2013

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

where available

Special Locality Report 118

City of Lynchburg

Information in this report is included in Report

15

(Campbell County)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

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

(600) Secondary Route

Special Routes

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

Virginia State Route

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

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

							Tru	ck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	QV
~~~	From:	SCL Lyno		2221						_		_		45000	_
(29) (460) (29)	City of Lynchburg (Maint: 15)	1.38 <b>4400</b>		93%	0%	1%	1%	5%	0%	F	0.101	F	0.661	45000	F
	City of Lynchburg (Maint: 15)	Candler Mor 0.49 <b>3500</b>		93%	0%	1%	1%	5%	0%	F	0.098	F	0.609	36000	F
(29) (460) (29)	Only of Lynchburg (Maint: 13)			30 /6	0 76	1 /6	1 /0	J /6	0 /6	•	0.030	'	0.003	30000	'
(29) (460) (29) (501)	City of Lynchburg (Maint: 15)	1.91 <b>350</b> 0		93%	0%	1%	1%	5%	0%	С	0.105	Α	0.504	36000	Α
29 (460) (29) (501)	To:	US 501 Cam					.,,		- , -						
Pighmand Hung	City of Lynchburg (Maint: 15)	Functional Cla 2.14 <b>320</b> 0		93%	0%	10/	1%	5%	00/	F	0.090	N	0.526	33000	G
29 (460) Richmond Hwy	City of Lynchburg (Maint. 15)	2.14 <b>320</b> 0		93%	0%	1%	170	5%	0%	Г	0.090	IN	0.526	33000	G
~~~	From:	SCL Lync	chburg												
29)	City of Lynchburg (Maint: 15)	0.33 1600		88%	1%	1%	1%	9%	0%	F	0.092	F	0.511	15000	F
	From	NCL Lyn													
29 (460) (29)	City of Lynchburg (Maint: 15)	SCL Lynd 1.38 440 0		93%	0%	1%	1%	5%	0%	F	0.101	F	0.661	45000	F
29 (460) (29)		Candler Mor					.,,		- , -						
29 (460) (29)	City of Lynchburg (Maint: 15)	0.49 350 0		93%	0%	1%	1%	5%	0%	F	0.098	F	0.609	36000	F
\$ (10)	To	US 50	01												
29 460 29 501	City of Lynchburg (Maint: 15)	1.91 350 0		93%	0%	1%	1%	5%	0%	С	0.105	Α	0.504	36000	Α
	To:	Bus US 501; US 50	1 Campbell	Ave											
Bus Warda Dd	From:	SCL Lyno		070/	00/	20/	40/	40/	00/	0	0.070	_ ا	0.540	40000	
29) Wards Rd	City of Lynchburg	1.64 3900 US 501 Lynchburg Ex		97% SR 163	0%	0%	1%	1%	0%	С	0.078	F	0.513	40000	F
Bus	From:	SR 163 W		3K 103											
29 (501) Lynchburg Expressway	City of Lynchburg	0.33 380 0	00 N	97%	0%	0%	1%	1%	0%	Ν	0.096	N	0.538	39000	Ν
Bus	To: From:	US 501, SR 128 Cane	dlers Mount	ain Rd		\Box \vdash									
29 Lynchburg Expressway	City of Lynchburg	1.33 380 0	00 F	97%	0%	0%	1%	1%	0%	F	0.096	F	0.538	39000	F
~	To- From-	Odd Fello	ws Rd			\neg \vdash									
Bus 29 Lynchburg Expressway	City of Lynchburg	1.46 370 0	00 F	97%	0%	0%	1%	1%	0%	F	0.094	F	0.538	39000	F
29) 2,110113219 2.10133111	To.	Kemper		0.70			. , 0	. , 0	0,70	•	0.00	•	0.000		
Bus	From:	-		070/	00/	00/	10/	10/	00/	F	0.000	F	0.500	00000	_
29 Lynchburg Expressway	City of Lynchburg	1.02 3600		97%	0%	0%	1%	1%	0%	Г	0.092	Г	0.526	38000	F
Bus	To- From:	Main S													
29 Lynchburg Expressway	City of Lynchburg	0.22 2900		97%	0%	0%	1%	1%	0%	F	0.085	F	0.678	30000	F
-	From:	Amherst Co				<u> </u>									
128)Candler Mt Rd	City of Lynchburg	SR 163 W: 0.26 180 0		91%	2%	1%	2%	4%	0%	F	NA			19000	G
120)	To:	Bus US 29, US 501 I	Lynchburg I		_,*			.,,	- , ,						
128) 501 Candlers Mtn Rd	From:	RT 501		070/	00/	10′	10/	10/	007		0.000	_	0.510	44000	_
128) 501 (Candlers Mtn Rd	City of Lynchburg	0.43 380 0	00 F	97%	0%	1%	1%	1%	0%	F	0.080	F	0.513	41000	F

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

						Truck-			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus			ail 2Trail	QC	Factor	QK	Factor	AAWDT	. QI
128 Mayflower Dr	City of Lynchburg	US 501 Candlers Mt Rd 1.30 7000 F	91%	2%	1%	2% 4	% 0%	С	0.092	F	0.639	7400	F
128 Mayriower Di	Oity of Lynchburg		3176	2 /0	1 /0	2/0 4	76 076	O	0.032	'	0.009	7400	'
128 Mayflower Dr	City of Lynchburg	Odd Fellows Rd 1.48 2000 F	95%	1%	1%	3% 1	% 0%	С	0.102	F	0.659	2100	F
128),	Tα	Bus US 501 Campbell Ave											
	From:	Bus US 29, US 501 Lynchburg Expre											
163) Wards Rd	City of Lynchburg	0.44 16000 G	98%	0%	1%	0% 09	% 0%	F	NA			17000	(
	To: From:	SR 128 Candler Mtn Rd											
163) Wards Rd	City of Lynchburg	0.42 26000 G	98%	0%	1%	0% 09	% 0%	F	NA			28000	(
Bus	To: From:	Bus US 460 Fort Avenue Wards Rd			_								
163)(460) Fort Ave	City of Lynchburg	1.19 21000 F	98%	0%	1%	0% 0	% 0%	С	0.083	F	0.536	22000	
	To:	Memorial Ave											
163)Memorial Ave	City of Lynchburg	Fort Ave 0.60 10000 F	99%	0%	1%	0% 09	% 0%	С	0.079	F	0.643	11000	
163) Memorial Ave	only of Lynchburg		33 /6	0 70	1 /0	070 0	70 070	O	0.073	'	0.040	11000	
163)Memorial Ave	City of Lynchburg	Oakley Ave 0.47 12000 F	98%	1%	1%	0% 09	% 0%	С	0.082	F	0.505	13000	
163 / Wemona / We	only of Lynonisting		0070	1 /0		070 0	70 070	Ū	0.002	•	0.000	10000	
163)Memorial Ave	City of Lynchburg	Park Ave 0.33 12000 G	99%	0%	1%	0% 0	% 0%	F	NA			13000	
163/1101101101101111	Tro		0070	0 70		070 0		•				10000	
163)5th St	From:	Langhorne Rd 0.17 14000 G	98%	1%	1%	0% 0	% 0%	С	NA			15000	
163) - 111	To			- , -									
163)5th St	City of Lynchburg	Pollard St 0.26 13000 G	99%	0%	1%	0% 0	% 0%	F	NA			14000	(
100)	To	Pierce St											
163)5th St	City of Lynchburg	0.27 12000 G	98%	0%	0%	0% 19	% 0%	F	NA			13000	
100)	То	Park Ave											
163)5th St	City of Lynchburg	0.38 13000 G	98%	0%	0%	0% 1	% 0%	F	NA			13000	
	То	Clay St			<u> </u>								
163)5th St	City of Lynchburg	0.57 13000 G	98%	0%	0%	0% 19	% 0%	С	NA			14000	(
	To:	Amherst County Line											
North	From:	SR 163 Wards Rd											
163 Ramp	City of Lynchburg	0.09 NA							NA			NA	
	10:	US 501; Bus US 29											
Laksaida Dr	City of Lypophyse	WCL Lynchburg 0.53 28000 F	99%	0%	0%	0% 09	% 0%	С	0.091	F	0.56	29000	
Lakeside Dr	City of Lynchburg		99%	0%	0%	0% 0	/o U%	C	0.091	Г	0.56	29000	1
221 Lakeside Dr	City of Lynchburg	Lynchburg Expressway 0.94 16000 G	98%	0%	1%	1% 1	% 0%	С	NA			17000	
221 Lakeside Di	City of Lynchburg		30%	U%	1 70	170 ľ	∕o U7⁄o	C	INA			17000	(
and I alkasida Dr	City of Lypokhure	Forest Brook Rd	000/	1%	10/	00/ 1/	/ 00/		0.000	F	0.570	14000	
221 Lakeside Dr	City of Lynchburg	1.52 13000 F Old Forest Rd	98%	1%	1%	0% 19	% 0%	С	0.088	Г	0.572	14000	I

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

						Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
~~~	From:	Old Forest Rd												
221 Lakeside Dr	City of Lynchburg	0.15 <b>16000 F</b>	98%	1%	1%	0%	0%	0%	С	0.087	F	0.586	17000	F
	To	Oakley Ave												
221 Oakley Ave	City of Lypobburg	Lakeside Dr 0.57 <b>9500 F</b>	98%	1%	1%	0%	0%	00/	С	0.087	F	0.501	10000	F
221 Oakley Ave	City of Lynchburg	Bus US 29 Memorial Av		1 70	170	0%	076	0%	C	0.067	Г	0.581	10000	Г
	From:	Memorial Ave	re											
221 Oakley Ave	City of Lynchburg	0.24 <b>9800 F</b>	99%	0%	0%	0%	0%	0%	F	0.086	F	0.507	10000	F
	To:	Bus US 460 Fort Ave												
Bus	From:	Bus US 460 Oakley Av												
221 (460) Fort Ave	City of Lynchburg	0.42 <b>8900 F</b>	97%	1%	1%	1%	1%	0%	С	0.082	F	0.506	9500	F
<del></del>	To: From:	118-6029 Fort Ave												
Bus 12th St	City of Lynophyra		070/	10/	10/	10/	10/	00/	F	0.005	F	0.504	0.400	_
221 460 12th St	City of Lynchburg	0.25 <b>8900 F</b>	97%	1%	1%	1%	1%	0%	Г	0.085	Г	0.504	9400	F
Bus Bus	To: From:	Bus US 501 Campbell A	ve											
221 (460) (501) 12th St	City of Lynchburg	0.18 <b>8400 G</b>	96%	1%	1%	0%	1%	0%	С	NA			9000	G
221 (400)(301) 1211 11	To:	Kemper St							_					
Bus Bus	From:	12th Street												
221 (460) (501) Kemper St	City of Lynchburg	0.41 <b>9600 F</b>	96%	1%	1%	1%	1%	0%	С	0.081	F	0.552	10000	F
	To:	US 29 Lynchburg Express	way											
	From:	SCL Lynchburg												
460 29 29	City of Lynchburg (Maint: 15)	1.38 <b>44000 F</b>	93%	0%	1%	1%	5%	0%	F	0.101	F	0.661	45000	F
	To	Candler Mountain Rd												
460 (29) (29)	City of Lynchburg (Maint: 15)	0.49 <b>35000</b> F	93%	0%	1%	1%	5%	0%	F	0.098	F	0.609	36000	F
460 (29) (29)	only of Lynonburg (Marin: 10)		0070	0 70	. 70	1 70	0 70	070	•	0.000	•	0.000	00000	•
~~~	From:	US 501	000/	201		40/	<b>5</b> 0/	00/	_	0.405	_	0.504	00000	
460 (29) (29) (501)	City of Lynchburg (Maint: 15)	1.91 35000 A		0%	1%	1%	5%	0%	С	0.105	Α	0.504	36000	Α
* * * *	From:	Bus US 501; US 501 Campbe Functional Class Chang												
460 (29) Richmond Hwy	City of Lynchburg (Maint: 15)	2.14 32000 G		0%	1%	1%	5%	0%	F	0.090	N	0.526	33000	G
460 (29) 1 11011110110 1 1 1 1 1	Only of Lynonburg (Maint: 10)		0070	0 70	1 /0	1 /0	0 70	0 70	•	0.000	.,	0.020	00000	
~~~	From:	US 29						221						
Richmond Hwy	City of Lynchburg (Maint: 15)	0.11 <b>25000 N</b>	93%	0%	1%	1%	4%	0%	N	0.090	Ν	0.526	26000	Ν
<del></del>	10:	ECL Lynchburg												
Bus	From:	WCL Lynchburg												
Timberlake Rd	City of Lynchburg	0.62 <b>30000 F</b>	98%	0%	1%	0%	1%	0%	С	0.084	F	0.526	31000	F
<del></del>	To:	Old Graves Mill Rd			$\neg$ $\vdash$									
Bus Timborloko Pd	City of Lypobburg	1.14 <b>24000 F</b>	000/	00/	00/	00/	10/	00/	_	0.000	F	0.501	26000	F
Timberlake Rd	City of Lynchburg	1.14 <b>24000 F</b>	98%	0%	0%	0%	1%	0%	F	0.082	Г	0.521	26000	Г
Bus	To: From:	Leesville Rd												
460 Timberlake Rd	City of Lynchburg	0.37 <b>32000 F</b>	98%	0%	0%	0%	1%	0%	F	0.085	F	0.577	33000	F
				- / •		- / -	. , •	- / -	•	2.300	-	2.2		•
Bus	To: From:	US 501 Lynchburg Express	way											
Fort Ave	City of Lynchburg	1.15 <b>17000 F</b>	98%	0%	0%	0%	1%	0%	F	0.087	F	0.557	18000	F
<i></i>	To:	Bus US 29 Wards Rd												

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q\
Bus	From:		Wards Rd													
60 163 Fort Ave	City of Lynchburg	1.19	21000	F	98%	0%	1%	0%	0%	0%	С	0.083	F	0.536	22000	F
~ <u> </u>	To:		Memorial Av													
us 60 Fort Ave	City of Lynchburg	0.57	7800 7800	F	98%	0%	0%	0%	1%	0%	F	0.083	F	0.549	8200	F
60)1 0117100	only of Eynonburg				0070	0 70	070	0 70	1 /0	0 /0	•	0.000	•	0.040	0200	•
us	From:	US	221 Oakley .	Ave												
Fort Ave	City of Lynchburg	0.42	8900	F	97%	1%	1%	1%	1%	0%	С	0.082	F	0.506	9500	- 1
	To	118	-6029 Fort A	Ave												
US 19th St	City of Lynchburg	0.25	8900	F	97%	1%	1%	1%	1%	0%	F	0.085	F	0.504	9400	
221 12th St	City of Lynchburg	0.25	0900	Г	97%	1 70	1 70	170	1 70	0%	Г	0.065	Г	0.504	9400	
ıs Bus	To: From:	Bus US	501 Campb	ell Ave												
0 (221 (501) 12th St	City of Lynchburg	0.18	8400	G	96%	1%	1%	0%	1%	0%	С	NA			9000	(
	Tα:		Kemper St													
Bus	From:		12th Street										_			
0)(221)(501) Kemper St	City of Lynchburg	0.41	9600	F	96%	1%	1%	1%	1%	0%	С	0.081	F	0.552	10000	
s Bus	To: From:		Lynchburg Exp													
Kemper St	City of Lynchburg	0.34	8400	F	96%	1%	1%	1%	2%	0%	С	0.096	F	0.589	8900	
0)(501)(10)(pc) of	Tα		Campbell Av		0070	1 /0		1 /0	270	0 /0	Ü	0.000	•	0.000	0000	
is Bus	From:		Kemper St													
0 501 Campbell Ave	City of Lynchburg	0.88	17000	F	97%	0%	1%	1%	1%	0%	С	0.092	F	0.629	18000	
	Τα	N	Mayflower D	r			<u> </u>									
Bus Comphell Ave	City of Lynchburg	0.48		F	97%	0%	1%	10/	1%	0%	F	0.092	F	0.616	17000	
Campbell Ave	City of Lynchburg	0.46	16000	Г	97%	0%	1 70	1%	1 70	0%	Г	0.092	Г	0.010	17000	
is Bus	To: From:		Florida Ave													
0 501 Campbell Ave	City of Lynchburg	0.14	19000	F	97%	0%	1%	1%	1%	0%	F	0.092	F	0.618	20000	
	Tα:	US 460, U	S 501 Richn	nond H	vу											
S	From:		Bus US 501													
0 501 Campbell Ave	City of Lynchburg	0.15	11000	N	97%	0%	1%	0%	2%	0%	N	0.106	N	0.685	13000	
	100	U	S 29, US 46	0												
<b>∽</b>	From:		CL Lynchbu								_		_			
Campbell Ave	City of Lynchburg	0.93	11000	F	97%	0%	1%	0%	2%	0%	F	0.106	F	0.685	13000	
Bus	To: From:		Bus US 460													
1 460 Campbell Ave	City of Lynchburg	0.15	11000	N	97%	0%	1%	0%	2%	0%	N	0.106	N	0.685	13000	
1)(460)(6411)(550117110	Ta:		S 460 Richm			0 70		070	_,0	070		0.100		0.000	10000	
	From:	U	S 29, US 46													
1 (460) (29) (29)	City of Lynchburg (Maint: 15	5) 1.91	35000	Α	93%	0%	1%	1%	5%	0%	С	0.105	Α	0.504	36000	
	_Ta	US 29 II	S 460 Richm	nond Hv	VV											
01)	City of Lynchburg	0.32	15000	G	97%	0%	1%	1%	1%	0%	F	NA			16000	(
	Combined Traffic Estimates for 2 Parallel Roadway			G								NA			NA	
	To:	SR 128 Mayfl			Atn RA											

		City of Lynchb					Т	ck			1/		D:-		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	0.4.1				QC	_ K	QK	Dir	AAWDT	Q
	<del>_</del>					2Axle	3+Axle	1 I rail	21rail		Factor		Factor		
~~~	From:	SR 128 Mayflowe								_		_			
501 (128) Candlers Mtn Rd	City of Lynchburg	0.43 38000	F	97%	0%	1%	1%	1%	0%	F	0.080	F	0.513	41000	
\sim	To:	Bus US 29 Lynchburg E	xpressv	vay											
Bus	From:	SR 128 Candlers M	tn Rd												
501 29 Lynchburg Expressway	City of Lynchburg	0.33 38000	N	97%	0%	0%	1%	1%	0%	Ν	0.096	Ν	0.538	39000	
~~~	To	D 110 20 W 1	D 1			_									
Lunghhum Fumananun	From:	Bus US 29 Wards		000/	10/	10/	10/	00/	00/	^	0.001	F	0.501	40000	
Lynchburg Expressway	City of Lynchburg	1.37 <b>43000</b>	F	96%	1%	1%	1%	2%	0%	С	0.091	г	0.521	46000	
<del>~</del>	To	Bus 460 Timberlak	e Rd												
501 Lynchburg Expressway Ext	City of Lynchburg	1.21 <b>43000</b>	G	97%	0%	1%	1%	1%	0%	F	NA			46000	
501) = yooa.g = xp.oooay = x	5.ty 6. 2yg			0.70	0 70	. , ,	. , 0	. , 0	0 70	•				.0000	
	To: From:	Graves Mill R	d												
Lynchburg Expressway	City of Lynchburg	1.24 <b>33000</b>	F	96%	0%	1%	1%	2%	0%	С	0.089	F	0.525	35000	
÷	To	X 1 '1 B													
~	From:	Lakeside Dr								_		_		.=	
Lynchburg Expressway	City of Lynchburg	0.31 <b>34000</b>	F	97%	0%	1%	1%	1%	0%	С	0.082	F	0.531	37000	
~	To:	118-6044 Old Fore	st Rd												
501 Lynchburg Expressway	City of Lynchburg	1.23 13000	F	97%	0%	1%	1%	1%	0%	F	0.088	F	0.574	14000	
501 Eyrionburg Expressway	Only of Lynonburg	1.20 13000	•	01 70	0 70	1 /0	1 /0	1 /0	0 /0	•	0.000	•	0.07 4	14000	
	To- From:	Wiggington Ro	i												
Lynchburg Expressway	City of Lynchburg	1.86 <b>13000</b>	F	97%	0%	1%	1%	1%	0%	F	0.088	F	0.605	14000	
	To:	Boonsboro Ro	l												
	From:	Lynchburg Express													
Boonsboro Rd	City of Lynchburg	1.80 8800	F	96%	1%	1%	0%	2%	0%	С	0.097	F	0.64	9300	
01)	To:	WCL Lynchbur													
			ъ												
~~~~~	From:	US 501													
5g1}(460}(29) (29)	City of Lynchburg (Maint: 15)	1.91 35000	Α	93%	0%	1%	1%	5%	0%	С	0.105	Α	0.504	36000	
	To:	Bus US 501; US 501 Car	mpbell .	Ave											
	From:	US 29, US 460 Richme	ond Hw	у											
<u>δρ1</u>)	City of Lynchburg	0.32 NA									NA			NA	
ζ., 	ombined Traffic Estimates for Parallel Roadways o	on this Route: NA									NA			NA	
90	To:	SR 128 Mayflower Dr; Car	dlama N	Itan Dal							14/-1			14/4	
	From:	Bus US 29	idlers iv	iui Ku											
	City of Lynchburg	0.35 NA									NA			NA	
501	Oity of Lynchburg										INA			INA	
	10.	US 501 Lynchburg Ex	presswa	.y											
Bus Bus	From:	US 460													
601 (460 Campbell Ave	City of Lynchburg	0.14 19000	F	97%	0%	1%	1%	1%	0%	F	0.092	F	0.618	20000	
1	, , ,														
Bus Bus	To: From:	Florida Ave													
501 460 Campbell Ave	City of Lynchburg	0.48 16000	F	97%	0%	1%	1%	1%	0%	F	0.092	F	0.616	17000	
400) 64		0.10 1000	•	3. 70	0,0	. , , ,	1 /0	. /0	0 /0	•	3.002	•	3.0.0	1,000	
Pun Pun	To: From:	Mayflower Dr													
Bus Bus Comphell Ave		0.00 47000	_	079/	00/	10/	10/	10/	00/	_	0.000	F	0.600	10000	
501 (460) Campbell Ave	City of Lynchburg	0.88 17000	F	97%	0%	1%	1%	1%	0%	С	0.092	Г	0.629	18000	
~ ~	To:	Kemper St													
Bus Bus	From:	Campbell Ave													
501 (460 Kemper St	City of Lynchburg	0.34 8400	F	96%	1%	1%	1%	2%	0%	С	0.096	F	0.589	8900	

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

5 .					4.77	_		Trι	ıck		-00	K	014	Dir	A A14/DT	
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
Bus Bus	From:		US 221													
(221) (460) Kemper St	City of Lynchburg	0.41	9600	F	96%	1%	1%	1%	1%	0%	С	0.081	F	0.552	10000	ı
~~~	To:	110	12th St	6021												
Bus Bus 501)(221)(460)12th St	City of Lynchburg	0.18	6027; 118-6 8400	G	96%	1%	1%	0%	1%	0%	С	NA			9000	(
501 (221) (460) 12th St	Only of Eyrichburg	0.10		<u> </u>	30 70	1 /0	1 70	0 70	1 /0	0 70	O	13/3			3000	
Bus	To: From:		Fort Ave													
Campbell Ave	City of Lynchburg	0.23	8100	G	98%	0%	1%	0%	0%	0%	F	NA			8700	
~	Tot		Park Ave				—									
Bus 501 Langhorne Rd	City of Lynchburg	0.07		F	98%	10/	1%	0%	00/	0%	С	0.078	F	0.504	11000	
Cangnome Ru	City of Lynchburg	0.27	10000		96%	1%	1%	0%	0%	0%	C	0.078	Г	0.534	11000	
Bus	To: From:	N	Iemorial Av	/e												
Langhorne Rd	City of Lynchburg	0.29	17000	F	98%	1%	1%	0%	0%	0%	С	0.078	F	0.574	18000	
	To		Murrell Rd													
Bus	From:										_		_			
Langhorne Rd	City of Lynchburg	1.06	13000	F	98%	0%	1%	0%	0%	0%	С	0.086	F	0.689	13000	
Sus	To: From:		Hill St													
Langhorne Rd	City of Lynchburg	0.47	9500	F	98%	0%	1%	0%	0%	0%	F	0.084	F	0.686	10000	
3	To		Cranehill Di													
Bus	From:															
Constant Langhorne Rd	City of Lynchburg	1.37	7600	F	99%	0%	0%	0%	0%	0%	С	0.086	F	0.612	8100	
Bus	To: From:		ermont Terranghorne R													
Rivermont Terrace	City of Lynchburg	0.25	5100	F.	99%	0%	0%	0%	0%	0%	F	0.09	F	0.582	5400	
01)	To:		ivermont Av	•	0070	0,0		0,0	0,0	0 / 0	•	0.00	•	0.002	0.00	
Bus	From:		ermont Ten													
Rivermont Ave	City of Lynchburg	0.44	14000	F	99%	0%	1%	0%	0%	0%	F	0.093	F	0.577	15000	
~	To:		Link Rd													
Bus 501 Boonsboro Rd	City of Lynchburg	0.76	13000	F	99%	0%	1%	0%	0%	0%	F	0.089	F	0.589	14000	
SOT BOOKSDOID FIG	Oity of Lynchburg				JJ /6	0 /6	1 /0	0 /6	U /0	0 /6	'	0.003	'	0.503	14000	
Bus	To: From:	Tr	ents Ferry I	Rd												
Boonsboro Rd	City of Lynchburg	1.75	12000	F	99%	0%	1%	0%	0%	0%	С	0.098	F	0.532	13000	
~	To:	Lynch	burg Expre	ssway												

						Oity Oi	LYTICTIO	u1.94								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		Fron					15.1				1					
(F794) Top Ridge Rd	1.16	20	L			D	ead End				NA			NA		08/22/200
1734) 17 131		To	0:			15-837	Гор Ridge	Rd								
_		Fron	1:			D	ead End									
(F864) Brown Haven Lane	0.12	10	R								NA			NA		08/14/200
<u> </u>		To	0:		1	18-6033 B		en Lane								
Mome Dd	0.00	Fron	n:			US 2	29; 15-758							NIA		
F905 Memo Rd	0.20	NA To	0:			D	ead End				NA			NA		
		Fron	1:				ead End									
(F906) Liberty Mt Dr	0.40	3100	R			D	cau Enu				NA			NA		08/22/200
,		To):		118-603	35; Ramp I	r US 460	Byp Ent 7	Го L							
		Fron	12			D	ead End									
(F907) Liberty Mt Dr	0.78	2500	R								NA			NA		08/22/200
$\overline{}$		To	0:			FR-906	Liberty Mt	Dr								
○ B	0.00	Fron	1:			FR-907	Liberty Mt	Dr								
(F907) Ramp	0.06	NA To	,			т	JS 460				NA			NA		
		Fron														
(F975) Chetnut Creek Dr	0.46	160	R			D	ead End				NA			NA		07/31/2007
(F975) Chethut Creek Dr	0.10	To):			D	ead End				—					077017200
		Fron	1:			Long	Meadow D)r								
1 Pawnee Dr	0.86	360	G	98%	1%	1%	0%	0%	0%	F	NA			390	G	2013
\bigcup		To	0:			San	dusky Dr									
		From	1.				nurch St									
2 9th St	0.18	1200	F	98%	1%	1%	0%	0%	0%	С	0.133	F	0.536	1300	F	2013
		10):				ferson St									
Alta Lane	0.85	2100	" <u> </u>	99%	1%	Del 1	Ray Circle	0%	0%	С	0.110	F	0.566	2300	F	2013
3 Alta Lane	0.65	2100 To	э:	99 /0	1 /0		ls Ferry Ro		0 /6		0.110	•	0.500	2300	'	2013
		Fron	1:				sville Rd	•								
4 Del Ray Circle	0.16	2300	F	99%	1%	0%	0%	0%	0%	F	0.103	F	0.545	2400	F	2013
,		To	0:				lta lane									
		Fron	1:			Pa	ark Ave									
5 8th St	0.59	1600	F	96%	1%	3%	0%	0%	0%	С	0.09	F	0.579	1700	F	2013
$\overline{}$		To	0:			C	ourt St									
<u> </u>		Fron		2221		1US 501 F										2212
6 Langhorne Rd	0.16	2000 _{To}	F	99%	0%	0%	0%	0%	0%	F	0.093	F	0.789	2200	F	2013
		Fron	1:				illa Rd ghorne Rd									
6 Villa Rd	0.12	1900	F	99%	0%	0%	0%	0%	0%	F	0.091	F	0.781	2000	F	2013
<u> </u>		To	0:			Rive	rmont Ave									
		Fron					460 Fort A									
7 Long Meadow Dr	0.73	1800	_ <u>F</u> _	97%	0%	1%	1%	1%	0%	F	0.085	F	0.566	1900	F	2013
<u> </u>		To):				wnee Dr									
C	0.70	Fron	: <u></u>	070/	00/		mont Ave		00/			_	0.000	0500	_	0010
8 Sussex St	0.79	2400 Tr	, F	97%	0%	1%	1% ghorne Rd	1%	0%	F	0.102	F	0.666	2500	F	2013
		Fron	1:		D-	ntrance to		ivercity								
9 University Blvd	0.42	11000	F	93%	3%	4%	0%	0%	0%	С	0.084	F	0.841	12000	F	2013
<u>, , , , , , , , , , , , , , , , , , , </u>		To):				Mountain						· 			
		Fron	1:				Concord '									
(10) Pleasant Valley Rd	0.52	650	F	94%	1%	1%	3%	1%	0%	F	0.118	F	0.514	690	F	2013
\bigcirc		T	<u> </u>			Urha	n Boundary	V								
(10) Pleasant Valley Rd	0.13	650 From	N	94%	1%	1%	3%	1%	0%	N	0.118	Ν	0.514	690	Ν	2013
•		To				Functions	l Class Ch	ange								

						City of Lynchbi	ııy								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	_		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg															
10 Pleasant Valley Rd	0.15	650 To	N	94%	1%	Functional Class Ch 1% 3%	1%	0%	N	0.118	N	0.514	690	N	2013
		From	1			ECL Lynchburg; 15	-817			<u></u>					
6001) V E S Rd	0.92	2500 To	F	97%	1%	C1US 501 2% 0% Williams Rd	0%	0%	С	0.108	F	0.575	2600	F	2013
		From	:			Boonsboro Rd									
Trents Ferry Rd	1.88	1700 _{To}	F	99%	1%	0% 0% Bedford County L	0%	0%	С	0.106	F	0.703	1800	F	2013
		From				Old Forest Rd									
Link Rd	0.78	8900 _{To}	F	99%	0%	1% 0% Cranehill Dr	0%	0%	F	0.085	F	0.61	9400	F	2013
		From	:			Cranehill Rd									
6003 Link Rd	1.32	6800	F	99%	0%	1% 0%	0%	0%	С	0.085	F	0.588	7300	F	2013
		To	c			Rivermont Ave									
Wiggington Rd	1.04	4300		99%	0%	Old Forest Rd	0%	0%	F	0.09	F	0.642	4500	F	2013
wiggington Rd	1.04	4300		JJ 70	0 70		0 70	0 70	'	0.03		0.042	4300	į	2010
Wiggington Rd	0.76	3600 From		99%	0%	Lynchburg Exp 0% 0%	0%	0%	С	0.107	F	0.671	3800	F	2013
Wiggington Rd	0.70			JJ /0	J /0		J /0	J /0		0.107	'	0.071	3000	•	2013
Wiggington Rd	1.82	1600		99%	0%	Chadwick Dr 0% 0%	0%	0%	F	0.115	F	0.725	1700	F	2013
ouu4) Maaington Ita	1.02	. 000 To		00 /0	3 /0	Hawkins Mill Ro		3 /0	•		•	J., LJ	1700	•	_010
<u> </u>		From				Wiggington Rd					_			_	
Hawkins Mill Rd	0.36	1800	F	99%	0%	0% 0%	0%	0%	С	0.114	F	0.537	1900	F	2013
		From				Coffee Rd Hawkins Mill Ro	1			+					
Coffee Rd	0.89	2100	F	99%	0%	0% 0%	0%	0%	F	0.105	F	0.527	2200	F	2013
G004) Coffee Rd	0.33	3400 From	F	99%	0%	Walnut Hollow R	d 0%	0%	F	0.109	F	0.648	3600	F	2013
$\overline{}$		To	c			US 501 Boonsboro	Rd								
O		From				US 460 Bus Fort A									
Graves Mill Rd	0.60	6200	F	97%	0%	1% 1%	1%	0%	F	0.111	F	0.531	6600	F	2013
O		From				Old Mill Rd									
Graves Mill Rd	0.66	5000	F	97%	0%	1% 1%	1%	0%	F	0.124	F	0.53	5400	F	2013
Graves Mill Rd	0.27	From 8800	F	97%	0%	Nationwide Dr 1% 1%	1%	0%	F	0.116	F	0.68	9400	F	2013
6009 Chaves Willi Tid	0.27	0000		31 /6				0 /6	'	0.110	'	0.00	3400	'	2013
Graves Mill Rd	0.18	25000	F	97%	0%	5 501 Lynchburg Exp 1% 1%	ressway 1%	0%	С	0.097	F	0.53	26000	F	2013
$\overline{}$		T _c				Old Graves Mill F	Rd			\neg —					
Graves Mill Rd	1.04	20000	F	97%	0%	1% 1%	1%	0%	F	0.100	F	0.518	21000	F	2013
$\overline{}$		To				WCL Lynchburg 09-	1425								
		From				Pearl St					_			_	
Church St	0.23	3800	F	96%	1%	2% 0%	1%	0%	С	0.118	F		4000	F	2013
Olever I O	2.7	From		0001	461	12th St	401	667	_		_		0700		66:5
Church St	0.47	6300	F	98%	1%	1% 0%	1%	0%	F	0.098	F		6700	F	2013
Discourse A	2.02	From		0001	401	5th St	40/	00/	^	0.00 :		0.534	10000		0010
Rivermont Ave	0.90	13000 _{To}	F	98%	1%	1% 0% Bedford Ave E IN	1%	0%	С	0.094	F	0.571	13000	F	2013
		From	ı			Rivermont Ave E									
Bedford Ave	0.96	4000	F	95%	1%	2% 1%	2%	0%	С	0.092	F	0.506	4200	F	2013
\smile		To				Rivermont Ave W									
Rivermont Ave	1.01	14000		95%	1%	Bedford Ave W I 2% 1%	nt 2%	0%	F	0.099	F	0.512	15000	F	2013
6012) Rivermont Ave	1.01	1-7000 To		00 /0	1 /0	Rivermont Terrac		3 /0	•		•	0.012	.0000	•	_010
		From	:			Bedford Ave W I									
6020) Rivermont Ave	0.96	7800	F	95%	1%	2% 1%	2%	0%	F	0.096	F	0.607	8300	F	2013

						City of Lyfichi	Jurg								
Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg															
Llalling Mill Dd	1.10	From	<u> </u>	OE9/	10/	Bedford Ave		00/			_	0.570	4100	г	2012
6022 Hollins Mill Rd	1.16	3900	F	95%	1%	2% 1%	2%	0%	F	0.089	F	0.573	4100	F	2013
Facilianal Ot	0.40	From	<u> </u>	050/	40/	Hollins St	00/					0.550	4000		
6022 Federal St	0.40	4400 _{To}	F	95%	1%	2% 1%	2%	0%	F	0.088	F	0.558	4600	F	2013
		From				5Th St									
Murrell Rd	0.37	9000	F	98%	1%	Lakeside Dr	0%	0%	С	0.089	F	0.717	9600	F	2013
6023 Murrell Rd	0.07	3000 To	Ė	30 70	1 /0	Langhorne R		0 70		0.000	•	0.717	3000	•	2010
		From	:			Kemper St				1					
(6027) 12th St	0.80	7900	F	97%	0%	2% 0%	0%	0%	F	0.083	F	0.518	8400	F	2013
		Te				Clay St									
6027) 12th St	0.25	6700 From	F	97%	0%	2% 0%	0%	0%	F	0.094	F	0.612	7100	F	2013
(6027) 12th St	0.20	To	Ė	0.70	0 70	Commerce S		0 70	•		•	0.0.2	,	•	_0.0
		From				5Th St									
6028) Commerce St	0.33	4300	F	97%	0%	2% 0%	0%	0%	F	0.107	F	0.671	4600	F	2013
		Te	_			10Th St									
6028) Commerce St	0.30	3600 From	F	97%	0%	2% 0%	0%	0%	F	0.122	F	0.758	3900	F	2013
0020)		To				Main St									
		From				Wadsworth A	ve								
6029 Fort Ave	0.43	5400	G	98%	1%	1% 0%	0%	0%	С	NA			5900	G	2013
		To	_			Kemper St									
₆₀₂₉ Park Ave	0.28	5000 From	G	98%	1%	1% 0%	0%	0%	С	NA			5400	G	2013
0025		To													
6029 Park Ave	0.36	3500 From	1	97%	0%	9Th St 2% 0%	0%	0%	F	0.094	F	0.559	3700	F	2013
Park Ave	0.00	To	Ė	01 70	0 70	5Th St	0 70			0.004	•	0.000	0700	'	2010
		From				Oakley Ave									
6031) Lakeside Dr	0.41	12000	F	97%	0%	2% 0%	0%	0%	F	0.091	F	0.687	13000	F	2013
		To				Murrell Rd									
6031) Lakeside Dr	0.34	5300 From	F	97%	0%	2% 0%	0%	0%	С	0.093	F	0.543	5700	F	2013
0031)		To								_					
6031) Park Ave	0.36	7000 From	G	98%	1%	Memorial Av	0%	0%	С	NA			7400	G	2013
6031) 1 411 7 7 0	0.00	To	<u> </u>	3070	1 /0	Langhorne R				— <u>`</u> ``			7 400	u	2010
		From				C1US 501	-								
6031) Park Ave	0.35	12000	G	97%	0%	2% 0%	0%	0%	F	NA			12000	G	2013
$\overline{}$		To			Ţ	US 221; 118-6027:	12Th St								
$\widehat{}$		From				Florida Ave									
6032 Main St	0.25	2200	F	97%	1%	2% 0%	0%	0%	F	0.094	F	0.629	2300	F	2013
<u> </u>		To From				Lynchburg Expres									
6032 Main St	0.28	7300	F	97%	1%	2% 0%	0%	0%	F	0.083	F	0.712	7800	F	2013
0032) ************************************		To									•	***		-	
6032) Main St	0.55	6400 From		97%	1%	12Th St 2% 0%	0%	0%	F	0.097	F		6800	F	2013
Main St	0.55	To	Ė	31 /6	1 /0	5Th St	0 70	0 70		0.007	•		0000	•	2010
		From	:			Campbell Av									
6033) Florida Ave	1.28	4100	F	97%	1%	2% 0%	0%	0%	С	0.098	F	0.627	4400	F	2013
0000)	0			/0	. 70						•			•	_5.0
6033) Florida Ave	0.88	3000 From	F	97%	1%	Augusta St 2% 0%	0%	0%	F	0.104	F	0.663	3200	F	2013
6033 Florida Ave	0.00	3000 To	Ė	3170	1 70	Main St	U-70	U //o	Г	0.104	r	0.003	3200	I."	2013
		From	:							1					
6034 Martin St	0.58	1100	F	98%	0%	Florida Ave	0%	0%	С	0.107	F	0.581	1100	F	2013
Martin St	0.00	To	•	JJ /0	0 /0	ECL Lynchbu		0 /0		<u> </u>	•	0.001	1100	•	2010
		From				SCL Lynchbu									
			•			SCL LVIICIDU									
6035) Candler Mtn Rd	1.09	3600	F	99%	0%	0% 0%	0%	0%	С	0.099	F	0.553	3800	F	2013

						City of Lync	iibuig								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg															
Condlay Man Dd	0.74	From:	F	000/		amp From US 4		00/		0.000	_	0.540	15000	_	0010
(6035) Candler Mtn Rd	0.74	14000 To:		99%	0%	0% 0% SR 128; Mayflov		0%	F	0.086	F	0.542	15000	Г	2013
		From:	l				vei Diive			1					
6036) Clay St	0.50	2000	F	95%	0%	5Th St 3% 1%	5 1%	0%	С	0.1	F	0.595	2100	F	2013
<u> </u>		From:	L			12Th S									
(6036) Grace St	0.88	3500	F	98%	1%	1% 1%		0%	С	0.103	F	0.668	3700	F	2013
			1			Florida A									
Ctadium Dr	0.00	From:	F	000/	10/	Wythe S		00/	F	0.100	_	0 505	6000	_	0010
6037 Stadium Dr	0.38	5600 To:		98%	1%	1% 19 Carroll A		0%	F	0.103	F	0.585	6000	Г	2013
		From:	<u> </u>												
6038) Wythe St	0.27	8300	F	95%	2%	Fort Av. 1% 1%		0%	С	0.105	F	0.524	8900	_	2013
Wythe St	0.27	To:		95%	270	Stadium 1		076	U	0.103	Г	0.324	0900) F	2013
			!												
6040 James St	0.22	3200	F	96%	2%	Stadium 1 1% 19		0%	С	0.100	F	0.541	3400	F F F F F	2013
James St	0.22	3200 To:		JU /0	∠ /0	Carroll A		U /0	U	0.100	1.	0.541	3400	1	2013
		From:													
6042) Cranehill Dr	1.04	1700	F	98%	1%	Langhorne 1% 0%		00/	С	0.117	F	0.742	1000	_	2013
G042 Cranenili Dr	1.04	To:		JU 70	1 70	1% 0% Link Ro		0%	U	0.117	Г	0.742	1800	1.	2013
		From:													
6044) Old Forest Rd	0.04	19000		96%		US 501 NW Exp		00/	С	0.086	F	0.509	20000	F F F G F F F F F F F F F F F F F F F F	0010
Old Forest Rd	0.94	19000		90%	1%	2% 1%	5 1%	0%		0.086	Г	0.509	20000	Г	2013
O 0115		From:	L			Forrest Broo									
6044) Old Forest Rd	0.45	21000	F	98%	1%	1% 0%	5 0%	0%	С	0.084	F	0.515	23000	F	2013
<u> </u>		To: From:				Link Ro									
6044) Old Forest Rd	0.21	15000	F	98%	1%	1% 0%	0%	0%	F	0.092	F	0.530	16000	F	2013
<u> </u>		To:				Linkhorne	Dr								
6044) Old Forest Rd	1.61	7900	F	98%	1%	1% 0%		0%	F	0.093	F	0.569	8400	F	2013
		To				Lakeside	Dr								
		From:				Oakdale l	Or								
(6045) Greenwood Dr	0.38	3000	F	97%	1%	2% 0%		0%	С	0.103	F	0.710	3100	F	2013
		To	r			D									
6045) Thomas Dr	0.71	4100	F	97%	1%	Perrymont 2% 0%		0%	F	0.095	F	0.628	4300	F	2013
6045 Thomas Dr	0.71	4100		37 70	1 /0	270 07	0 70	0 70	'	0.000	'	0.020	4000	·	2010
Disharand Dd	0.05	From:	<u> </u>	070/	40/	Langhorne		00/					0000		0040
6045 Richmond Rd	0.35	3700	G	97%	1%	1% 0%		0%	С	NA			3900	G	2013
_		10.	<u> </u>			Oakley A									
Conductive D	0.77	From:	<u> </u>	070/	40/	Greenwood		001			_	0.050	0000	_	0010
6046 Sandusky Dr	0.77	3000	F	97%	1%	2% 0%	5 0%	0%	С	0.102	F	0.658	3200	F	2013
0		To:				Pawnee I									
6046) Sandusky Dr	0.49	4500	F	97%	2%	1% 0%		0%	С	0.095	F	0.501	4800	F	2013
$\overline{}$		To	<u> </u>			Fort Av)								
		From:				US 29 Bus Fo									
6048) Perrymont Ave	0.84	3600	F	98%	1%	1% 0%		0%	С	0.094	F	0.508	3800	F	2013
\smile		To				Greenwood	Dr								
		From:				Lynchburg Exp									
6050 Odd Fellows Rd	0.60	7400	F	82%	2%	4% 4%	8%	0%	F	0.093	F	0.597	7800	F	2013
$\overline{}$		To				Mayflower	Dr			—					
0050 Odd Fellows Rd	0.67	1300 From:	F	82%	2%	4% 4%		0%	С	0.119	F	0.632	1400	F	2013
		To				Dead En						· 			_ ^
		From:				12Th S				i					
(6052) Campbell Ave	0.33	9500	F	98%	0%	1% 0%		0%	С	0.085	F	0.568	10000	F	2013
0002		-	_		- / -			- / 0			-	2.200		-	_0.0
Comphall Ava	0.41	From	<u> </u>	000/	00/	17Th S		0%	F	0.086	F	0.63	10000		2010
(6052) Campbell Ave	0.41	9600	F	98%	0%	1% 0%	o U%	U7/o	г	บ.บฮก		บ.กฬ	1 ()()()()	F	2013
		To				Kemper					•	0.00	.0000		

						, - ,								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		From:	r			Due US 460 Feet Ave			-					
6054) Fenwick Dr	0.23	3300 To:	F	99%	0%	Bus US 460 Fort Ave 0% 0% 0% Sheffield Dr	0%	F	0.104	F	0.511	3500	F	2013
Sheffield Dr	0.73	3000	F	99%	0%	Fenwick Dr 0% 0%	0%	С	0.126	F	0.501	3200	F	2013
		To	Z.			SR 163 Wards Rd								
		From				WCL Lynchburg								
Greenview Dr	1.29	18000 To:	F	98%	0%	1% 0% 0% Leesville Rd	0%	С	0.086	F	0.515	19000	F	2013
(6066) Leesville Rd	1.14	7600	F	98%	1%	SCL Lynchburg 1% 0% 0%	0%	F	0.095	F	0.514	8100	F	2013
O La casilla Bal	1.15	7300	F	98%	1%	North St 1% 0% 0%	0%	С	0.1	F	0.572	7800	F	2013
(6066) Leesville Rd	1.15	7 300		30 /0	1 /0	Timberlake Rd	0 70				0.572	7000	•	2010
		From:	1:			CBusUS 460 Logans Lane								
6070) Wards Ferry Rd	1.29	11000	F	99%	0%	0% 0% 0%	0%	F	0.092	F	0.540	11000	F	2013
		To	r			Harvard St								
Wards Ferry Rd	1.06	9600 To:	F	99%	0%	0% 0% 0% US 29; Wards Rd	0%	С	0.097	F	0.521	10000	F	2013
		From:	ı:			Wards Ferry Rd	Rd							
6071) Harvard St	0.08	180	F	97%	0%	1% 1% 1%	0%	F	0.109	F	0.667	190	F	2013
		To	<u> </u>			College Park Dr								
Old Graves Mill Pd	1 70	From:		070/	Uo/	Timberlake Rd	00/	С	0.000	_	U 865	11000	_	2012
Old Graves Mill Rd	1.70	9900 To:	·	97%	0%	1% 1% 1% Graves Mill Rd	0%	U	0.099	F	0.682	11000	۲	2013
		From	c c			Graves Mill Rd			<u> </u>					
McConville Rd	1.80	4700	F	99%	0%	0% 0% 0%	0%	С	0.113	F	0.504	5000	F 201	2013
$\overline{}$		To: From:	c 1:			Wyndale Dr								
6073) Wyndale Dr	0.24	4200	F	99%	1%	McConville Rd 0% 0% 0%	0%	С	0.108	F	0.591	4500	F	2013
		То	£			Lakeside Dr						· -		
		From:	ď			Link Rd								
6074) Evergreen Rd	0.33	2000	G	98%	1%	1% 0% 0%	0%	С	NA			2200	G	2013
$\overline{}$		To:	r			Indian Hill Rd Evergreen Rd								
(6074) Indian Hill Rd	0.98	1800	F	99%	0%	0% 0% 0%	0%	F	0.105	F	0.684	1900	F	2013
		To):			Burnt Bridge Rd								
6074) Burnt Bridge Rd	0.97	1600		99%	0%	Indian Hill Rd 0% 0% 0%	0%	С	0.100	F	0.602	1700	F	2013
6074) Burnt Bridge Rd	0.37	To	_	JJ /0		Bus US 501, Boonsboro Rd	J /0	-	0.100	'	0.002	1700	1	2013
		From:	12			Richmond St							F F F F F F F F F	
(6075) Langhorne Lane	0.34	2000	F	99%	0%	0% 0% 0%	0%	С	0.092	F	0.532	2100	F	2013
$\overline{}$		To: From:				Eldon St								
6075) Eldon St	0.07	2200	<u></u>	99%	0%	Langhorne Lane 0% 0% 0%	0%	F	0.100	F	0.603	2300	F	2013
6075 Eldon St	J.07	То	ic .	00 /0	3 /0	Memorial Ave	3 /0			_'	J.000			
		From:	ı:			Old Forest Rd								
(6076) Linkhorne Rd	0.59	5300	F	99%	0%	0% 0% 0%	0%	F	0.096	F	0.503	5600	F	2013
\smile		To	c			Cranehill Dr								
O + " - 2"		From:		0000		7Th St	6 5'	_	<u>ا</u>					
6077 Jefferson St	0.41	550 To:	G	99%	0%	0% 0% 0%	0%	F	NA			590	G	2013
		From:	<u></u>			Concord Tpke								
6078) Washington St	0.11	1700	" <u></u>	91%	0%	Main St 2% 2% 5%	0%	F	0.104	F	0.616	1900	F	2013
(6078) Washington St	<u> </u>	To	2	01/0	0 /0			•			0.010			
(6078) Concord Tpke	1.66	1500	F	91%	0%	Jefferson St 2% 2% 5%	0%	F	0.096	F	0.639	1600	F	2013

						City of Ly		4								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
ity of Lynchburg		From:				D 1	11 70 1									
Concord Tpke	1.07	1500	F	91%	0%	Rockw 2%		5%	0%	С	0.104	F	0.647	1600	F	2013
Concord Tpke	1.07	1300 To:		31/6	0 /6	US		J /0	0 /6		0.104	'	0.047	1000	1	2010
		From:	l								1					
Court St	0.50	1400		91%	0%	12T 2%		5%	0%	F	0.12	F	0.521	1500	F	2013
Court St	0.50	1400 To:		3176	0 76	5Tl		J /6	0 /6		0.12	'	0.521	1300	'	2010
		From:									_					
Forest Brook Rd	0.92	4700	F	97%	1%	Lakes		1%	0%	С	0.107	F	0.597	5000	_	2013
Forest Brook Rd	0.92	4700 To:		9770	I 70	Old Fo		I 70	0%	-	0.107	Г	0.597	3000	Г	201
	0.50	From:	<u> </u>	000/	00/	Old Fo		00/	00/	F		_	0.070	F000	_	0010
Hill St	0.58	5600 To:	F	99%	0%	0%		0%	0%	Г	0.093	F	0.673	5900	Г	201
			1			Langho	orne Ra									
<u> </u>	0.70	From:	L	000/	00/	Fort		00/	00/			_	0.500	0400	_	2013
Edgewood Ave	0.73	2000 To:	F	99%	0%	0%		0%	0%	С	0.095	F	0.509	2100	F	
						Ward	ls Rd									
		From:				Wis	e St								_	
4th St		100	F								0.155	F		100	F	2013
		To:				Monr	roe St								F F G	
		From:				Yor	k St									
Caroline St		640	F								0.11	F	0.645	680	F	201
		To:				Chaml	bers St									
		From:				Carol	ine St									
Chambers St		910	F								0.103	F	0.569	970	F	201
		To:				2No	d St									
		From				Morning	side Dr									
Clayton Ave		470	F				50140 251				0.117	F	0.617	500	F	201
		To:				Spottsv	vood Pl									
		From:	· · · · · ·			Berk	lov Dl									
Danridge Dr		1300	F			DCIK	icy II				0.088	F	0.535	1300	F	2013
2 aago 2.		To:	Ė			Craign	nont Dr					•	0.000	.000		
		From:														
Enterprise Dr		13000	G			15-1	1520				NA			14000	G	201
Litterprise Di		To:				Bedford C	ounty I inc							14000	а	2013
Estadous Assa		From:	<u> </u>			Maryla	nd Ave					_	0.540	000	_	004
Fairview Ave		270 To:	F								0.13	F	0.513	290	F	201
							kel St									
		From:				Ridgev	way Dr								F F F F F	
Fleetwood Dr		1100	F								0.100	F	0.627	1200		201
		To:				Hillwo	ood Dr									
		From:				C 1		_								
Georgia Ave						Campb	ell Ave				0 101	_	0.539	230	_	2013
		220	F			Campb	ell Ave				0.101	F	0.555	_00	F	_0.
			F				la Ave				0.101	F	0.555	200	F	
Gorman Dr			F				la Ave				0.101	<u> </u>	0.559		F	
Gorman Dr		220	F			Nevad	la Ave				0.101	F 	0.505	310		
Gorman Dr		220 To:				Nevad	la Ave ak Lane									
Gorman Dr		220 To:				Nevad Glen Oa Northw	la Ave ak Lane ood Cir									
		220 From: 290 From:	F			Nevad Glen Oa	la Ave ak Lane ood Cir				0.143	F	0.505	310	F	201
Gorman Dr Hawthorne Rd		220 To: From: 290 To:				Nevad Glen O: Northw Montgor	la Ave ak Lane ood Cir mery Rd									201
		220 To: Prom: 290 To: 140 To:	F			Nevad Glen O: Northw Montgoi	da Ave ak Lane ood Cir mery Rd				0.143	F	0.505	310	F	201
Hawthorne Rd		220 To: From: 290 To: 140 To:	F			Nevad Glen O: Northw Montgor	da Ave ak Lane ood Cir mery Rd				0.143	F	0.505	310	F	201
		220 To: From: 290 To: 140 To: From: 120	F			Nevado Glen O: Northw Montgoi Woodc	la Ave ak Lane ood Cir mery Rd erest Dr da Dr				0.143	F	0.505	310	F	201
Hawthorne Rd		220 To: From: 290 To: 140 To: 120 To:	F			Nevad Glen O Northw Montgor Woodc Rhon Crawf	la Ave ak Lane ood Cir mery Rd rest Dr da Dr ord Dr				0.143	F	0.505	310	F	201
Hawthorne Rd Hayes Dr		220 To: From: 290 To: 140 To: 120 To: From: 170 To: From: 170 To: From:	F			Nevad Glen O Northw Montgor Woodc Rhon Crawf	la Ave ak Lane ood Cir mery Rd erest Dr da Dr ord Dr s Ferry Rd				0.143 0.151 0.134	F	0.505	310 150 130	F F	201
Hawthorne Rd		220 To: From: 290 To: 140 To: 120 To:	F	97%	2%	Nevad Glen Oa Northw Montgor Woodc Rhon Crawf Old Trents 1%	la Ave ood Cir mery Rd erest Dr ord Dr s Ferry Rd 0%	1%	0%	C	0.143	F	0.505	310	F	201
Hawthorne Rd Hayes Dr		220 To: From: 290 To: 140 To: 120 To: From: 170 To: From: 170 To: From:	F	97%	2%	Nevad Glen O Northw Montgor Woodc Rhon Crawf	la Ave ood Cir mery Rd erest Dr ord Dr s Ferry Rd 0%		0%	C	0.143 0.151 0.134	F	0.505	310 150 130	F F	201
Hawthorne Rd Hayes Dr John Scott Dr		220 To: From: 290 To: 140 To: 120 To: From: 170 To: From: 170 To: From:	F	97%	2%	Nevad Glen Oa Northw Montgor Woodc Rhon Crawf Old Trents 1%	la Ave ak Lane ood Cir mery Rd erest Dr da Dr ord Dr s Ferry Rd 0% I End		0%	C	0.143 0.151 0.134	F	0.505	310 150 130	F F	201: 201: 201: 201:
Hawthorne Rd Hayes Dr		220 To: 290 To: 140 To: 120 To: 450 To:	F	97%	2%	Nevado Glen O: Northw Montgoi Woodc Rhon Crawfi Old Trents 1% Dead	la Ave ak Lane ood Cir mery Rd erest Dr da Dr ord Dr s Ferry Rd 0% I End		0%	C	0.143 0.151 0.134	F	0.505	310 150 130	F F	2013 2013 2013 2013

						Oity of Eymoniburg							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Lvnchburg													
Lookovious Dr		From:	F			Bell Tavern Rd		0.100	F	0.500	000	_	201
Locksview Dr		810				Norvell House Ct		0.103	Г	0.528	860	F	201
		From:	l I			Craig St		1					
Maryland Ave		250	F			Craig St		0.118	F	0.622	270	F	201
		To				Fairview Ave							
		From				Clarke St							
McKinney Ave		260	F					0.130	F	0.589	270	F	201
		To				Dodd St							
		From:				Burnt Bridge Rd							
Mimosa Dr		740	F					0.099	F	0.555	780	F	201
		To				Woodcrest Dr							
		From:				McGuffey Lane							
Morningside Dr		460	F					0.227	F	0.726	490	F	201
						Eastwood Lane							
Myrtle St		From:	<u> </u>			Westview Dr		0.107	F		F70	_	001
		530	F			Toledo Ave		0.127	Г		570	F	201
		From:						L					
New Hampshire Ave		330	F			Oakridge Blvd		0.109	F	0.507	360	F	201
		To:	Ė			Tremont St			•	0.007	000	•	
		From:				McKinney Ave		i					
Oxford St		330	F					0.101	F	0.615	350	F	201
		To				Radcliffe Ave							
		From				Hillcrest Rd							
Page St		2600	F					0.106 F	0.829	2800	F	201	
		To				2Nd St							
		From:				Tremont St							
Rhode Island Ave		140	F					0.143	F	0.698	150	F	201
		To				Fort Ave							
Sanhill Dr		From:	Ļ_			Rhonda Dr			_	0.000	470	_	004
		450 To:	F			Anacha I ana		0.157	F	0.629	470	F	201
		From:	l			Apache Lane							
Texas Ave		280	F			Campbell Ave		0.135	F	0.579	300	F	201
TONGS AVE		200 To:				Nevada Ave		0.100	'	0.573	300	'	201
		From:				Wingfield Ave							
Warren Ave		170	F			wingheid Ave		0.120	F	0.636	180	F	201
		To	Ė			Perry Ave			-	2.200		-	
			-					-					