2009

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.

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.

		City of Lynchburg				Trı	ıck			K		Dir		
Route	Jurisdiction	Length AADT Q	4 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SCL Lynchburg			ZAXIC	JIANIC	TTTAII	ZITAII		1 actor		1 actor		
(29) (460)	City of Lynchburg (Maint: 15)	1.13 42000 G	93%	0%	1%	1%	4%	0%	F	0.091	F	0.624	43000	G
25) (400)	To	Candler Mountain Rd												
(20) (400)	City of Lynchburg (Maint: 15)	0.44 36000 G	93%	0%	1%	1%	4%	0%	F	0.092	F	0.616	37000	G
[29] [460]	Oity of Lynchburg (Waint: 19)		3370	070	170	1 70	7/0	070	•	0.032	•	0.010	37000	J
~~~~	From:	US 501	000/	00/		40/	407	00/		0.400	^	0.500	07000	^
(29) (460) (501)	City of Lynchburg (Maint: 15)	2.36 <b>36000 A</b>		0%	1%	1%	4%	0%	С	0.106	Α	0.503	37000	Α
	From:	US 501 Campbell Ave Functional Class Chang												
29) (460) Richmond Hwy	City of Lynchburg (Maint: 15)	1.90 <b>34000 G</b>		0%	1%	1%	4%	0%	F	0.084	F	0.505	35000	G
29 (400)	To:	US 29												_
	From:	SCL Lynchburg												
29	City of Lynchburg (Maint: 15)	0.33 <b>16000 G</b>	93%	0%	0%	0%	6%	0%	F	0.09	F	0.530	16000	G
<u> </u>	To:	NCL Lynchburg												
Bus	From:	SCL Lynchburg												
29 Wards Rd	City of Lynchburg	1.64 <b>36000 G</b>	98%	0%	1%	0%	1%	0%	F	NA			37000	G
	To:	US 501; SR 163 Lynchburg Ex	oressway											
Bus	From:	SR 163 Wards Rd												
29 501 Lynchburg Expressway	City of Lynchburg	0.34 <b>40000 N</b>	98%	0%	1%	0%	1%	0%	N	NA			44000	N
Pug Pug	Tay From:	Candler Mt Rd												
Bus 29 Lynchburg Expressway	City of Lynchburg	1.37 <b>40000 G</b>	98%	0%	1%	0%	1%	0%	F	NA			44000	G
29 Eyrionburg Expressway	only of Eyrichibung		3070	070		070	170	070	•	14/			11000	O
Bus	From:	Odd Fellows Rd												
29 Lynchburg Expressway	City of Lynchburg	1.46 <b>44000 G</b>	98%	0%	1%	0%	1%	0%	F	NA			43000	G
<u> </u>	Tos	Kemper Street												
Bus	From:								_				.=	_
29 Lynchburg Expressway	City of Lynchburg	1.02 <b>39000 G</b>	98%	0%	1%	0%	1%	0%	F	NA			47000	G
Bus	To: From:	Main Street												
29 Lynchburg Expressway	City of Lynchburg	0.22 <b>25000 G</b>	98%	0%	1%	0%	1%	0%	F	0.091	F	0.583	26000	G
29) =,	To:	Amherst County Line	0070	0,0	$\overline{}$	0,0	.,0	0,0	-	0.00	•	0.000		Ū
	From:	US 29 Bus Wards Rd												
128 Candler Mt Rd	City of Lynchburg	0.29 <b>19000 G</b>	89%	5%	1%	1%	4%	0%	F	0.080	F	0.544	21000	G
128 Caraci Wit No	To:	US 501 Lynchburg Exp		370		1 70	7/0	070	•	0.000	•	0.544	21000	J
	From:	RT 501 W	•											
128) 501 Candler Mtn Rd	City of Lynchburg	0.40 <b>41000 G</b>	i							NA			45000	G
	To:	RT 501 E												
	From:	US 501 Candlers Mt Ro							_		_			_
128 Mayflower Dr	City of Lynchburg	1.30 <b>7900 G</b>	89%	5%	1%	1%	4%	0%	С	0.097	F	0.505	8600	G
$\smile$	To: From:	Odd Fellows Rd			$\Box$ $\vdash$									
128 Mayflower Dr	City of Lynchburg	1.48 <b>2000 G</b>	96%	2%	1%	1%	0%	0%	С	0.108	F	0.676	2200	G
$\smile$	To:	US 501 Bus Campbell A	ve											
	From:	Bus US 29, US 501 Lynchburg E	xpressway										·	
163)Wards Rd	City of Lynchburg	0.44 <b>18000 G</b>								0.077	F	0.517	20000	G
	To:	SR 128 Candler Mtn Ro	1											

### 2009 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
Marila Dil	From:	SR 128 Candler Mtn Ro								0.074	_	0.500	04000	
163) Wards Rd	City of Lynchburg	0.42 <b>28000 G</b>								0.074	F	0.522	31000	G
D.::	To: From:	Bus US 460 Fort Avenue Wards Rd	9		-									
Bus Fort Ave	City of Lynchhyra									NA			26000	G
163 460 Fort Ave	City of Lynchburg									INA			26000	G
	From:	Memorial Ave Fort Ave			-									
163 Memorial Ave	City of Lynchburg	0.60 <b>9900 G</b>	98%	0%	1%	0%	1%	0%	С	0.078	F	0.622	11000	G
100)	To:	Oakley Ave												
163) Memorial Ave	City of Lynchburg	0.47 <b>13000</b> G	98%	0%	1%	0%	1%	0%	F	0.083	F	0.529	14000	G
163 Ivierional Ave	City of Lynchburg	0.47 13000 G	90%	0%	1 70	0%	170	0%	Г	0.063	Г	0.529	14000	G
	To: From:	Park Ave												
163 Memorial Ave	City of Lynchburg	0.33 <b>12000 G</b>	98%	0%	1%	0%	1%	0%	F	0.084	F	0.545	13000	G
<u> </u>	To: From:	Langhorne Rd			$\neg$ $\vdash$									
(163)5th St	City of Lynchburg	0.17 <b>14000 G</b>	98%	1%	1%	0%	0%	0%	С	0.082	F	0.523	15000	G
1.00	Tol	D.11. 1.0.												
Esh Cs	City of Lynchhyra	Pollard St	000/	0%	10/	00/	40/	00/	F	0.000	F	0.547	15000	G
163)5th St	City of Lynchburg	0.26 1 <b>4000 G</b>	96%	0%	1%	0%	170	0%	Г	0.062	Г	0.547	15000	G
	To- From:	Pierce St												
163)5th St	City of Lynchburg	0.27 <b>13000 G</b>	98%	0%	1%	0%	0%	0%	F	0.082	F	0.537	14000	G
$\overline{}$	Too	Park Ave			$\neg$ $\vdash$									
(163)5th St	City of Lynchbura		98%	0%	1%	0%	0%	0%	F	0.08	F	0.538	16000	G
(103)														
	From								_		_		.=	
163)5th St	City of Lynchburg		98%	0%	1%	0%	0%	0%	С	0.088	F	0.6	17000	G
<u> </u>	10:	Amherst County Line												
	From:	WCL Lynchburg												
221 Lakeside Dr	City of Lynchburg	0.53 <b>26000 G</b>	98%	0%	1%	0%	1%	0%	С	0.089	F	0.592	29000	G
<u> </u>	To:	Lynchburg Expressway			$\neg$ $\vdash$									
221 Lakeside Dr	City of Lynchburg		98%	0%	1%	0%	1%	0%	F	0.09	F	0.624	17000	G
(221) Lancoldo Di	City of Lynonburg		0070	070		070	170	070	•	0.00	•	0.021	11000	Ŭ
~~	To: From:													
(221) Lakeside Dr	City of Lynchburg	1.52 <b>13000 G</b>	98%	0%	1%	0%	1%	0%	F	0.089	F	0.556	14000	G
<del></del>	To: From:	Old Forest Rd												
(221) Lakeside Dr	City of Lynchburg		98%	0%	1%	0%	1%	0%	F	0.089	F	0.588	18000	G
	To:	Oakley Ave												
	From:	Lakeside Dr												
Oakley Ave	City of Lynchburg	0.57 <b>9300 G</b>	98%	0%	1%	0%	1%	0%	F	0.097	F	0.534	10000	G
<u> </u>	To:	Bus US 29 Memorial Av	e											
~~~~	From:	Memorial Ave												
221 Oakley Ave	City of Lynchburg		98%	0%	1%	0%	1%	0%	F	NA			14000	G
<u> </u>	To:	Bus US 460 Fort Ave												
Bus		Pierce St Pier			_									
(221)(460) Fort Ave			97%	1%	<u>1%</u>	0%	1%	0%	С	0.092	F	0.559	11000	G
\sim	To:	118-6029 Fort Ave												

6/12/2010 8

		City of Ly			_		Tru	ıck			K	_	Dir		
Route	Jurisdiction	Length AA	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	118-6029	Fort Ave												
221 (460) 12th St	City of Lynchburg	0.25 100	00 N	97%	1%	1%	0%	1%	0%	Ν	0.092	Ν	0.559	11000	Ν
Bus Bus	To- From:	Bus US 501 C	ampbell Ave												
221 (460) (501) 12th St	City of Lynchburg	0.18 72	00 G	96%	1%	2%	0%	1%	0%	F	0.099	F	0.54	7800	G
221 (400)(301)	To:	Kemp				ΤÏ	-,-	.,.		-		•			_
Bus Bus	From:	12th S													
221 (460) (501) Kemper St	City of Lynchburg	0.41 110		96%	1%	2%	0%	1%	0%	С	0.087	F	0.631	12000	G
	""	US 29 Lynchbu	•	у											
	City of Lynchburg (Maint: 15)	SCL Lyı 1.13 420		93%	0%	 1%	1%	4%	0%	F	0.091	F	0.624	43000	G
460) (29)	City of Lynchburg (Maint. 15)			93%	0%	1%	1%	4%	0%	Г	0.091	Г	0.624	43000	G
~~~	To: From:	Candler M		000/	201		40/	407	00/	_	0.000	_	0.010	07000	_
460) (29)	City of Lynchburg (Maint: 15)	0.44 <b>360</b>	00 G	93%	0%	1%	1%	4%	0%	F	0.092	F	0.616	37000	G
~~~~	To: From:	US													
460 (29) (501)	City of Lynchburg (Maint: 15)	2.36 360		93%	0%	1%	1%	4%	0%	С	0.106	Α	0.503	37000	Α
* * *	From:	Bus US 501; US 5 Functional C		Ave											
460 29 Richmond Hwy	City of Lynchburg (Maint: 15)	1.90 340		93%	0%	1%	1%	4%	0%	F	0.084	F	0.505	35000	G
	Ta	US	20			<u> </u>									
Richmond Hwy	City of Lynchburg (Maint: 15)	0.11 260		94%	0%	1%	1%	4%	0%	Ν	NA			22000	N
400)	To:	ECL Ly	nchburg												
Bus	From:	WCL Ly	nchburg												
760 Timberlake Rd	City of Lynchburg	0.62 310		98%	0%	0%	0%	1%	0%	F	NA			33000	G
~	To	Old Grave	s Mill Rd												
Bus Timborleko Dd	City of Lynchburg	1.14 24 0		98%	0%	0%	00/	40/	0%	_	0.091	F	0.536	25000	G
Timberlake Rd	City of Lynchburg			90%	076	U%	0%	1%	076	Г	0.091	г	0.556	25000	G
Bus	To: From:	Leesvi	lle Rd												
Timberlake Rd	City of Lynchburg	0.37 300	00 G	98%	0%	0%	0%	1%	0%	F	0.091	F	0.572	32000	G
~	To	US 501 Lynchb	arg Expresswa	ıy											
Bus 460 Fort Ave	City of Lynchburg	1.15 170	00 G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.575	18000	G
460	To:	Bus US 29		30 76	070	078	076	1 /0	070	'	0.000	'	0.575	10000	G
Bus	From:	Ward													
460 163 Fort Ave	City of Lynchburg	1.19 240									NA			26000	G
Dua .	To: From:	Memor													
Bus 460 Fort Ave	City of Lynchburg	Bus US 29 M 0.57 250		98%	0%	0%	0%	1%	0%	F	NA			26000	G
400). 51.7.10	The state of the s			0070	570	- J/0	J / U	. 70	J /0	•	. 4/ 1			_5000	J
Bus	From:	US 221 O													
460 (221) Fort Ave	City of Lynchburg	0.42 100	00 G	97%	1%	1%	0%	1%	0%	С	0.092	F	0.559	11000	G
~~	To- From:	118-6029	Fort Ave			\Box									
Bus 460 (221)12th St	City of Lynchburg	0.25 100	00 N	97%	1%	1%	0%	1%	0%	N	0.092	N	0.559	11000	N
400 (221) 1241 31	To:	Bus US 501 C		01.70	1,73		0 / 0	170	0,0		3.002		3.000	11000	.,

		City of Lynchburg				т	1 .			17		D:		
Route	Jurisdiction	Length AADT Q	4 4Tire	Bus		Tru		o T "	QC	K	QK	Dir	AAWDT	Q۷
	From				2Axle	3+Axle	1 I rail	21 rail		Factor		Factor		
Bus Bus 460 (221) 501 12th St	City of Lynobhurg	Bus US 501 Campbell A 0.18 7200 G		1%	2%	0%	1%	00/	F	0.099	F	0.54	7800	G
460 (221) 501 12th St	City of Lynchburg	Kemper St	90%	170	270	0%	170	0%	Г	0.099	Г	0.34	7000	G
Bus Bus	From:	12th Street												
460 (221) (501) Kemper St	City of Lynchburg	0.41 11000 G	96%	1%	2%	0%	1%	0%	С	0.087	F	0.631	12000	G
400 (221) (001)	To	Bus US 29 Lynchburg Expre	ssway											
Bus Bus	From:	US 29 Lynchburg Express												
460 (501 Kemper St	City of Lynchburg	0.34 10000 G	97%	1%	1%	0%	1%	0%	F	0.101	F	0.623	11000	G
	To:	Campbell Ave												
Bus Bus Comphell Ave	City of Lynobhurg	0.88 17000 G	97%	1%	1%	0%	1%	0%	С	0.1	F	0.66	18000	G
Campbell Ave	City of Lynchburg	0.00 17000 G	9176	170	170	0%	170	0%	C	0.1	Г	0.00	16000	Ċ
Bus Bus	To: From:	Mayflower Dr												
460) 501 Campbell Ave	City of Lynchburg	0.48 16000 G	97%	1%	1%	0%	1%	0%	F	0.104	F	0.633	17000	G
400 (301)	, , , , , , , , , , , , , , , , , , ,	Y												
Bus Bus	From:	Florida Ave												
460 (501 Campbell Ave	City of Lynchburg	0.23 17000 G	97%	1%	1%	0%	1%	0%	F	0.099	F	0.654	19000	C
~~	To	US 460 Richmond Hw	/											
	From:	SCL Lynchburg												
Campbell Ave	City of Lynchburg	0.99 12000 G	97%	0%	1%	0%	1%	0%	F	0.098	F	0.675	13000	(
	To:	US 460												
501)(460)(29)	City of Lynchburg (Maint: 15)	2.36 36000 A	93%	0%	1%	1%	4%	0%	С	0.106	Α	0.503	37000	A
(400) (29)	To:	US 501		0,0		. , 0	.,0	0,0		000		0.000	0.000	•
	From:	US 460 Lynchburg Hw	y											
501	City of Lynchburg	0.59 30000 G								NA			33000	C
~	To:	SR 128 Mayflower Dr												
501 (128) Candler Mtn Rd	City of Lynchburg	0.40 41000 G								NA			45000	G
301) (120)	T.				_									
Bus	From:	US 29 Lynchburg Express	way											
501 29 Lynchburg Expressway	City of Lynchburg	0.34 40000 N	98%	0%	1%	0%	1%	0%	Ν	NA			44000	١
~~	Tax	Wards Rd Exit			\neg \vdash									
501 Lynchburg Expressway	City of Lynchburg	1.51 42000 G	98%	0%	0%	0%	1%	0%	F	NA			6400	C
501)	To:													
501 Lynchburg Expressway Ext	From:	Timberlake Rd 1.21 49000 G								NA			20000	(
501 Lynchburg Expressway Ext	City of Lynchburg									INA			39000	(
~~	To: From:	Graves Mill Rd												
501 Lynchburg Expressway	City of Lynchburg	1.24 32000 G								NA			47000	(
~	To: Econo	Lakeside Dr			\neg \vdash									
501 Lynchburg Expressway	City of Lynchburg	0.31 15000 G	i		•					NA			17000	G
	Tool	118-6044 Old Forest Ro	1											
Lynchburg Expressway	City of Lynchburg	1.23 13000 G								NA			48000	(
501) Lyricibuly Explessway	City of Lyriciburg		·							11/7			40000	٠
~~	To: From:	Wiggington Rd												
Lynchburg Expressway	City of Lynchburg	1.86 14000 G	96%	0%	1%	1%	2%	0%	F	0.086	F	0.541	15000	G
~	To:	Boonsboro Rd												

Route	Jurisdiction	Length AADT Q	1 4Tire	Rus		Tru	ick		QC	K	QK	Dir	AAWDT	- 0
rodio	our sale to 1			Duo	2Axle	3+Axle	1Trail	2Trail	<u> </u>	Factor	QI.	Factor	7000001	•
501 Boonsboro Rd	City of Lynabburg			10/	10/	00/	20/	00/	C	0.000	_	0.616	9700	(
501 BOOLISBOIO Ku	City of Lynchburg		90%	170	170	0%	270	0%	C	0.096	Г	0.010	9700	
Bus Bus	From:													
Bus Bus 501 (460 Campbell Ave	City of Lynchburg		97%	1%	1%	0%	1%	0%	F	0.099	F	0.654	19000	(
301)(400) *** ***	To:													
Bus Bus	From:													
Campbell Ave	City of Lynchburg	0.48 16000 G	97%	1%	1%	0%	1%	0%	F	0.104	F	0.633	17000	(
Bus Bus	To: From:	Mayflower Dr												
501 (460 Campbell Ave	City of Lynchburg	0.88 17000 G	97%	1%	1%	0%	1%	0%	С	0.1	F	0.66	18000	(
<i></i>	To:	Kemper St												
Bus Bus	From:		070/	40/		00/	40/	00/	_	0.404	_	0.000	44000	
601 (460) Kemper St	City of Lynchburg			1%	1%	0%	1%	0%	F	0.101	F	0.623	11000	
Bus Bus	From:	US 221												
501 (221 (460 Kemper St	City of Lynchburg	0.41 11000 G	96%	1%	2%	0%	1%	0%	С	0.087	F	0.631	12000	
~~~	То:	Chiburg   0.23   17000   G   97%   1%   1%   0%   1%   0%   F   0.099   F   0.654   19												
Bus Bus	City of Lynabburg		069/	10/	20/	00/	10/	00/	_	0.000	_	0.54	7800	
501 (221) (460) 12th St	City of Lynchburg		90 /0	1 /0	2 /0	076	1 /0	0 /6	Г	0.099		0.54	7000	
Bus	To: From:	FORT AVE												
Campbell Ave	City of Lynchburg	Linkhlurg Expressors   Linkhlurg   Linkhlurg Expressors   Linkhlurg   Linkhlurg Expressors   Linkhlurg   Link	9700											
~	To- From:	Park Ave			$\neg$ $\vdash$							0.616  0.654  0.633  0.66  0.623  0.631  0.54  0.634  0.543  0.532  0.731  0.705  0.515  0.613		
Bus 501 Langhorne Rd	City of Lynchburg	0.27 <b>9400 G</b>	98%	1%	1%	0%	0%	0%	C	0.095	F	0 543	10000	
2 Langhome rea	City of Eyrioribung			170		070	070	070	Ü	0.000	•	0.040	10000	
Bus	From:	Memorial Ave												
So1 Langhorne Rd	City of Lynchburg	0.29 <b>18000 G</b>	98%	1%	1%	0%	0%	0%	С	0.084	F	0.532	19000	
Rus	To- From:	Murrell Rd												
Bus 501 Langhorne Rd	City of Lynchburg	1.06 <b>13000 G</b>	99%	0%	0%	0%	0%	0%	С	0.098	F	0.731	14000	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	To:													
Bus	From:													
Langhorne Rd	City of Lynchburg	0.47 <b>13000</b> G	99%	0%	0%	0%	0%	0%	F	0.098	F	0.705	14000	
Bus	To- From:	Cranehill Dr												
501 Langhorne Rd	City of Lynchburg	1.37 <b>8000 G</b>	99%	1%	0%	0%	0%	0%	С	0.09	F	0.515	8700	
	To:													
Bus	From:		2001	407		00/	201	00/	_	0.070	_	0.540	0000	
Rivermont Terrace	City of Lynchburg		99%	1%	0%	0%	0%	0%	F	0.072	F	0.513	6000	•
Bus	From:													
Rivermont Ave	City of Lynchburg		98%	0%	1%	1%	1%	0%	F	0.085	F	0.629	16000	
~	Tai													
Bus 501 Boonsboro Rd	From:L		6001	001		467	407	001	_	0.000	_	0.640	45000	
	('ity of Lynchhura	0.76 <b>14000 G</b>	ag ₀ / ₂	(10/2	1%	1%	1%	()%	-	0.092	-	0.613	15000	(

### 2009 Annual Average Daily Traffic Volume Estimates By Section of Route City of Lynchburg

Route	Jurisdiction	Length A	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
Bus	From:	Tren	its Ferry Rd	i												
501 Boonsboro Rd	City of Lynchburg	1.75 1	13000	G	98%	0%	1%	1%	1%	0%	С	0.092	F	0.538	14000	G
$\hookrightarrow$	То:	Lynchbu	ırg Express	sway												

6/12/2010 12

						, -	Lymonio									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		From					15.1									
(F794) Top Ridge Rd	1.16	20	R			D	ead End				NA			NA		08/22/200
		To				15-837	Top Ridge	Rd								
		From				D	ead End									
(F864) Brown Haven Lane	0.12	10	R								NA			NA		08/14/200
		To			1		rown Have									
(F905) Memo Rd	0.20	From <b>NA</b>				US	29; 15-758				NA			NA		
(F905) WEITO Rd	0.20	To	-			D	ead End				Π΄`			14/1		
		From	:			D	ead End									
F906) Liberty Mt Dr	0.40	3100	R								NA			NA		08/22/200
		То			118-603	5; Ramp l	Fr US 460	Byp Ent T	o L							
O 13 4 14 5	0.70	From	Ļ			D	ead End									00/00/00
F907 Liberty Mt Dr	0.78	2500 To	R			FR-906	Liberty M	t Dr			NA			NA		08/22/200
		From	:				ead End	. DI			+					
F975) Chetnut Creek Dr	0.46	160	R				cau Enu				NA			NA		07/31/200
		То	:			D	ead End									
		From				Long	Meadow D	)r								
1 Pawnee Dr	0.86	2200	G								0.146	F	0.569	2300	G	2009
		10					idusky Dr									
9th St	0.18	1100	G			С	hurch St				0.126	F	0.601	1200	G	2009
2 9th St	0.10	То	$\overline{}$			Jef	ferson St				0.120	'	0.001	1200	O	2003
		From	:				Ray Circle				i					
3 Alta Lane	0.85	2900	G	98%	1%	1%	0%	0%	0%	С	0.098	F	0.554	3100	G	2009
$\bigcirc$		To				Ward	ls Ferry Ro	l								
		From					esville Rd					_				
4 Del Ray Circle	0.16	3000 To	G	98%	1%	1%	0% Ita lane	0%	0%	F	0.102	F	0.511	3200	G	2009
		From	:I								+					
5 8th St	0.59	1400	G	97%	1%	2%	ark Ave 0%	0%	0%	С	0.092	F	0.554	1500	G	2009
3 ** **		То	:				Court St									
		From			C	1US 501 I	Rivermont '	Terrace								
6 Langhorne Rd	0.16	2100	G	98%	1%	1%	0%	0%	0%	F	0.104	F	0.806	2300	G	2009
		To From					illa Rd ghorne Rd									
6 Villa Rd	0.12	2000	G	98%	1%	1%	0%	0%	0%	F	0.103	F	0.737	2200	G	2009
<u> </u>		То	:			Rive	rmont Ave	:								
		From				CBUS	460 Fort A	ve								
7 Long Meadow Dr	0.73	2100 To	G								0.122	F	0.561	2200	G	2009
			1				wnee Dr									
8 Sussex St	0.79	2400	G			Perr	ymont Ave				0.125	F	0.713	2600	G	2009
8 Sussex St	0.73	<b>2400</b> To	<u> </u>			Lan	ghorne Rd				0.123	•	0.713	2000	G	2009
		From			Eı		Liberty Un	iversity			i					
9 University Blvd	0.42	10000	G	94%	0%	5%	0%	0%	0%	С	0.086	F	0.52	11000	G	2009
$\bigcirc$		То	:			Candler	s Mountain	Rd								
$\sim$		From				118-6078	Concord 7	Грке								
10 Pleasant Valley Rd	0.52	NA									NA			NA		
<u> </u>		From				Urba	n Boundar	y			_					
(10) Pleasant Valley Rd	0.13	NA									NA			NA		
<u> </u>		From				Function	al Class Ch	ange			_					
(10) Pleasant Valley Rd	0.15	NA To				ECT Y	11	. 017			NA			NA		
<u> </u>		To	1			ECL Lyr	chburg; 15	-817								

Route Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC Factor Fact	G G	2009 2009 2009
City of Lynchburg   From   C1US 501	G G	2009
O	G G	2009
Williams Rd   South State   Williams Rd   Front   Boonsboro Rd   South State   Boonsboro Rd   South State   Sout	G G	2009
Trents Ferry Rd  1.88  1400  G  97%  1%  1%  0%  0%  0%  0%  C  0.104  F  0.588  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  1500  150	G	
Trents Ferry Rd  1.88  1400  G  97%  1%  1%  0%  0%  0%  0%  0%  C  0.104  F  0.588  1500  Bedford County Line  Old Forest Rd  O.78  7700  G  98%  1%  1%  0%  0%  0%  0%  F  0.09  F  0.563  8400  To:  Cranehill Dr  Form:  Cranehill Rd  1.32  6600  G  98%  1%  1%  0%  0%  0%  0%  C  0.088  F  0.527  7100	G	
From		2009
Link Rd 0.78 7700 G 98% 1% 1% 0% 0% 0% F 0.09 F 0.563 8400  To: Cranehill Dr  From: Cranehill Rd  1.32 6600 G 98% 1% 1% 0% 0% 0% C 0.088 F 0.527 7100		2009
Link Rd 0.78 7700 G 98% 1% 1% 0% 0% 0% F 0.09 F 0.563 8400    Cranehill Dr		2009
To: Cranehill Dr From: Cranehill Rd  6003 Link Rd 1.32 6600 G 98% 1% 1% 0% 0% 0% C 0.088 F 0.527 7100		
G003 Link Rd 1.32 <b>6600 G</b> 98% 1% 1% 0% 0% 0% C 0.088 F 0.527 7100	G	
	(-i	0001
RIVERMONT AVE	-	2009
Old Forest Rd		2000
Wiggington Rd 1.04 <b>3900 G</b> 98% 1% 1% 0% 0% 0% F 0.104 F 0.811 4300	G	2009
To Error: Lynchburg Exp		
(5004) Wiggington Rd 0.76 <b>3500 G</b> 98% 1% 1% 0% 0% 0 C 0.108 F 0.645 3800	G	2009
To: Chadwick Dr		
G ₀₀₄ ) Wiggington Rd 1.82 <b>1400 <u>G</u></b> 98% 1% 1% 0% 0% 0% F 0.108 F 0.723 1500	G	2009
To: Hawkins Mill Rd		
Wiggington Ku	G	2009
Hawkins Mill Rd 0.36 1/00 G 9/% 2% 1% 0% 0% 0 C 0.122 F 0.522 1800	G	2008
From: Hawkins Mill Rd		
0.89 <b>2200 G</b> 97% 2% 1% 0% 0% F 0.131 F 0.595 2400	G	2009
To Walnut Hollow Rd		
From: Wallut Hollow Rd	G	2009
To: US 501 Boonsboro Rd		
From: US 460 Bus Fort Ave		
G009) Graves Mill Rd 0.60 <b>6200 G</b> 97% 1% 1% 1% 1% 0% F NA 6800	G	2009
Old Mill Rd 0.66 <b>3200 G</b> 97% 1% 1% 1% 0% F 0.103 F 0.553 3500	G	2009
	G	2008
Nationwide Dr		
G ₀₀₉ Graves Mill Rd 0.27 <b>11000 G</b> 97% 1% 1% 1% 1% 0% F 0.098 F 0.633 12000	) G	2009
To: US 501 Lynchburg Expressway		
Goog) Graves Mill Rd 0.18 <b>25000 G</b> 97% 1% 1% 1% 1% 0% C 0.092 F 0.512 27000	) G	2009
Tic Old Graves Mill Rd		
Goog) Graves Mill Rd 1.04 <b>19000 G</b> 97% 1% 1% 1% 1% 0% F 0.093 F 0.533 21000	) G	2009
To: WCL Lynchburg 09-1425		
From: Pearl St		-
6012) Church St 0.23 <b>3700 G</b> 0.119 F 4000	G	2009
To 12th St		
Church St 0.47 <b>7100 G</b> 98% 0% 1% 0% 1% 0% F NA 7800	G	2009
<u></u>	-	_000
5th St 5th St 76012) Rivermont Ave 0.90 <b>15000 G</b> 98% 0% 1% 0% 1% 0% C 0.095 F 0.610 16000	) G	2009
Rivermont Ave 0.90 15000 G 98% 0% 1% 0% 1% 0% C 0.095 F 0.610 16000	, G	2008
From: Rivermont Ave E Int		
9012) Bedford Ave 0.96 <b>4100 G</b> 96% 1% 1% 0% 2% 0% C 0.089 F 0.507 4400	G	2009
To: Rivermont Ave W Int		
Bedford Ave W Int		
Rivermont Ave 1.01 <b>15000 G</b> 96% 1% 1% 0% 2% 0% F 0.099 F 0.523 16000	) G	2009
To: Rivermont Terrace		
Bedford Ave W Int		
Rivermont Ave 0.96 <b>8800 G</b> 96% 1% 1% 0% 2% 0% F 0.098 F 0.602 9500	G	2009
To: Bedford Ave E Int		
From: Bedford Ave		
G ₀₂₂ ) Hollins Mill Rd 1.16 <b>3100 G</b> 96% 1% 1% 0% 2% 0% F 0.095 F 0.559 3400	G	2009
To: Hollins St		

						City of	f Lynchb	urg								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	2011		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		From	1			**	(-11: C4				<del>- i</del>					
6022) Federal St	0.40	3900 _{To}	G	96%	1%	1%	0% 5Th St	2%	0%	F	0.097	F	0.534	4300	G	2009
		From					keside Dr				i					
6023 Murrell Rd	0.37	8200 To	G	96%	1%	1%	0% ghorne Rd	2%	0%	F	0.098	F	0.569	8900	G	2009
		From					emper St				l					
6027) 12th St	0.80	6500	G	98%	0%	1%	0% Clay St	0%	0%	F	0.104	F	0.549	7100	G	2009
6027) 12th St	0.25	5200 From	G	98%	0%	1%	0% nmerce St	0%	0%	F	0.095	F	0.551	5700	G	2009
		From					5Th St									
6028) Commerce St	0.33	4800 _{To}	G	98%	0%	1%	0%	0%	0%	F	0.114	F	0.547	5200	G	2009
6028) Commerce St	0.30	3200 From	G	98%	0%	1%	10Th St 0%	0%	0%	F	0.133	F	0.809	3500	G	2009
Commerce St	0.00	To		5576	0,0		Main St	- 70	<b>2</b> / 0	•		•	0.000	2300	-	_000
		From					sworth Av	e								
Fort Ave	0.43	5500	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.577	6000	G	2009
6029 Park Ave	0.28	7900	G	98%	0%	1%	emper St 0%	0%	0%	F	0.082	F	0.576	8600	G	2009
0023) 1		ть		2070					2,0	•						
Park Ave	0.36	6500 From	G	98%	0%	1%	9Th St 0% 5Th St	0%	0%	F	0.080	F	0.511	7100	G	2009
		From					ıkley Ave									
Lakeside Dr	0.41	12000 _{то}	G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.587	13000	G	2009
6031) Lakeside Dr	0.34	6000 From	G	98%	0%	1%	urrell Rd 0%	0%	0%	С	0.094	F	0.580	6500	G	2009
6031) Park Ave	0.36	6900	G	98%	1%	Mei 1%	morial Ave 0%	0%	0%	F	0.092	F	0.511	7500	G	2009
6031) Faik Ave	0.30	0900 To		90 /6	1 /0		ghorne Rd	0 /0	0 /6	-	0.092		0.511	7300	G	2009
		From					1US 501									
6031) Park Ave	0.35	9400	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.547	10000	G	2009
$\overline{}$		To				US 221; 1	18-6027:12	2Th St								
O		From					orida Ave									
6032) Main St	0.25	2500 _{To}	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.510	2700	G	2009
		From					org Express									
6032) Main St	0.28	7300	G	98%	1%	1%	0%	0%	0%	F	NA			8000	G	2009
$\cup$		To				1	12Th St									
6032) Main St	0.55	6300 From	G	98%	1%	1%	0%	0%	0%	F	0.104	F		6800	G	2009
<u> </u>		To					5Th St									
		From	•			Can	npbell Ave									
6033) Florida Ave	1.28	4500	G	98%	1%	1%	0%	0%	0%	С	0.104	F	0.620	4900	G	2009
$\bigcirc$		To From				A	ugusta St									
Florida Ave	0.88	3300	G	98%	1%	1%	0%	0%	0%	F	0.111	F	0.649	3500	G	2009
$\overline{}$		To				- I	Main St									
		From				Flo	orida Ave									
6034) Martin St	0.58	1100	G	98%	1%	1%	0%	0%	0%	С	0.115	F	0.662	1200	G	2009
<u> </u>		То	<u> </u>			ECL	Lynchburg	9								
<u> </u>		From					Lynchburg					_			_	
6035 Candler Mtn Rd	1.09	3200	G	100%	0%	0%	0%	0%	0%	С	0.105	F	0.701	3400	G	2009
<u> </u>		To From			F		n US 460; l	FR 906								
6035) Candler Mtn Rd	0.74	12000	G	100%	0%	0%	0%	0%	0%	F	0.087	F	0.602	13000	G	2009
$\overline{}$		To				SR 128; N	Mayflower	Drive								

						City of	Lynchbu	urg								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		From	1				TTD1 C				1					
6036) Clay St	0.50	2100	G	99%	0%	1%	5Th St 0%	0%	0%	С	0.11	F	0.663	2300	G	2009
Grace St	0.88	3400 From	G	97%	1%	1%	2Th St 0% orida Ave	0%	0%	С	0.106	F	0.702	3700	G	2009
		From					Vythe St									
6037) Stadium Dr	0.38	4300 To	G	97%	1%	1%	0% rroll Ave	0%	0%	F	0.102	F	0.545	4700	G	2009
6038) Wythe St	0.27	7400	G	96%	1%	1%	ort Ave	1%	0%	С	0.102	F	0.511	8000	G	2009
$\bigcirc$		To				Sta	adium Dr									
<u> </u>	2.22	From		000/	00/		adium Dr	00/	20/	_	2000	_	0.540	4000	_	2000
James St	0.22	3700 To	G	96%	2%	1% Ca	0% rroll Ave	0%	0%	С	0.099	F	0.543	4000	G	2009
		From				Lan	ghorne Rd									
6042) Cranehill Dr	1.04	<b>2200</b>	G	98%	1%	1% I	0% Link Rd	0%	0%	С	0.141	F	0.788	2400	G	2009
		From				US 501 N	IW Expres	sway								
Old Forest Rd	0.94	20000	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.528	21000	G	2009
0044 Old Forest Rd	0.45	19000	G	98%	1%	0%	st Brook R 1%	0%	0%	С	0.089	F	0.508	20000	G	2009
0		From					ink Rd					_				
Old Forest Rd	0.21	14000		98%	1%	0%	1%	0%	0%	F	0.093	F	0.564	16000	G	2009
6044) Old Forest Rd	1 61	11000	G	98%	1%		khorne Dr 1%	0%	0%	F	NIA			12000	G	2009
Old Forest Rd	1.61	To		90%	170	0% Lai	keside Dr	0%	0%	Г	NA T			12000	G	2009
		From				Oa	kdale Dr									
6045) Greenwood Dr	0.38	4500	G								NA			4900	G	2009
<u> </u>		To From				Perr	ymont Ave	:								
6045 Thomas Dr	0.71	6300	G								NA			6900	G	2009
6045) Richmond Rd	0.35	5600	G			Lang	horne Lane	2			NA			6100	G	2009
(6045) Richmond Rd	0.55	То	Ŭ			Oa	kley Ave							0100		2003
		From				Gree	enwood Dr									
6046 Sandusky Dr	0.77	4200	G								NA			4600	G	2009
On the standard Brown	0.40	From	acksquare			Pa	wnee Dr				$\Box$			2000		0000
6046) Sandusky Dr	0.49	5600 To	G			F	ort Ave				NA T			6200	G	2009
		From					Bus Fort A	ve								
6048) Perrymont Ave	0.84	5400	G								NA			5900	G	2009
$\bigcirc$		To				Gree	enwood Dr									
Odd Fallawa Dd	0.00	From	<u> </u>	0.40/	20/		irg Express		00/		0.400	_	0.500	0700	0	2000
Odd Fellows Rd	0.60	8000	G	84%	2%	4%	2%	8%	0%	F	0.103	F	0.522	8700	G	2009
6050) Odd Fellows Rd	0.67	1500 From	G	84%	2%	May 4%	yflower Dr 2%	8%	0%	С	0.121	F	0.684	1600	G	2009
Odd Fellows Rd	0.07	То		U <del>-1</del> /0	<b>2</b> /0		ead End	0 /0	0 /0		0.121	'	0.004	1000	5	2009
		From					2Th St									
6052) Campbell Ave	0.33	8100	G	98%	0%	1%	0%	0%	0%	С	0.091	F	0.627	8800	G	2009
<u> </u>		To From					7Th St									
6052) Campbell Ave	0.41	8200	G	98%	0%	1%	0%	0%	0%	F	0.09	F	0.641	8900	G	2009
		To					emper St									
(6054) Fenwick Dr	0.23	4900	G			Bus US	460 Fort A	Ave			NA			5400	G	2009
1 OTWION DI	0.20	<b>4300</b> То	Ť			She	effield Dr							U-100	5	2000
			-								-					

						Oit; 01 L		м								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3	Trud 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		From					· 1 D									
Sheffield Dr	0.73	NA				Fenv	wick Dr				NA			NA		
0034)		To				SR 163	Wards Rd									
		From				WCL I	Lynchburg									
6056) Greenview Dr	1.29	16000	G	98%	1%	1%	1%	0%	0%	С	0.083	F	0.538	17000	G	2009
$\bigcirc$		To				Leesy	ville Rd									
<u> </u>		From	<u> </u>				ynchburg									
6066 Leesville Rd	1.14	7900	G	97%	1%	1%	1%	0%	0%	F	0.102	F	0.590	8600	G	2009
		From			404		orth St				<u> </u>					
6066) Leesville Rd	1.15	11000 _{To}	G	97%	1%	1%	1% erlake Rd	0%	0%	С	0.112	F	0.589	12000	G	2009
		From	<u> </u>													
6070) Wards Ferry Rd	1.29	10000	G	98%	0%	CBusUS 460 0%	1%	0%	0%	F	0.094	F	0.59	11000	G	2009
6070) Wards Forty Rd	1.20		.—								0.004	•	0.00	11000	Ü	2000
6070) Wards Ferry Rd	1.06	10000	G	98%	0%	0%	vard St 1%	0%	0%	С	0.099	F	0.56	11000	G	2009
Wards Ferry Rd	1.00	То	Ť	- 30 70	070		Wards Rd			<u> </u>		•	0.00	11000	Ü	2000
		From	-				Ferry Rd				Ī					
6071 Harvard St	0.08	200	G						-		0.095	F	0.81	210	G	2009
		To				Colleg	ge Park Dr									
		From				Timbe	erlake Rd									
6072) Old Graves Mill Rd	1.70	11000	G								NA			12000	G	2009
$\overline{}$		To	<u> </u>			Graves	s Mill Rd									
_		From					s Mill Rd									
6073 McConville Rd	1.80	4800	G	99%	0%	0%	0%	0%	0%	С	0.103	F	0.522	5200	G	2009
<u> </u>		To					ndale Dr nville Rd									
6073) Wyndale Dr	0.24	3600	G	99%	0%	1%	0%	0%	0%	С	0.095	F	0.582	4000	G	2009
,		To	:				eside Dr									
		From				Lir	nk Rd									
S074) Evergreen Rd	0.33	2300	G	98%	1%	1%	0%	0%	0%	С	0.116	F	0.743	2400	G	2009
$\cup$		To				Indian	n Hill Rd									
Indian Hill Dd	0.00	From	<u> </u>	000/	10/		green Rd	00/	00/			_	0.512	1000	0	2000
6074 Indian Hill Rd	0.98	1800 _{To}	G	98%	1%	0%	0% Bridge Rd	0%	0%	F	0.11	F	0.513	1900	G	2009
		From					n Hill Rd									
6074) Burnt Bridge Rd	0.97	1700	G	98%	1%	0%	0%	0%	0%	С	0.119	F	0.557	1900	G	2009
$\overline{}$		То	:			Boons	sboro Rd									
		From				Richr	mond St									
6075 Langhorne Lane	0.34	2300	G	98%	1%	1%	0%	0%	0%	С	0.090	F	0.528	2500	G	2009
<u> </u>		To	<u> </u>				don St orne Lane									
6075) Eldon St	0.07	2600	G	98%	1%	1%	0%	0%	0%	F	0.099	F	0.505	2800	G	2009
<u></u>		To					orial Ave									
		From				Old F	Forest Rd									
6076) Linkhorne Rd	0.59	5400	G	98%	1%	1%	0%	0%	0%	F	0.105	F	0.556	5800	G	2009
$\overline{}$		To				Cran	ehill Dr									
		From				7T	Th St									
₆₀₇₇ Jefferson St	0.41	1000	G	98%	1%	1%	0%	0%	0%	F	0.15	F	0.5	1100	G	2009
<u> </u>		To	<u> </u>			Conco	ord Tpke									
O		From					ain St					_				
6078 Washington St	0.11	1200	G	85%	1%	3%	7%	4%	0%	F	0.105	F	0.57	1300	G	2009
<u> </u>		To From					erson St				$\supset$					
6078 Concord Tpke	1.66	1800	G	85%	1%	3%	7%	4%	0%	F	0.093	F	0.697	1900	G	2009
$\sim$		_	.—								_					
		From				Rock	well Rd									
6078) Concord Tpke	1.07	1800	G	85%	1%	Rock	well Rd 7%	4%	0%	С	0.1	F	0.739	2000	G	2009

							Lynonio									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Lynchburg																
Court St	0.50	1300	G	85%	1%	3%	12Th St 7%	4%	0%	F	0.11	F	0.515	1400	G	2009
5080)	0.00	To	Ť	0070	.,,		5Th St	.,,	0,70				0.0.0			
		From:				La	keside Dr									
Forest Brook Rd	0.92	3500	G	96%	1%	1%	1%	1%	0%	С	0.115	F	0.613	3800	G	2009
		To:					l Forest Rd									
6082) Hill St	0.58	4800	G	99%	0%	Old 1%	l Forest Rd 0%	0%	0%	F	0.101	F	0.682	5200	G	2009
Hill St	0.50	<b>4000</b> To:		3370	070		nghorne Rd	070	070		0.101		0.002	3200		2000
		From:				F	Fort Ave									
Edgewood Ave	0.73	2300	G	99%	0%	1%	0%	0%	0%	С	0.098	F	0.542	2500	G	2009
<u> </u>		To:				V	Vards Rd									
4th Ct		From	<u> </u>			•	Wise St				0.120	_		50	0	2000
4th St		46 To:	G			M	Ionroe St				0.139	F		50	G	2009
		From:					York St									
Caroline St		420	G				T OIN DI				0.104	F		460	G	2009
		To:				Ch	ambers St									
Chambers St		From				Ca	aroline St									
		680	G				ON LEG				0.093	F		740	G	2009
		From:	<u> </u>				2Nd St									
Clayton Ave		480	G			Mor	ningside Dr				0.105	F		520	G	2009
		To:	Ť			Spo	ottswood Pl					·		020	Ŭ	2000
		From:				В	erkley Pl									
Danridge Dr		1200	G								0.088	F		1300	G	2009
		To				Cra	aigmont Dr									
Enterprise Dr		From	Ļ			1	15-1520				<u>ا</u>			4.4000		
		13000 To:	G			Radfor	d County Li	ina			NA			14000	G	2009
		From:					ryland Ave	inc								
Fairview Ave		340	G			IVIa	tyland Ave				0.106	F		370	G	2009
		To:				N	Aackel St									
		From				Ric	dgeway Dr									
Fleetwood Dr		1000									0.09	F		1100	G	2009
		To:					llwood Dr									
Georgia Ave		350	G			Can	npbell Ave				0.099	F		380	G	2009
Georgia Ave		33U To:				Ne	evada Ave				0.099	Г		360	G	2008
Gorman Dr		From					n Oak Lane									
		360									0.102	F		390	G	2009
		To				Nor	thwood Cir									
		From:				Mon	ntgomery Rd								_	
Hawthorne Rd		170	G			Wo	adamast Du				0.101	F		180	G	2009
		From:					oodcrest Dr									
Hayes Dr		180	G			R	honda Dr				0.117	F		190	G	2009
		To				Cra	awford Dr					·				2000
		From:				Old Tr	rents Ferry I	Rd								
John Scott Dr		460	G								NA			510	G	2009
		To:				D	Dead End									
		From	ب		_	M	losby Ave	_	_			_				
Leyburn Ave		240 To:	G			6	ackett St				0.108	F		260	G	2009
		From:									<u> </u>					
Landanide - Dr																
Locksview Dr		940	G			Dell	l Tavern Rd				0.103	F		1000	G	2009

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Lvnchburg															
		From:				(	Craig St				_		200	_	000
Maryland Ave		230 To-	G			Foir	view Ave			0.089	F		260	G	2009
		From:	1							<u> </u>					
McKinney Ave		340	G			C	larke St			0.088	F		370	G	200
MCMilley Ave		To:	Ť			Г	Oodd St				•		010	Ü	200
		From:				Burn	Bridge Rd								
Mimosa Dr		700	G							0.091	F		760	G	200
		To				Woo	odcrest Dr								
Morningside Dr		From				McG	uffey Lane								
		300	G							0.110	F	33	330	G	2009
		To:				East	wood Lane								
Myrtle St		From				We	stview Dr								
		540 To:	G			Tr	1-1- 4			0.102	F		590	G	200
		From:	1				ledo Ave								
New Hampshire Ave		300	G			Oak	ridge Blvd			0.096	F		330	G	200
		To:				Tre	emont St			0.030	'		330	O	200
		From					inney Ave								
Oxford St		290	G			14101	dimey / tve			0.126	F		310	G	200
		To				Rad	cliffe Ave								
		From				Hil	lcrest Rd								
Page St		3100	G							0.105	F		3400	G	200
		To					2Nd St								
		From:				Tre	emont St				_			_	
Rhode Island Ave		110	G			wa				0.101	F		120	G	200
							ort Ave								
Conbill Dr		From:	G			Rh	onda Dr			0.148	_		440	G	200
Sanhill Dr		400 To:				Δn	ache Lane			0.148	F		440	G	200
		From	I				pbell Ave								
Texas Ave		360	G			Can	ipoen Ave			0.082	F		390	G	200
. 5.40 / 170		To:	Ť			Ne	vada Ave			7	•		000	Ŭ	_50
		From:				Win	gfield Ave					_			
Warren Ave		150	G							0.117	F		170	G	200
		To:				Pe	erry Ave								