			NA		06/22/2010
<u> </u>		To					Cul-de-	Sac								
Parringer Dr	0.50	From	ᄂ			15-1	1642 Holla	and Court						NIA		06/00/004/
Barringer Dr	0.59	250	R				Cul-de-	Sac			NA T			NA		06/22/2010
		From				15-	-1544 Cora									
1646) Vernon Circle	0.06	260	R			13	1511 Con	Lee Ru			NA			NA		04/27/2010
$\bigcup$		To	-				Cul-de-	Sac								
		From					Bus US	460								
1649 Crowell Lane	0.48	1600	R								NA			NA		04/29/2010
<u> </u>		To					15-62									
1650) Windcrest Dr	0.06	2200	R			15-6	624 Timbe	erlake Dr			 NA			NA		06/11/2007
(1650) Windcrest Dr	0.06	<b>2200</b> To				15-	-1651 Chu	rchill Dr						INA		00/11/2007
		From	:				5-1654 Bra									
(1651) Churchill Dr	0.07	130	R			15	7 105 + BIC	uncy ct			NA			NA		08/14/2007
		То	_			14	5-1653 Pa	tton Dr								
(1651) Churchill Dr	0.09	430 From	R				<i>5</i> 105514				NA			NA		08/14/2007
		To	-			15-1	1652 Mac	Arthur Dr								
1651) Churchill Dr	0.05	460 From	R								NA			NA		08/14/2007
$\bigcirc$		To				15-	1650 Win	dcrest Dr			<u> </u>					
(1651) Churchill Dr	0.08	1400	R								NA			NA		08/14/2007
$\smile$		To Cre-				15-1	655 Eisen	hower Dr			<u> </u>					
(1651) Churchill Dr	0.11	1600	R								NA			NA		06/11/2007
$\bigcirc$		To Core				15-	-1656 Pers	shing Dr								
(1651) Churchill Dr	0.02	1300 From	R								NA			NA		08/14/2007
$\cup$		To	•			15-	770 Bumg	garner Dr								

Route	Length	AADT	QA	4Tire	В	Bus			Truck- Axle 1T		QC	K Factor	QK	Dir Factor	AAW	/DT	QW	Year
Campbell County			1															
(1652) MacArthur Dr	0.12	160	R R				15-16	i51 Chui	rchill Dr			NA			N.	Δ		08/14/200
1652) Wido/ William Bi	0.12	To	<u> </u>					Cul-de-S	Sac			Τ΄.			1 1/	`		00/14/200
		From					15-16	551 Chu	rchill Dr									
(1653) Patton Dr	0.09	170	R									NA			N.	4		08/14/200
$\bigcirc$		To						Dead E	nd									
O December Of	0.00	From:	Ļ_				15-16	551 Chu	rchill Dr							^		00/44/000
Bradley Ct	0.06	110 To:	R					Cul-de-S	Sac			NA			N.	4		08/14/200
		From:	! 						rchill Dr									
1655) Eisenhower Dr	0.07	140	R				15 10	or cha	iciiii Di			NA			N	4		08/14/20
		To						Dead E	nd									
		From:					15-16	551 Chu	rchill Dr									
1656 Pershing Dr	0.08	250 To:	R					D 15				NA			N.	4		08/14/200
								Dead E										
1657) James Wood Dr	0.27	210	 R				15-77	U Bumg	arner Dr			NA			N	Δ		08/23/200
James Wood Dr	0.21	To:						Cul-de-S	Sac						INA	•		00,20,20
		From							Wood Dr			1						
1658) James Wood Ct	0.07	90	R									NA			N	Д		05/04/20
		To						Cul-de-S	Sac									
O		From:				15	-1661 V	Willow	Oak Terra	ce		]						
1660 Moss Creek Dr	0.20	1400	R				15 6	22 Woto	ali ale Dal			NA			N.	4		08/23/20
		From:	l						rlick Rd									
1661) Willow Oak Terrace	0.16	80	R R					Cul-de-S	Sac			NA			N.	Δ		08/23/20
1001)		To				15	1662 (	C White	Cymraec I	D _r								
(1661) Willow Oak Terrace	0.25	190 From:	R			13	-1003 2	5, WILLE	Cypress I	DI		NA			N.	4		08/23/200
		To					15-16	64 Will	ow Lane									
1661) Willow Oak Terrace	0.33	150 From:	R				15 10	01 1111	OW Lune			NA			N	4		08/23/200
		To	1			15	-1663 N	N. White	e Cypress l	Dr								
1661) Willow Oak Terrace	0.03	490 From:	R					,,,	J p			NA			N	Д		08/23/200
		To:					15-166	0 Moss	Creek Dr			_						
1661) Willow Oak Terrace	0.03	100	R									NA			N.	4		08/23/200
$\bigcup$		To					15-1662	2 Briery	Creek Dr									
O		From:					(	Cul-de-S	Sac									
1662 Briery Creek Dr	0.07	60 To:	R			15	16611	Willow	Oak Terra			NA			N.	4		08/22/200
		From:	l															
1663) White Cypress Dr	0.18	630	R			13-	1001 5,	, vv IIIOW	Oak Terr	ace		NA			N.	4		08/23/200
		To	·				15 16	64 W/311	ow Lane			<u> </u>						
1663) White Cypress Dr	0.26	280 From:	R				15-10	OH WILL	OW LAHE			NA			N.	Α		08/23/200
<i>"</i>		To:				15-1	1661 N.	, Willov	v Oak Ten	race								
		From:				1	5-1663	White	Cypress D	r								
1664) Willow Lane	0.07	70	R									NA			N.	4		08/23/20
$\sim$		To				15			Oak Terra	ce		<u> </u>						
Payel Ct	0 11	From	L_				(	Cul-de-S	Sac						N.I	^		00/22/20
1670) Royal Ct	0.11	90	R									NA			N.	٦		08/23/200
Povol Ct	0.15	From:	L				15-	1671 Br	ian Dr			NA.			N.I	^		08/22/20
1670 Royal Ct	0.15	210	R									NA			N.	4		08/23/200
Payal Ct	0.44	From:	L_			1	5-835 J	effersor	n Manor D	r		NA.			N.I	^		00/22/22
Royal Ct	0.14	110 To:	R					Cul-de-S				NA			N.	٦.		08/23/200

Route	Length	AADT	QA	4Tire	Bus			Truck- +Axle 1T			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From						Royal Ct		211411		1 40101		1 40101			
(1671) Brian Dr	0.09	80	R				15-16/01	Koyai Ct				NA			NA		08/23/2007
		To					Dead	End									
O 1,000 - 5		From	<u> </u>				Cul-de	e-Sac				J.,					0=1001001
1675) Village Dr	0.07	1000 _{To}	R				Due II	C 160				NA			NA		05/06/2010
		From					Bus U										
(1701) Rector Rd	0.28	220	R			1.	13-1704	Light Dr				NA			NA		06/10/2010
		To				1	15-1703	Froet Dr									
(1701) Rector Rd	0.09	500 From	R				15 1705	1030 101				NA			NA		06/10/2010
		То				SF	R 24 Vil	lage Hwy									
		From					Dead	End									
(1702) Kimball Rd	0.04	4	R									NA			NA		07/19/2007
		From				1	15-1704	Light Dr				$\supset$					
(1702) Kimball Rd	0.27	150 ™	R				15.1500					NA			NA		07/19/2007
		From	<u> </u>				15-1703										
(1703) Frost Dr	0.09	270	R			15	5-1701 K	Rector Rd				 NA			NA		06/10/2010
(1703) 1 1001 21	0.00	v				15	1702 V	imball Dd									00/10/2010
(1703) Frost Dr	0.29	NA From				15-	-1/02 K	imball Rd				NA			NA		
(1703)		То					Cul-de	e-Sac									
		From				15	5-1701 R	Rector Rd									
(1704) Light Dr	0.08	70	R									NA			NA		07/19/2007
		To From				15-	-1702 K	imball Rd				$\exists$ —					
(1704) Light Dr	0.24	NA										NA			NA		
		То					Dead										
(1708) Riviera Dr	0.09	550	R			1	15-646 I	Ooss Rd				 NA			NA		06/10/2010
(1708) Riviera Dr	0.09	550										INA			INA		00/10/2010
(1708) Riviera Dr	0.08	360	R			15	5-1710 E	mbrey Ct				NA			NA		06/10/2010
(1708) Riviera Dr	0.00	300 To				1.5	1700.0	C 1DI							INA		00/10/2010
(1708) Riviera Dr	0.08	210 From	R			15-	-1709 Ox	ford Place				NA			NA		06/10/2010
(1708) Taviora 21	0.00					15 17	12 Wind	sor Forest I	<b>\</b> -								00/10/2010
(1708) Riviera Dr	0.10	60 From	R			13-1/1	12 WIIIG	sor Forest i	Л			NA			NA		06/10/2010
(1708) 1 1111614 21	00	То					Cul-de	e-Sac									00, 10, 2010
		From					Dead	End									
(1709) Oxford Place	0.14	190	R									NA			NA		06/10/2010
		То				15	5-1708 R	iviera Dr									
C 5 1 01	0.00	From	Ļ_				Dead	End							NIA		00/40/0046
1710 Embrey Ct	80.0	130 To	R			15	5-1708 R	iviera Dr				NA			NA		06/10/2010
		From					15-646 Г										
(1711) Hillcrest Dr	0.20	110	R				15-0-01	2033 Ru				NA			NA		06/10/2010
		То					Dead	End									
		From					Cul-de	e-Sac									
(1712) Windsor Forest Dr	0.21	130	R									NA			NA		06/10/2010
		To	<u> </u>			15		iviera Dr				+					
	0.22	From <b>NA</b>	<u> </u>				15-1	7/04				 NA			NA		
1713	0.22	INA To					15-1	703				17/			INA		
		From					15-1					<u> </u>					
(1714)	0.06	NA					1,5-1	, 55				NA			NA		
$\overline{\bigcirc}$		To					Cul-de	e-Sac									

						Janik	poeii i	viainte	enance	Area							
Route	Length	AADT	QA	4Tire	Bu	10			Truck- Axle 17		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Campbell County		From										-					
(1715) Coffey Rd	0.14	130	R				15-17	/16 Car	nnon St			NA			NA		06/10/201
		To From					15-17	17 Wel	bster Dr			$\supset$ —					
(1715) Coffey Rd	0.09	310	R									NA			NA		06/10/201
		To			<del></del>	<u>—</u>			Mill Rd								
(1716) Cannon St	0.06	40	R				15-17	17 Wel	bster Dr			 NA			NA		06/10/201
(1710)		To					15-17	715 Cot	ffey Rd								
<u> </u>		From					I	Dead E	ind								
(1717) Webster Dr	0.14	60	R									NA 			NA		06/10/2010
(1717) Webster Dr	0.14	290 From	R				15-17	716 Car	nnon St			NA			NA		06/10/201
(1717) Webster Dr	0.14	<b>230</b>					15-17	715 Cot	ffey Rd						INA		00/10/201
		From			I	Dead			Campbel	ll Sch							
(9069) William Campbell Dr	0.31	730	R									NA			NA		05/01/200
<u> </u>		To				15-0			Campbell	Dr							
(9070) Bee Dr; Brookville Mid	0.35	1200	R				15-1	1415 B	ee Dr			 NA			NA		03/11/201
9070) Boo B1, B100kViiio Wild	0.00	To					I	Dead E	nd			TÌ.					00/11/201
Town of Brookneal																	
(9071) Brookneal Elem Sch	0.09	180	R			—	15-110	01 Cha	rlotte St			 NA			NA		05/01/200
9071 BIOOKITEAL ETENT SCIT	0.03	To				Deac	d End; l	Brookn	eal Elem	Sch					INA		03/01/200
Campbell County																	
	0.47	From	_			S	R 24 C	oncord	Elem Sc	h					NIA		00/44/004
(9073)	0.17	390 To	R			—	SR 24	4 Villas	ge Hwy			NA T			NA		03/11/201
		From				U			pbell Hw	v		i					
(9074) Rustburg Middle School	0.12	580	R					,	•	*		NA			NA		03/11/201
<u> </u>		To From					0.12	MN U	JS 501								
9074 Rustburg Middle School	0.11	670	R				(0.501.)					NA			NA		03/11/201
		From							npbell Hw	/у							
(9075)	0.04	10	R				SK	24; 15	96/			NA			NA		03/11/201
		To					I	Dead E	nd								
O		From					US 2	29 War	rds Rd								
9076 Yellow Branch School	0.15	990	R									NA 			NA		03/11/201
(9076) Dennis Riddle Rd	0.44	880	_				0.15	5 ME U	JS 29			NA			NA		03/11/201
(9076) Dennis Riddle Rd	0.41	To	R				SR 24	Colon	ial Hwy			INA			INA		03/11/201
		From				15-6	582 Lee	esville l	Rd Elem	Sch							
9077 Constitution Lane	0.12	350	R									NA			NA		03/11/201
<u> </u>		To				<u> </u>		Dead E									
(9488) Rustburg High School	0.31	1000	R			—	I	Dead E	and			 NA			NA		03/11/201
(9488) Rustburg High School	0.01	To					SR 24	4 Villaş	ge Hwy						1471		00/11/201
Γown of Altavista											 						
O 111 11 21 111 1	0.14	630	R				I	Dead E	ind			 NA			NA		05/01/200
Ninth St; Altavista High	0.14	<b>030</b>	_ r.				SR 43	3 Bedfo	ord Ave						INA		03/01/200
Campbell County																	
	0.40	From	Ę				SR	24; 15-	-9075								00/44/00:
(9675)	0.12	<b>270</b>	R				SR 24	4 Villa	ge Hwy			NA T			NA		03/11/201
		From				_		us US				<del></del>					
9898)	0.29	1200	R									NA			NA		03/11/201
$\overline{}$		To					I	Dead E	ind								

				Cai	npbeli iviai	ntenance Area	1							
Length	AADT	QA	4Tire	Bus				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	From:	1			7 1/	1 D			-					
0.86		F	98%	1%			0%	F	0.125	F	0 593	400	F	2010
0.00	To	Ė	30 /0	1 70			070		0.123		0.555	400	ı	2010
	From								i					
0.18	1100	F	98%	1%			0%	С	0.128	F	0.603	1200	F	2010
	To:													
	From				Del Ra	ny Circle								
0.85	2200	F	99%	0%	0%	0% 0%	0%	С	0.111	F	0.62	2300	F	2010
	To:				Wards 1	Ferry Rd								
	From				Leesv	ille Rd								
0.16	2300	F	99%	0%	0%	0% 0%	0%	F	0.106	F	0.616	2500	F	2010
	To:				Alta	a lane								
	From:				Parl	Ave								
0.59	1500	F	96%	1%	2%	0% 0%	0%	С	0.082	F	0.541	1600	F	2010
	To:				Cou	ırt St								
	From													
0.16	2200	F	98%	0%	2%	0% 0%	0%	F	0.083	F	0.732	2400	F	2010
	To: From:													
ი 12		F	98%	0%			0%	F	0.085	F	0.735	2200	F	2010
0.12	To:	Ė	3070	070			070	•	0.000	•	0.700	2200	•	2010
	From:								1					
0.73	2200	F	98%	0%			0%	F	0 111	F	0.54	2300	F	2010
0.70	To:		0070	070			070	•	<u> </u>		0.01	2000	•	2010
	From:													
0.79	2500	F	98%	0%			0%	F	0.102	F	0.686	2700	F	2010
• • • • • • • • • • • • • • • • • • • •	To							-		-			-	
	From			Eı										
0.42	12000	F	94%	1%	5%	0% 0%	0%	С	0.089	F	0.591	13000	F	2010
	To:				Candlers N	Mountain Rd								
	From				118-6078 C	oncord Tpke			Ī					
0.52	790	F	96%	1%	1%	1% 1%	0%	F	0.112	F	0.540	850	F	2010
	To				Hrban F	Roundary								
0.13	790 From:	N	96%	1%			0%	N	0.112	Ν	0.540	850	N	2010
• • • • • • • • • • • • • • • • • • • •	To			.,,					_					
0.15	From:	L N	96%	10/-			0%	NI	0 112	NI	0.540	850	NI	2010
0.15	790 To:	IN .	3070	1 70			U70	ıN	0.112	IN	0.540	000	IN	2010
		I							<u> </u>					
0.02			07%	∩0/:			Ω9/.	C	0.008	_	0.542	2900	_	2010
0.32	<b>2000</b> To:	•	J1 /0	0 /0			0 /0		0.030	'	0.040	2000	'	2010
	From													
1 88		F	99%	0%			0%	С	0 101	F	0.623	1800	F	2010
1.00	To:	Ė	3370	070			070			•	0.020	1000	•	2010
	From:								l					
0.78		F	99%	1%			0%	F	0.089	F	0.539	8100	F	2010
5.70	To:		-0/0	. , 0				•		•	2.000	2.30	•	_5.0
	From:					hill Rd								
1.32	6400	F	99%	1%	0%	0% 0%	0%	С	0.092	F	0.508	6800	F	2010
	To		-	-	Rivern	nont Ave								
	From													
1.04	3700	F	99%	0%	0%	0% 0%	0%	F	0.097	F	0.667	4000	F	2010
	To-				Lynchh	ourg Exp			<u> </u>					
0.76	3500 From:	F	99%	0%	0%	0% 0%	0%	С	0.099	F	0.635	3800	F	2010
	To				Chade	vick Dr			— <u> </u>					
1.82	1400	F	99%	0%			0%	F	0.108	F	0.641	1500	F	2010
1.02	To:	Ė	20 /0	370			3,0	•	1.00	•	5.5 11	1000	•	_5.0
	To:				Hawkin	s Mill Rd								
	0.86  0.18  0.85  0.16  0.59  0.16  0.73  0.79  0.42  0.52  0.13  0.15  0.92  1.88  0.78  1.32	0.18 1100 To  O.85 2200 To  O.16 2300 To  O.16 2300 To  O.16 2200 To  O.17 From  O.18 1500 To  O.19 2500 To  O.79 2500 To  O.79 2500 To  O.79 2500 To  O.79 To  O.79 To  O.79 To  O.79 To  O.79 To  O.79 To  O.79 To  O.79 To  O.70 To  O.70 To  O.70 To  O.71 To  O.72 To  O.73 To  O.75 To  O.75 To  O.76 To  O.76 To  O.76 3500  O.76 3500  O.76 3500	0.86 370 F Trom:    0.18	0.86 370 F 98%    From:	Length   AADT   QA   4Tire   Bus   Length   AADT   QA   4Tire   Bus   2Axle   Component	Length   AADT   QA   4Tire   Bus	Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella   Carrella	Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carried   Carr	Congress	Length   AADT   QA	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus   Length   AADT   QA   4Tire   Bus		

					Oai	TIPOCII IV	iaintenan	CE AICE	1							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		From	,i			***	D1				-1					
6004) Hawkins Mill Rd	0.36	1600	F	99%	1%	0%	gington Rd 0%	0%	0%	С	0.118	F	0.534	1800	F	2010
Hawkins Mill Rd	0.00	To	-	0070	.,,		offee Rd	0,0	0,0			•	0.00	.000	•	20.0
$\bigcirc$		From	:				ins Mill Rd									
6004 Coffee Rd	0.89	1900	F	99%	1%	0%	0%	0%	0%	F	0.12	F	0.609	2100	F	2010
		To From				Walnu	t Hollow R	d								
6004 Coffee Rd	0.33	3400	F	99%	1%	0%	0%	0%	0%	F	0.101	F	0.72	3600	F	2010
		To				US 501	Boonsboro	Rd								
		From	:				Bus Fort A									
Graves Mill Rd	0.60	6100	F	97%	1%	1%	0%	1%	0%	F	0.100	F	0.597	6500	F	2010
<u> </u>		To From	:				d Mill Rd									
Graves Mill Rd	0.66	5100	F	97%	1%	1%	0%	1%	0%	F	0.108	F	0.571	5400	F	2010
<u> </u>		From	:			Nati	onwide Dr									
Graves Mill Rd	0.27	9600	F	97%	1%	1%	0%	1%	0%	F	0.101	F	0.639	10000	F	2010
110		To	-		US	S 501 Lyne	chburg Expi	essway			$\neg$ —					
Graves Mill Rd	0.18	25000	F	97%	1%	1%	0%	1%	0%	С	0.094	F	0.55	26000	F	2010
115/		To	-			Old Gr	aves Mill R	d								
Graves Mill Rd	1.04	19000	F	97%	1%	1%	0%	1%	0%	F	0.093	F	0.528	20000	F	2010
118/		To				WCL Lyr	chburg 09-1	1425								
		From				I	Pearl St									
Church St	0.23	3900	F	98%	1%	1%	0%	1%	0%	С	0.126	F		4100	F	2010
<u> </u>		To					12th St				_					
Church St	0.47	6500 From	F	97%	1%	1%	0%	1%	0%	F	0.089	F		6900	F	2010
118/		To					5th St									
Rivermont Ave	0.90	16000	F	97%	1%	1%	0%	1%	0%	С	0.097	F	0.583	17000	F	2010
Rivermont Ave		To	:				d Ave E IN									
O - "		From	<u> </u>				ont Ave E I									
6012 Bedford Ave	0.96	2600	F	94%	1%	2%	1%	2%	0%	С	0.084	F	0.625	2800	F	2010
		From	:				ont Ave W I									
Rivermont Ave	1.01	14000	F	94%	1%	2%	1%	2%	0%	F	0.104	F	0.507	15000	F	2010
118		To	:			Riverr	nont Terrac	e								
		From	:			Bedfor	rd Ave W Ir	nt								
Rivermont Ave	0.96	11000	F	94%	1%	2%	1%	2%	0%	F	0.104	F	0.608	12000	F	2010
118/		To	:			Bedfo	rd Ave E In	ıt								
		From	:			Bee	dford Ave									
6022 Hollins Mill Rd	1.16	2000	F	94%	1%	2%	1%	2%	0%	F	0.093	F	0.539	2100	F	2010
<u> </u>		To				Н	ollins St									
6022 118 Federal St	0.40	2600	F	94%	1%	2%	1%	2%	0%	F	0.088	F	0.517	2700	F	2010
···•		To	d				5Th St									
		From	:			Lal	keside Dr									
6023 Murrell Rd	0.37	8000	F	94%	1%	2%	1%	2%	0%	F	0.087	F	0.561	8500	F	2010
<u> </u>		To					ghorne Rd				<u> </u>					
O 101 5		From	L				emper St					_			_	
6027 12th St	0.80	7900	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.505	8500	F	2010
		From					Clay St									
6027 12th St	0.25	5900	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.51	6300	F	2010
<u> </u>		To	<u> </u>			Cor	nmerce St									
		From	L				5Th St					_				
6028 Commerce St	0.33	4100	F	99%	0%	1%	0%	0%	0%	F	0.107	F	0.651	4400	F	2010
		From					0Th St									
6028 Commerce St	0.30	3500	F	99%	0%	1%	0%	0%	0%	F	0.121	F	0.789	3700	F	2010
<u> </u>		To					Main St									
<u> </u>		From					sworth Ave									
6029 118 Fort Ave	0.43	6000	G	99%	0%	1%	0%	0%	0%	F	NA			6500	G	2010
$\sim$		To	c c			Ke	emper St									

Second   Park Ave   0.36   4200   F   39%   0%   1%   0%   0%   0%   0%   0%   F   0.083   F   0.527   4500   F   2010						Car	mpbell N	/laintenan	ice Area	a							
Park Ave   0.25   S200   F 99% 0% 19% 0% 19% 0% 0% 0% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 19% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	Route	Length	AADT	QA	4Tire	Bus	2Axle			2Trail	QC		QK		AAWDT	QW	Year
Park Ave   0.28   5200   F   99%   9%   1%   9%   9%   9%   9%   9	City of Lynchburg		E														
Park Ave   0.36   4200   F   59%   0%   1%   0%   0%   0%   F   0.083   F   0.577   4500   F   2010	6029 Park Ave	0.28		F	99%	0%			0%	0%	F	0.081	F	0.502	5500	F	2010
Lakeside Dr 0.41 12000 F 99% 0% 11% 0% 0% 0% 0% F 0.083 F 0.563 6800 F 2010  Lakeside Dr 0.34 6300 F 99% 0% 11% 0% 0% 0% 0% 0% C 0.093 F 0.563 6800 F 2010  Park Ave 0.36 7100 F 99% 0% 11% 0% 0% 0% 0% F 0.003 F 0.563 6800 F 2010  Park Ave 0.35 12000 F 99% 0% 11% 0% 0% 0% 0% F 0.003 F 0.555 13000 F 2010  Park Ave 0.35 12000 F 99% 0% 11% 0% 0% 0% F 0.003 F 0.555 13000 F 2010  Wain St 0.25 2400 F 99% 0% 11% 0% 0% 0% F 0.009 F 0.555 13000 F 2010  Wain St 0.25 6300 F 97% 11% 22% 0% 0% 0% F 0.009 F 0.500 2500 F 2010  Wain St 0.28 6500 F 97% 11% 22% 0% 0% 0% F 0.009 F 0.600 2500 F 2010  Park Ave 1.28 4100 F 97% 11% 25% 0% 0% 0% F 0.009 F 0.667 3300 F 2010  Wain St 0.55 6300 F 97% 11% 25% 0% 0% 0% F 0.009 F 0.667 3300 F 2010  Wain St 0.55 6300 F 97% 11% 25% 0% 0% 0% C 0.1 F 0.61 4400 F 2010  Wain St 0.55 6300 F 97% 11% 25% 0% 0% 0% C 0.1 F 0.61 4400 F 2010  Wain St 0.55 6300 F 97% 11% 25% 0% 0% 0% C 0.1 F 0.667 3300 F 2010  Wain St 0.55 6300 F 97% 11% 25% 0% 0% 0% C 0.1 F 0.667 3300 F 2010  Wain St 0.55 6300 F 97% 11% 25% 0% 0% 0% C 0.1 F 0.667 3300 F 2010  Wain St 0.55 6300 F 97% 11% 25% 0% 0% 0% C 0.1 F 0.667 3300 F 2010  Wain St 0.55 6300 F 97% 11% 25% 0% 0% 0% C 0.1 F 0.667 3300 F 2010  Wain St 0.55 6300 F 97% 11% 25% 0% 0% 0% C 0.1 F 0.667 3300 F 2010  Wain St 0.58 1200 F 97% 11% 25% 0% 0% 0% 0% C 0.1 F 0.667 3300 F 2010  Wain St 0.58 1200 F 97% 11% 25% 0% 0% 0% 0% C 0.1 F 0.667 3300 F 2010  Wain St 0.58 1200 F 97% 11% 25% 0% 0% 0% C 0.000 F 0.572 12000 F 2010  Wain St 0.58 1200 F 97% 11% 11% 0% 0% 0% C 0.000 F 0.572 12000 F 2010  Wain St 0.58 1200 F 97% 11% 11% 0% 0% 0% C 0.000 F 0.572 12000 F 2010  Wain St 0.58 1200 F 97% 11% 11% 0% 0% 0% C 0.000 F 0.572 12000 F 2010  Wain St 0.58 1200 F 97% 11% 11% 0% 0% 0% C 0.000 F 0.572 12000 F 2010  Wain St 0.58 1200 F 97% 11% 11% 0% 0% 0% C 0.000 F 0.572 12000 F 2010  Wain St 0.58 1200 F 97% 11% 11% 0% 0% 0% C 0.000 F 0.572 12000 F 2010	$\overline{}$	0.36	From 4200	F	99%	0%			0%	0%	F	0.083	F	0.527	4500	F	2010
Lakeside Dr	118/		To	·				5Th St									
Main St   0.28   6500   F   97%   1%   2%   0%   0%   0%   0%   F   0.083   F   0.583   6800   F   2010			From	:			O	akley Ave									
Lakeside Dr   0.34   6300   F   99%   0%   1%   0%   0%   0%   0%   0%   0	6031 Lakeside Dr	0.41	12000	F	99%	0%			0%	0%	F	0.088	F	0.577	13000	F	2010
Park Ave   0.36   7100   F   97%   196   296   096   096   F   0.083   F   0.5   7600   F   2010	6031 Lakeside Dr	0.34	6300 From	F	99%	0%			0%	0%	С	0.093	F	0.563	6800	F	2010
Park Ave   0.35   12000   F 99%   0%   1% 0% 0% 0%   F 0.079   F 0.55   13000   F 2010	6031) Park Ave	0.36		F	97%	1%	2%	0%	0%	0%	F	0.083	F	0.5	7600	F	2010
Park Ave 0.35 12000 F 99% 0% 1% 0% 0% 0% 0% F 0.079 F 0.55 13000 F 2010  Wain St 0.25 2400 F 97% 1% 2% 0% 0% 0% 0% F 0.092 F 0.599 2500 F 2010  Wain St 0.26 6500 F 97% 1% 2% 0% 0% 0% 0% F 0.092 F 0.599 2500 F 2010  Wain St 0.55 6300 F 97% 1% 2% 0% 0% 0% 0% F 0.093 F 0.884 7000 F 2010  Wain St 0.55 6300 F 97% 1% 2% 0% 0% 0% 0% F 0.093 F 0.884 7000 F 2010  Wain St 0.55 6300 F 97% 1% 2% 0% 0% 0% 0% F 0.093 F 0.884 7000 F 2010  Wain St 0.55 6300 F 97% 1% 2% 0% 0% 0% 0% F 0.093 F 0.884 7000 F 2010  Wain St 0.55 6300 F 97% 1% 2% 0% 0% 0% 0% F 0.093 F 0.884 7000 F 2010  Wain St 0.55 6300 F 97% 1% 2% 0% 0% 0% 0% F 0.093 F 0.884 7000 F 2010  Wain St 0.55 6300 F 97% 1% 2% 0% 0% 0% 0% F 0.093 F 0.884 7000 F 2010  Wain St 0.55 6300 F 97% 1% 2% 0% 0% 0% 0% F 0.093 F 0.884 7000 F 2010  Wain St 0.55 6300 F 97% 1% 2% 0% 0% 0% 0% F 0.008 F 0.884 7000 F 2010  Wain St 0.55 6300 F 97% 1% 2% 0% 0% 0% 0% F 0.008 F 0.884 7000 F 2010  Wain St 0.55 6300 F 97% 1% 2% 0% 0% 0% 0% F 0.008 F 0.884 7000 F 2010  Wain St 0.58 100 F 97% 1% 0% 0% 0% 0% F 0.008 F 0.884 7000 F 2010  Wain St 0.58 1200 F 97% 1% 2% 0% 0% 0% F 0.008 F 0.884 7000 F 2010  Wain St 0.58 1200 F 97% 1% 0% 0% 0% 0% C 0.008 F 0.585 1300 F 2010  Wain St 0.58 1200 F 98% 1% 0% 0% 0% 0% C 0.008 F 0.586 3300 F 2010  Wain St 0.58 1200 F 97% 1% 1% 1% 0% 0% 0% C 0.009 F 0.572 12000 F 2010  Wain St 0.58 1200 F 97% 1% 1% 1% 0% 0% 0% C 0.009 F 0.572 12000 F 2010  Wain St 0.58 1200 F 97% 1% 1% 1% 0% 0% 0% C 0.009 F 0.580 4800 F 2010  Wain St 0.58 1200 F 97% 1% 1% 1% 0% 0% 0% C 0.009 F 0.580 4800 F 2010  Wain St 0.58 1200 F 97% 1% 1% 1% 0% 0% 0% C 0.009 F 0.504 7400 F 2010  Wain St 0.58 1200 F 97% 1% 1% 1% 0% 0% 0% C 0.009 F 0.504 7400 F 2010  Wain St 0.58 1200 F 97% 1% 1% 0% 0% 0% 0% C 0.009 F 0.504 7400 F 2010  Wain St 0.58 1200 F 97% 1% 1% 0% 0% 0% 0% C 0.009 F 0.504 7400 F 2010  Wain St 0.58 1200 F 97% 1% 1% 0% 0% 0% 0% C 0.009 F 0.504 7400 F 2010  Wain St 0.58 1200 F 97% 1% 1% 0% 0% 0% 0% C 0.008 F 0.514 3500 F 2010  Wain St 0.58 1200 F 97% 1% 1% 0% 0% 0% 0% F 0.008 F 0.514 3500 F 20	<u> </u>		From														
Main St	6031 Park Ave	0.35	12000 _{To}	F	99%		1%	0%		0%	F	0.079	F	0.55	13000	F	2010
Main St   0.25   2400			***	1					21n St								
Main St   0.28   6500   F   97%   1%   2%   0%   0%   0%   F   0.089   F   0.884   7000   F   2010	6032 Main St	0.25			97%	1%			0%	0%	F	0.092	F	0.509	2500	F	2010
Mein St 0.28 6500 F 97% 1% 2% 0% 0% 0% F 0.089 F 0.884 7000 F 2010    Station   Statio			To														
Main St   0.55   6300   F   97%   1%   2%   0%   0%   0%   F   0.093   F   6700   F   2010	6032 Main St	0.28		F	97%	1%	2%	0%		0%	F	0.089	F	0.884	7000	F	2010
STR St		<b>-</b>			0=:					601	_				<b>6-</b> 6-		66
Florida Ave   1.28   4100   F   97%   1%   2%   0%   0%   0%   C   0.1   F   0.61   4400   F   2010	Main St	0.55	6300	F	97%	1%			0%	0%	F	0.093	F		6700	F	2010
Florida Ave   1.28   4100   F   97%   1%   2%   0%   0%   0%   C   0.1   F   0.61   4400   F   2010			100	<u> </u>													
Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta St   Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augusta Augu	C Florida A	4.00			0707	407			001	001			_	0.01	4.400	_	0040
Augusta St	6033 Florida Ave	1.28	4100	F	97%	1%	2%	0%	0%	0%	С	0.1	F	0.61	4400	F	2010
Martin St   1200	<u> </u>							•									
Martin St   1200   F   98%   1%   1%   0%   0%   0%   C   0.112   F   0.635   1300   F   2010	6033) Florida Ave	0.88	3100	F_	97%	1%	2%	0%	0%	0%	F	0.106	F	0.667	3300	F	2010
Martin St   1200			To	c			]	Main St									
SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchbur	<u> </u>																
SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchbur	6034) Martin St	0.58		<u>_F</u>	98%	1%				0%	С	0.112	F	0.635	1300	F	2010
Candler Mtn Rd  1.09  3100  F 100%  0%  0%  0%  0%  0%  0%  0%  0%  0			To	c .			ECI	Lynchburg	5								
Samp From US 460; FR 906   SR 128; Mayflower Drive   SR 128; Mayflow	$\widehat{}$			:													
Candler Mtn Rd	6035 Candler Mtn Rd	1.09	3100	F	100%	0%	0%	0%	0%	0%	С	0.108	F	0.586	3300	F	2010
SR 128; Mayflower Drive   STh St   St   Sth St   Sth St   Sth St   Sth St   Sth St   Sth St   Sth St   Sth St   Sth St   Sth St   Sth St   Sth St   Sth St   Sth St   Sth St   Sth St   Sth Sth Sth Sth Sth Sth Sth Sth Sth Sth	-		To From			F	Ramp Fror	n US 460; I	FR 906								
Clay St   0.50   2100   F   97%   1%   2%   1%   0%   0%   C   0.096   F   0.639   2200   F   2010		0.74	11000	F	100%	0%	0%	0%	0%	0%	F	0.090	F	0.572	12000	F	2010
6036 Clay St 0.50 2100 F 97% 1% 2% 19% 0% 0% C 0.096 F 0.639 2200 F 2010  6036 Grace St 0.88 3400 F 97% 1% 19% 19% 0% 0% C 0.099 F 0.670 3600 F 2010  From Stadium Dr 0.38 4500 F 97% 1% 19% 19% 0% 0% F 0.095 F 0.558 4800 F 2010  From Stadium Dr 0.27 7000 F 96% 2% 19% 19% 19% 0% 0% C 0.092 F 0.504 7400 F 2010  6038 Wythe St 0.27 7000 F 96% 2% 19% 19% 0% 0% C 0.092 F 0.514 3500 F 2010  6039 Stadium Dr 0.22 3300 F 96% 2% 19% 19% 0% 0% C 0.092 F 0.514 3500 F 2010  6040 James St 0.22 3300 F 96% 2% 19% 19% 0% 0% C 0.000 F 0.514 3500 F 2010  6040 Cranehill Dr 1.04 2400 G 98% 1% 19% 0% 0% 0% C NA 2600 G 2010  From Langhorne Rd 0.94 19000 F 98% 1% 19% 0% 0% 0% F 0.086 F 0.518 2000 F 2010	· · · ·		To				SR 128; 1	Mayflower l	Drive								
12Th St				:													
Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Sta	(6036) Clay St	0.50	2100	F	97%	1%	2%	1%	0%	0%	С	0.096	F	0.639	2200	F	2010
Gase St 0.88 3400 F 97% 1% 1% 1% 0% 0% C 0.099 F 0.670 3600 F 2010    From	_		To From					12Th St									
From   Wythe St   Stadium Dr   0.38   4500   F   97%   1%   1%   1%   1%   0%   0%   F   0.095   F   0.558   4800   F   2010	6036) Grace St	0.88		F	97%	1%			0%	0%	С	0.099	F	0.670	3600	F	2010
Stadium Dr  0.38  4500  F  97%  1%  1%  0%  0%  F  0.095  F  0.558  4800  F  2010  Carroll Ave  From  From  Stadium Dr  Stadiu	118		To	:		_	Fl	orida Ave	_	_							
Carroll Ave   Form   Stadium Dr   Form   Form   Stadium Dr   Form   Fo			From	:			7	Wythe St									
From: Fort Ave	(6037) Stadium Dr	0.38	4500	F	97%	1%	1%	1%	0%	0%	F	0.095	F	0.558	4800	F	2010
Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Stadium Dr   Sta	119		To	:			C	arroll Ave									
To Stadium Dr			From	:			I	Fort Ave									
Stadum Dr	(6038) Wythe St	0.27	7000	F	96%	2%	1%	1%	1%	0%	С	0.092	F	0.504	7400	F	2010
State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   State   Stat	<u> </u>		To				St	adium Dr				l					
Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave   Carroll Ave				·											,		
Cranehill Dr   1.04   2400   G   98%   1%   1%   0%   0%   0%   C   NA   2600   G   2010	(6040) James St	0.22	3300	F	96%	2%			0%	0%	С	0.100	F	0.514	3500	F	2010
Cranehill Dr 1.04 2400 G 98% 1% 1% 0% 0% 0% C NA 2600 G 2010    Cranehill Dr	<u> </u>		To				C	arroll Ave				<u>L</u>					
Tro Link Rd    Solition   Link Rd	$\bigcirc$																
Link Rd   From: US 501 NW Expressway	(6042) Cranehill Dr	1.04		G	98%	1%			0%	0%	С	NA_			2600	G	2010
(6044) Old Forest Rd 0.94 <b>19000</b> F 98% 1% 1% 0% 0% F 0.086 F 0.518 20000 F 2010	<u> </u>		To				]	Link Rd									
V440 /				:													
To: Forrest Brook Rd	(6044) Old Forest Rd	0.94		F	98%	1%				0%	F	0.086	F	0.518	20000	F	2010
	···		To				Forre	est Brook R	d								

Route   Length   AADT   QA   4Tire   Bus   Survey   Survey   Bus   Survey						Car	mpbell IV	laintenar	nce Area	a							
Part	Route	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
Old Forest Rd	City of Lynchburg			1								-					
Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed   Composed	O 0115			<u> </u>									_			_	
Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Committee   Comm	(6044) Old Forest Rd	0.45	18000	F	99%	0%	0%	0%	0%	0%	C	0.088	F	0.500	20000	F	2010
Old Forest Rd			To				I	ink Rd				<u> </u>					
Composed Ref   1.61   7000   F 99% 0% 0% 0% 0% 0% 0% 0% 0% F 0.052   F 0.563   8400   F	6044) Old Forest Rd	0.21	13000	F	99%	0%	0%	0%	0%	0%	F	0.091	F	0.55	14000	F	2010
Cold Forest Rd	118		To				Y 11	1.1 D									
	Old Forget Pd	1.61	From		000/	00/			00/	00/	_	0.003	_	0.562	9400		2010
Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Content   Cont	6044) Old Forest Rd	1.01			99%	0%			0%	0%	F	0.092	Г	0.565	0400	Г	2010
				1			Lai	keside Dr									
Petrystool Ave																	
Perrymont Ave	(6045) Greenwood Dr	0.38	2700	F	97%	1%	2%	0%	0%	0%	С	0.108	F	0.589	2900	F	2010
Thomas Dr 0.71 3900 F 97% 1% 2% 0% 0% 0% 0% F 0.096 F 0.575 4200 F 1.0006 Richmond Rd 0.35 3700 F 97% 1% 1% 0% 0% 0% 0% 0% C 0.115 F 0.513 4000 F 1.0006 Richmond Rd 0.35 3700 F 98% 1% 1% 0% 0% 0% 0% C 0.116 F 0.562 2900 F 1.0006 Sandusky Dr 0.77 2700 F 98% 1% 1% 0% 0% 0% 0% C 0.106 F 0.562 2900 F 1.0006 Sandusky Dr 0.49 4500 F 97% 1% 1% 0% 0% 0% 0% C 0.095 F 0.506 4800 F 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006 P 1.0006			To				Perr	ymont Ave	<del></del>			$\neg$ —					
Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition	6045) Thomas Dr	0.71		F	97%	1%				0%	F	0.096	F	0.575	4200	F	2010
Richmond Rd	118																
Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition	O D'. I I D. I	0.05		<u> </u>	070/	40/				00/			_	0.540	4000	_	0040
Sandusky Dr   0.77   2700   F   98%   1%   1%   0%   0%   0%   0%   0 0 0%   0 0 0%   0 0 0%   0 0 0 0	(6045) Richmona Ra	0.35	3700		97%	1%			0%	0%	C	0.115	F	0.513	4000	F	2010
Sandusky Dr   0.77   2700   F   98%   1%   1%   0%   0%   0%   0 0%   0 0.005   F   0.562   2900   F	<u> </u>		To	<u> </u>			Oa	kley Ave				<u>_</u>					
Parwinec Dr		-	From		<del></del>		Gree	enwood Dr	· <u>-</u>								
Particle Dr	(6046) Sandusky Dr	0.77	2700	F	98%	1%	1%	0%	0%	0%	С	0.106	F	0.562	2900	F	2010
Sandusky Dr 0.49 4500 F 97% 2% 1% 0% 0% 0% 0% C 0.095 F 0.506 4800 F F 0.006	<u> </u>		To				Do	wnee Dr									
For Ave	Sandusky Dr	0.49			97%	2%			0%	0%	С	0.095	F	0.506	4800	F	2010
Perrymont Ave   0.84   4000   F   97%   1%   1%   0%   0%   0%   0%   C   0.094   F   0.613   4300   F	118 Candusky Di	0.49	To	·	J1 /0	∠ /0			0 /0	0 /0		0.093	'	0.500	7000	'	2010
Perrymont Ave   0.84   4000   F   97%   1%   1%   0%   0%   0%   0%   C   0.094   F   0.613   4300   F   0.603   4300   F   0.603   4300   F   0.603   4300   F   0.604   4300   F   0.604   4300   F   0.605   4300   F   0							Г	on Ave									
Creenwood Dr																	
Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood Dr   Careenwood D	6048 Perrymont Ave	0.84	4000	_ <u>F</u> _	97%	1%	1%	0%	0%	0%	С	0.094	F	0.613	4300	F	2010
Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition	<u> </u>		To				Gree	enwood Dr	•								
Odd Fellows Rd			From	•			Lvnchbu	ırg Express	swav								
Maylower Dr	Odd Fellows Rd	0.60	7600	F	84%	3%			_	0%	F	0.098	F	0.556	8100	F	2010
Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   Second   S	118	0.00			0.70				. , ,	0,0	•		•	0.000	0.00	•	_0.0
Trans     Dead End	<u> </u>			<u> </u>													
Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End   Dead End	(6050) Odd Fellows Rd	0.67		<u>_F</u>	84%	3%	3%	4%	7%	0%	С	<u>0.</u> 113	F	0.655	1500	F	2010
Campbell Ave   0.33   7900   F   98%   0%   1%   0%   0%   0%   0%   C   0.100   F   0.703   8400   F			To	:			D	ead End									
Campbell Ave   0.41   8000   F   98%   0%   1%   0%   0%   0%   F   0.095   F   0.645   8600   F			From	:			1	12Th St									
Compbell Ave   0.41   8000   F   98%   0%   1%   0%   0%   0%   0%   F   0.095   F   0.645   8600   F	6052 Campbell Ave	0.33	7900	F	98%	0%	1%	0%	0%	0%	С	0.100	F	0.703	8400	F	2010
Campbell Ave   0.41   8000   F   98%   0%   1%   0%   0%   0%   F   0.095   F   0.645   8600   F	118		To	.—				arm a									
North St   Steerly lie Rd   1.14   7400   F   97%   1%   1%   1%   0%   0%   C   NA   13000   G   10000   F   99%   0%   0%   0%   0%   0%   0%   0	O comball Assa	0.44		<u> </u>	000/	00/			00/	00/		0.005	_	0.045	0000	_	0040
Remper St	(6052) Campbell Ave	0.41			98%	0%			0%	0%	F	0.095	F	0.645	8600	F	2010
Sheffield Dr	<u> </u>		To				Ke	emper St									
Sheffield Dr	_		From				Bus US	460 Fort A	Ave								
Sheffield Dr   0.73   NA	(6054) Fenwick Dr	0.23	3500	F								0.118	F	0.543	3800	F	2010
Sheffield Dr   0.73   NA	(118)		To	:			She	effield Dr									
SR 163 Wards Rd   From   WCL Lynchburg	_		From	:			Fe	nwick Dr									
From:   WCL Lynchburg   1.29   16000   F   99%   0%   0%   0%   0%   0%   0%   0	(6054) Sheffield Dr	0.73	NA	_								NA			NA		
Control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the cont	110		To	:			SR 16	3 Wards R	Rd								
Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition			From	:			WCI	Lynchbur	g								
Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition   Composition	Greenview Dr	1 29	16000	F	99%	0%				0%	С	0.084	F	0.699	17000	F	2010
SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchburg   SCL Lynchbur	118	1.20		<del>.</del>	3070	J / U			5,0	370			•	2.000	., 500	•	_0.0
CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans L			-														
North St	O 1 " 5 :			<u> </u>	0701	461				607			_	0.555	7000	_	00:5
North St   12000   G   97%   1%   1%   1%   0%   0%   C   NA   13000   G	(6066) Leesville Rd	1.14	7400	F	97%	1%	1%	1%	0%	0%	F	0.096	F	0.565	7900	F	2010
CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans L			To Ear				N	North St				$\Box$ $\vdash$					
Timberlake Rd	6066 Leesville Rd	1.15		G	97%	1%			0%	0%	С	NA			13000	G	2010
CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans Lane   CBusUS 460 Logans L	118																
Wards Ferry Rd 1.29 10000 F 99% 0% 0% 0% 0% 0% 0% F 0.096 F 0.533 11000 F    Harvard St   US 29; Wards Rd   US 29; Wards Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd			From									<u> </u>					
Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Harvard St   Har	Words Form Dd	4.00		<b>-</b>	000/					00/		0.006	_	0.522	11000	_	2040
Harvard St   Harvard St   Wards Ferry Rd   1.06   8900   F   99%   0%   0%   0%   0%   0%   0%   C   0.102   F   0.565   9500   F   US 29; Wards Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards Ferry Rd   Wards F	(6070) Walus Felly Kd	1.29	10000		99%	U%	U%	U%	U%	U%		0.096	г	0.555	11000	۲	2010
Wards Ferry Rd 1.06 <b>8900</b> F 99% 0% 0% 0% 0% 0% C 0.102 F 0.565 9500 F    US 29; Wards Rd			To From				На	arvard St									
From Wards Ferry Rd	(6070) Wards Ferry Rd	1.06	8900	F	99%	0%	0%	0%	0%	0%	С	0.102	F	0.565	9500	F	2010
	118/		To	:			US 29	9; Wards R	ld								
	<u> </u>		From	-	_		War	ds Ferry D	1								•
(6)(4) FEB VENUE OF THE TOTAL OF THE TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL TOTAL	Harvard St	U U8		F	08%	0%				0%	F	0 112	F	0.510	220	F	2010
118	6071 Harvard St	0.06	<b>∠1</b> 0	<del></del>	30 70	U /0				U /0	Г	0.112	1"	0.518	220	Г	2010
To: College Park Dr			To	<u> </u>			Colle	ege Park D	r								

ength	AADT													
		QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	From:	1							_					
1.70	9300 To-	F	98%	0%	Timberlake  1% 0%  Graves Mill	1%	0%	С	0.098	F	0.639	9900	F	2010
1.80	From: <b>4700</b>	F	99%	0%	Graves Mill	Rd	0%	С	0.110	F	0.517	5000	F	2010
0.24	To: From:		000/	00/	McConville	Rd	00/		0.106	_	0.520	4200		2010
0.24	To:		90%	0%	Lakeside l	Or	U%		0.106	<u> </u>	0.550	4300	Г	2010
0.33	<b>4200</b> To:	F	98%	1%	1% 0%	0%	0%	С	0.091	F	0.68	4500	F	2010
0.98	1900 To:	F	99%	0%	0% 0%	0%	0%	F	0.093	F	0.687	2000	F	2010
0.97	From: <b>1800</b>	F	99%	0%	Indian Hill	Rd	0%	С	0.096	F	0.604	1900	F	2010
	To: From:				Richmond	St								
0.34	2000 To:	F	98%	0%	Eldon S		0%	С	0.096	F	0.559	2100	F	2010
0.07	<b>2300</b> To:	F	98%	0%	2% 0%	0%	0%	F	0.09	F	0.573	2400	F	2010
0.59	From: <b>5600</b>	F	98%	0%	2% 0%	0%	0%	F	0.101	F	0.512	5900	F	2010
0.41	From: <b>560</b>	F	98%	0%	7Th St 2% 0%	0%	0%	F	0.128	F	0.651	600	F	2010
0.11	From: 1900	F	83%	0%		6 5%	0%	F	0.079	F	0.649	2000	F	2010
1.66	1700	F	83%	0%			0%	F	0.091	F	0.601	1800	F	2010
1.07	From: 1900	F	83%	0%	2% 10%		0%	С	0.092	F	0.615	2000	F	2010
0.50	From:	F	83%	0%	12Th St		0%	F	0.103	F	0.553	1300	F	2010
	To:				5Th St									
0.92	4000 To:	F	97%	1%	1% 1%	1%	0%	С	0.109	F	0.588	4300	F	2010
0.58	From: <b>5300</b>	F	99%	0%	Old Forest	Rd 0%	0%	F	0.095	F	0.67	5600	F	2010
0.73	From: <b>2100</b>	F	99%	0%	Fort Ave		0%	С	0.103	F	0.576	2300	F	2010
	To:													
	From:	F	98%	0%	SR 43 Bedfor 0% 0%		0%	С	0.096	F	0.591	3400	F	2010
0.43	3300	Г	0070		070 07									
0.43	3300 From: 2500	F	98%	0%	Franklin A		0%	F	0.105	F	0.549	2600	F	2010
	1.80 0.24 0.33 0.98 0.97 0.34 0.07 0.59 0.41 1.66 1.07 0.50 0.92 0.58	1.80 4700 10: 1.80 4700 10: 1.80 4700 10: 1.80 10: 10: 10: 10: 10: 10: 10: 10: 10: 10:	1.80 4700 F   From:	Tro   From:	1.80	Trans.   Graves Mill	To     Graves Mill Rd	1.80	1.80	1.80	1.80	1.80	1.80	1.80

					Oui	ripboli iviali itoriari		-							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Altavista		From	:1			SD 42 Padford A	70								
2 11th St	0.10	270	F	98%	1%	SR 43 Bedford Av 0% 1%	0%	0%	С	0.117	F	0.543	270	F	2010
2 11th St	0.10	To To	Ė	0070	170	Broad St	070	070		<u> </u>	·	0.0 10	2.0	•	20.0
		From	:			Dead End									
3 12th St	0.08	80	F			Dead End				0.17	F	0.567	80	F	2010
(3) 12th St		To	:			Franklin Ave				Ť	•			-	
		From	:			Lola Ave Ext									
4 Avondale Dr	0.17	2000	F	99%	0%	0% 1%	0%	0%	F	0.089	F	0.704	2000	F	2010
Avondale Dr		To								_					
4 Avondale Dr	0.60	370 From		99%	0%	Frazier Rd 0% 1%	0%	0%	С	0.122	F	0.575	380	F	2010
4 Avondale Dr	0.00	To	<u>.                                      </u>	3370	070	Ogden Rd	070	070		0.122	'	0.073	300	•	2010
		From				10th St									
5 Broad St	0.13	160		96%	1%	1% 1%	0%	0%	С	0.101	F	0.588	170	F	2010
Broad St	0.13	To	Ė	30 /6	1 /0	Lynch Rd	0 70	070		0.101	'	0.300	170	'	2010
		From					7.			-					
6 Franklin Ave	0.07	1200	F	99%	0%	Bus US 29 Main 3	0%	0%	F	0.100	F	0.516	1200	F	2010
Franklin Ave	0.07	1200		3370	070		070	070	'	0.100	'	0.510	1200	•	2010
Constitute At	0.40	From	<u> </u>	0001	001	7th St	007	00/		0.404	_	0.547	4.400	_	0010
6 Franklin Ave	0.46	1300 To	F	99%	0%	0% 0%	0%	0%	С	0.104	F	0.517	1400	F	2010
			<u> </u>			12th St				<u> </u>					
Crostian Del	0.00	From	<u> </u>	070/	007	Avondale Dr	00/	00/		0.000	_	0.700	4000	_	0040
7 Frazier Rd	0.09	1600	F	97%	0%	0% 0%	2%	0%	F	0.098	F	0.728	1600	F	2010
		To From				Lola Ave									
7 Frazier Rd	0.62	2400	F	97%	0%	0% 0%	2%	0%	С	0.099	F	0.541	2400	F	2010
		То	:			Lynch Mill Rd									
<u> </u>		From	:			Bus US 29 Main									
8 Lola Ave	0.07	2300	F	99%	0%	0% 0%	0%	0%	F	0.084	F	0.59	2400	F	2010
		To				7th Street				_					
8 Lola Ave	0.36	2500	F	99%	0%	7th St 0% 0%	0%	0%	F	0.09	F	0.57	2500	F	2010
8 Lola Ave	0.50	2500		3370	070		070	070	'	0.00	'	0.57	2500	•	2010
<u> </u>	0.10	From	<u> </u>	000/	00/	11th St	00/				_	0.574	0700		0040
ه) Lola Ave	0.13	2600 _{To}	F	99%	0%	0% 0%	0%	0%	С	0.093	F	0.571	2700	F	2010
			1			Avondale Dr									
O Lumah Dal	0.40	From		4000/	00/	Broad St	00/	00/		0444	_	0.50	200	_	2040
g Lynch Rd	0.13	210 To	F	100%	0%	0% 0%	0%	0%	С	0.114	F	0.56	220	F	2010
_			1			0.13 ME Broad S	ı								
O and an Dal	0.00	From	<u> </u>	000/	00/	Avondale Dr	00/	00/		0.007	_	0.575	000	_	0040
10 Ogden Rd	0.38	840 To	F	92%	0%	1% 1%	6%	0%	С	0.087	F	0.575	860	F	2010
			<u> </u>			Lynch Mill Rd									
Distanting the Access	0.40	From	<u> </u>	000/	007	SCL Altavista	201	001		0.000	_	0.000	7500	_	0040
Pittsylvania Ave	0.42	7300 _{To}	F	96%	0%	0% 1%	3%	0%	С	0.088	F	0.632	7500	F	2010
_						Main St				_					
Lymah Mill Dd	0.40	From	<u> </u>	050/	40/	NCL Altavista	20/	00/		0.104	_	0.600	4400	_	2042
Lynch Mill Rd	0.40	4300	F	95%	1%	1% 1%	2%	0%	С	0.104	F	0.626	4400	F	2010
<u> </u>		From				Frazier Rd					_		_	_	
Lynch Mill Rd	0.49	3500	F	95%	1%	1% 1%	2%	0%	F	0.099	F	0.505	3600	F	2010
<u> </u>		To	1			Clarion Rd									
O Lorente Mail Dat	0.30	5800	F	95%	1%	Clarion Rd 1% 1%	2%	0%	F	0.093	F	0.537	5900	F	2010
1466) LVNCN IVIIII RO	0.00	To		3070	. 70	Main St	_,0	3,0	•		•	2.007	3000	•	_510
Lynch Mill Rd										1					
1466) Lynch Mill Rd		From				Lymph MCH D 4									
(162)	0.77	4000	<u> </u>	020/	<b>∩</b> 0/:	Lynch Mill Rd	10/	00/		0.000	F	0.500	/100	F	2010
1466) Lynch Mill Rd	0.77	4000 To	F	98%	0%	0% 1%	1%	0%	С	0.090	F	0.509	4100	F	2010
1468 Clarion Rd	0.77		F	98%	0%		1%	0%	С	0.090	F	0.509	4100	F	2010
1468 Clarion Rd	0.77		F	98%	0%	0% 1% NCL Altavista	1%	0%	С	0.090	F	0.509	4100	F	2010
(162)	0.77	4000 To	F	98%	0%	0% 1%	1%	0%	С	0.090	F	0.509	4100 6100	F G	2010

				Cai	mpbell Maintenance Area							
Route	Length AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2T	OC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ampbell County							-					
Enterprise Dr	From <b>5600</b>	G			Bee Dr		 NA			5600	G	2010
Litterprise Di	<b>3000</b>	٦			15-1520					3000	G	2010
ity of Lynchburg												
	From				Wise St							
4th St	<b>70</b>	F			Manuar Ct		0.102	F		80	F	2010
	From	<u> </u>			Monroe St		<u> </u>					
Caroline St	600	F			York St		0.104	F	0.623	640	F	2010
	To				Chambers St			•	0.020	0.0	•	
	From				Caroline St							
Chambers St	810	F					0.091	F	0.635	860	F	2010
	To	<u> </u>			2Nd St							
	From	<u> </u>			Morningside Dr							
Clayton Ave	<b>520</b>	F			Spottswood Pl		0.122	F	0.647	550	F	2010
	From				•							
Danridge Dr	1300	F			Berkley Pl		0.086	F	0.640	1400	F	2010
Darinage Di	To	Ė			Craigmont Dr		0.000	•	0.040	1400	•	2010
	From				15-1520							
Enterprise Dr	14000	G					NA			14000	G	2010
	То				Bedford County Line							
	From				Maryland Ave							
Fairview Ave	240	F					0.134	F	0.616	260	F	2010
	То	<u> </u>			Mackel St							
Floatured Dr	From	ᄂ			Ridgeway Dr		0.110	_	0.652	1000	_	2010
Fleetwood Dr	980 To	F			Hillwood Dr		0.119	F	0.653	1000	F	2010
	From	_			Campbell Ave							
Georgia Ave	210	F			Campoen Ave		0.137	F	0.597	230	F	2010
	To				Nevada Ave							
	From				Glen Oak Lane							
Gorman Dr	360	F					0.098	F	0.519	380	F	2010
	To	Щ			Northwood Cir							
5.	From	<u> </u>			Montgomery Rd			_			_	
Hawthorne Rd	140 _{To}	F			Woodcrest Dr		0.124	F	0.684	150	F	2010
	From											
Hayes Dr	130	F			Rhonda Dr		0.107	F	0.548	140	F	2010
	To				Crawford Dr						•	
	From				Old Trents Ferry Rd							
John Scott Dr	450	G					NA			500	G	2010
	To				Dead End							
	From				Mosby Ave							
Leyburn Ave	<b>200</b>	F			0.10		0.121	F	0.618	220	F	2010
		<del> </del>			Sackett St		<u> </u>					
Locksview Dr	920	F			Bell Tavern Rd		0.106	F	0.568	980	F	2010
FOCKSVICM DI	<b>920</b> To				Norvell House Ct		0.100	I.	0.506	300	Г	2010
_	From				Craig St							
Maryland Ave	220	F					0.130	F	0.516	240	F	2010
-	To				Fairview Ave							
	From				Clarke St							
McKinney Ave	410	F					0.119	F	0.564	440	F	2010
	To				Dodd St							

					Oai	TIPDEII I	viairiteriari	JE AIGO	•							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ty of Lynchburg																
		From				Buri	nt Bridge Rd					_			_	
Mimosa Dr		670	F			W	D -				0.106	F	0.554	710	F	2010
			l				oodcrest Dr									
Morningside Dr		430	F			McC	Guffey Lane				0.210	F	0.505	460	F	2010
Worlingside Di		430 To:				Eas	twood Lane				0.210	-	0.505	400		2010
		From:					estview Dr				<del>-  </del> -					
Myrtle St		500	F				estriew Di				0.096	F		530	F	201
,		To:				To	oledo Ave									
		From				Oal	kridge Blvd									
New Hampshire Ave		350	F								0.103	F	0.519	370	F	201
		To				T	remont St									
		From:				Mc	Kinney Ave									
Oxford St		140	F								0.102	F		150	F	201
		To:				Ra	dcliffe Ave									
		From:				H	illcrest Rd									
Page St		2600	F								0.111	F	0.835	2800	F	201
		To:					2Nd St									
Dhada lalad Ava		From	<u> </u>			T	remont St					_	0.0	400	_	004
Rhode Island Ave		120	F				Fort Ave				0.109	F	0.6	130	F	201
		From:	1								_					
Sanhill Dr		470	F			K	honda Dr				0.145	F	0.52	500	F	201
Samili Di		<b>470</b>	•			Ar	ache Lane				0.143	'	0.52	300	'	201
		From:					mpbell Ave				1					
Texas Ave		330	F			Cai	inpoen Ave				0.094	F	0.514	360	F	201
		To				Ne	evada Ave									
		From				Wii	ngfield Ave									
Warren Ave		230	F								0.106	F	0.571	250	F	201
		To:				P	Perry Ave									
own of Altavista																
		From	L			Sou	rwood Lane									
Lakewood Dr		210	F			ъ	1.7				0.112	F	0.635	220	F	201
		To					gwood Lane									
Tablesta		From:	Ļ_			La	aurel Lane					_	0.654	000	_	601
Tabby Ln		180 To:	F			***	41 Y				0.128	F	0.654	200	F	201
							dhaven Lane	;								
West Dd		From	ᆫ			]	Forest St				0.116	_	0.676	150	_	204
West Rd		140	F			Y	rmah D 1				0.116	F	0.676	150	F	2010
		10.				1	Lynch Rd									