2008

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.

					_		Tru	ck			K	011	Dir		
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~~	From:		Lynchburg												
(29) (460) Lynchburg Hwy	City of Lynchburg (Maint: 15)	1.13 <b>4</b> ′	1000 G	93%	0%	1%	1%	5%	0%	F	0.091	F	0.624	42000	G
<del>\$\frac{1}{2}</del>	To- From:	Candler I	Mountain Rd												
29 460 Lynchburg Hwy	City of Lynchburg (Maint: 15)	0.44 <b>3</b> 5	5000 G	93%	0%	1%	1%	5%	0%	F	0.092	F	0.616	36000	G
<del></del>	To-	U	S 501												
(29) (460) (501) Lynchburg Hwy	City of Lynchburg (Maint: 15)	2.36 <b>3</b> !	5000 A	93%	0%	1%	1%	5%	0%	С	0.104	Α		36000	Α
	То:		Campbell Ave												
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	From:		Class Change	000/	00/		40/	<b>5</b> 0/	00/	_	0.004	_	0.505	0.4000	_
29 460 Lynchburg Hwy	City of Lynchburg (Maint: 15)		3000 G	93%	0%	1%	1%	5%	0%	F	0.084	F	0.505	34000	G
	From:		JS 29 Lynchburg												
29	City of Lynchburg (Maint: 15)		5000 G	93%	0%	0%	0%	6%	0%	F	0.09	F	0.530	15000	G
29)	To:		Lynchburg												
Bus	From:	SCLI	Lynchburg												
29 Wards Rd	City of Lynchburg		5000 G	97%	1%	1%	0%	1%	0%	F	NA			36000	G
20)	To:	US 501; SR 163 L	ynchburg Expre	ssway											
Bus	From:		8 Wards Rd												
29 501 Lynchburg Expressway	City of Lynchburg	0.34 3 9	9000 N	97%	1%	1%	0%	1%	0%	Ν	NA			46000	N
Bus	To: From:	Candl	ler Mt Rd												
29 Lynchburg Expressway	City of Lynchburg	1.37 3 9	9000 G	97%	1%	1%	0%	1%	0%	F	NA			46000	G
29) 2)	5.ty 6yg			0.70	.,,		0,0	.,0	0,0	-				.0000	Ū
Bus	From:		ellows Rd												
29 Lynchburg Expressway	City of Lynchburg	1.46 4 4	4000 G	97%	1%	1%	0%	1%	0%	F	NA			46000	G
	To	Kemp	per Street			\neg \vdash									
Bus 29 Lynchburg Expressway	City of Lynchburg	1.02 3 9	9000 G	97%	1%	1%	0%	1%	0%	F	NA			47000	G
Lyrichburg Expressway	City of Eyrichburg			51 70	1 /0	170	070	1 /0	070		INA			47000	J
Bus	From:	Mai	n Street												
29 Lynchburg Expressway	City of Lynchburg	0.22 2	5000 G	97%	1%	1%	0%	1%	0%	F	0.091	F	0.583	26000	G
<u> </u>	To:	Amherst	County Line												
	From:	US 29 B	us Wards Rd												
₁₂₈)Candler Mt Rd	City of Lynchburg		0000 G	89%	5%	1%	1%	4%	0%	F	0.080	F	0.544	22000	G
\smile	To-		ynchburg Exp												
128) (501) Candler Mtn Rd	City of Lynabburg		1000 G	96%	1%	1%	1%	2%	0%	F	NA			45000	G
128 501 Candler Mth Rd	City of Lynchburg		501 E	90%	170	170	170	270	U70	Г	INA			43000	G
	From:		andlers Mt Rd												
128) Mayflower Dr	City of Lynchburg	1.30 8	3400 G	89%	5%	1%	1%	4%	0%	С	0.097	F	0.505	9100	G
\smile	Tos	Odd F	ellows Rd												
128 Mayflower Dr	City of Lynchburg		200 G	96%	2%	1%	1%	0%	0%	С	0.108	F	0.676	2300	G
120)	To:		s Campbell Ave		_,,	Ť	. , 0	- / 0	- / 0	•	200	-		_500	•
	From:	Bus US 29, US 501		ressway											
(163) Wards Rd	City of Lynchburg		9000 G	98%	0%	1%	0%	0%	0%	F	0.077	F	0.517	21000	G
105)	To:		andler Mtn Rd	0070	0,0		0,0	0,0	0 / 0	•	3.0.7	•	3.011		

2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Lynchburg

						Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT Q .	A 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	SR 128 Candler Mtn R							_		_			
163) Wards Rd	City of Lynchburg	0.42 30000 G		0%	1%	0%	0%	0%	F	0.074	F	0.522	33000	G
Bus	From:	Bus US 460 Fort Avenu Wards Rd	ue		_									
	City of Lynchburg	1.19 25000 G	98%	0%	1%	0%	0%	0%	С	NA			28000	G
163 460 Fort Ave	The	Memorial Ave	3 3070	070		070	070	070	O	14/1			20000	·
	From:	Fort Ave												
163) Memorial Ave	City of Lynchburg	0.60 11000 G	98%	0%	1%	0%	1%	0%	С	0.078	F	0.622	11000	G
<u> </u>	To- From:	Oakley Ave												
163 Memorial Ave	City of Lynchburg	0.47 14000 G	98%	1%	1%	0%	0%	0%	С	0.083	F	0.529	15000	G
<u> </u>	To. From:	Park Ave			\neg \vdash									
163) Memorial Ave	City of Lynchburg	0.33 13000 G	98%	0%	1%	0%	1%	0%	F	0.084	F	0.545	14000	G
	To	I D.I												
5th St	City of Lynchburg	Langhorne Rd 0.17 15000 G	98%	1%	1%	0%	0%	0%	С	0.082	F	0.523	16000	G
163 5th St	City of Eyrichburg		90 /0	1 /0	1 /0	0 /6	070	0 /6	C	0.002	-	0.525	10000	G
	To: From:	Pollard St												
163) 5th St	City of Lynchburg	0.26 15000 G	98%	0%	1%	0%	1%	0%	F	0.082	F	0.547	16000	G
<u> </u>	To: From:	Pierce St												
163)5th St	City of Lynchburg	0.27 14000 G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.537	15000	G
\smile	Tot	Park Ave			\neg \vdash									
163)5th St	City of Lynchburg	0.38 15000 G	98%	0%	1%	0%	0%	0%	F	0.08	F	0.538	17000	G
	To	Clay Ct												
Eth St	City of Lynchburg	Clay St 0.57 16000 G	98%	0%	1%	0%	0%	0%	С	0.088	F	0.6	18000	G
163 5th St	To:	Amherst County Line		076	1/0	0 /6	070	0 /6	C	0.000	-	0.0	10000	G
			,											
221 Lakeside Dr	City of Lynchburg	WCL Lynchburg 0.53 28000 G	98%	0%	1%	0%	1%	0%	С	0.089	F	0.592	30000	G
221 Lakeside Di	City of Lynchburg	0.53 2000 0	96%	0%	1%	0%	1%	0%	C	0.069	Г	0.592	30000	G
~~~	To: From:	Lynchburg Expressway												
221 Lakeside Dr	City of Lynchburg	0.94 <b>16000 G</b>	98%	0%	1%	1%	1%	0%	С	0.09	F	0.624	18000	G
	To- From:	Forest Brook Rd			$\neg$									
221 Lakeside Dr	City of Lynchburg	1.52 <b>14000 G</b>	98%	1%	1%	0%	1%	0%	С	0.089	F	0.556	15000	G
<i></i>	To.	Old Forest Rd												
221 Lakeside Dr	City of Lynchburg	0.15 <b>17000</b> G	98%	1%	1%	0%	0%	0%	С	0.089	F	0.588	19000	G
221)24100100 21	To:	Oakley Ave	0070	170		070	070	070	Ŭ	0.000	•	0.000	10000	Ŭ
	From:	Lakeside Dr												
221 Oakley Ave	City of Lynchburg	0.57 <b>9800 G</b>	98%	1%	1%	0%	0%	0%	С	0.097	F	0.534	11000	G
<del></del> )	То:	Bus US 29 Memorial A	ve											
~~~ - · · ·	From:	Memorial Ave						_		_			·	
221 Oakley Ave	City of Lynchburg	0.24 13000 G		0%	1%	0%	1%	0%	F	NA			14000	G
<u> </u>	To: From:	Bus US 460 Fort Ave												
Bus Fort Ave		Bus US 460 Oakley Av		40/	40/	00/	40/	00/	_	0.000	_	0.550	10000	^
221 (460) Fort Ave	City of Lynchburg	0.42 11000 G	97%	1%	1%	0%	1%	0%	С	0.092	F	0.559	12000	G
~ ~	To:	118-6029 Fort Ave												

2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Lynchburg

Route	Jurisdiction	Length A	ADT QA	4Tire	Rue		Tru	ıck		QC	K	QK	Dir	AAWDT	OW/
	Junguletion			41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QIV	Factor	AAWDI	QVV
Bus 221 (460 12th St	City of Lynchburg		9 Fort Ave N	97%	1%	1%	0%	1%	0%	N	0.092	N	0.559	12000	N
	To	Bus US 501	Campbell Ave												
Bus Bus 221 (460) 501 12th St	City of Lynchburg		700 G	96%	1%	1%	0%	1%	0%	С	0.099	F	0.54	8300	G
221)(460)(501) 1241 01	Tre		nper St	0070	170		070	170	070		0.000	•	0.01	0000	
Bus Bus Kompor St	City of Lynchburg		Street 2000 G	96%	1%	2%	0%	1%	0%	С	0.087	F	0.631	13000	G
221 460 501 Kemper St	To:		ourg Expressway		1 /0	2/0	0 /0	1 /0	0 /6	C	0.007		0.031	13000	G
	From:	SCL L	ynchburg												
460 (29) Lynchburg Hwy	City of Lynchburg (Maint: 15)	1.13 41	000 G	93%	0%	1%	1%	5%	0%	F	0.091	F	0.624	42000	G
~ ~ ~	To- From:		Mountain Rd												
460 (29) Lynchburg Hwy	City of Lynchburg (Maint: 15)	0.44 35	6000 G	93%	0%	1%	1%	5%	0%	F	0.092	F	0.616	36000	G
~~~~	To- From:		5 501	000/	00/	10/	40/	<b>50</b> /	00/		0.404			00000	
460 29 501 Lynchburg Hwy	City of Lynchburg (Maint: 15)		ampbell Ave	93%	0%	1%	1%	5%	0%	С	0.104	Α		36000	Α
	From:		Class Change												
460 29 Lynchburg Hwy	City of Lynchburg (Maint: 15)	1.90 <b>33</b>	8000 G	93%	0%	1%	1%	5%	0%	F	0.084	F	0.505	34000	G
<del>~ ~</del>	From:		S 29	2021	00/		40/	<b>5</b> 0/	201		<b></b>			22222	
460 Lynchburg Hwy	City of Lynchburg (Maint: 15)		ynchburg	93%	0%	1%	1%	5%	0%	N	NA			26000	N
Bus	From:		Lynchburg												
460 Timberlake Rd	City of Lynchburg		000 G	98%	0%	0%	0%	1%	0%	F	NA			32000	G
~ <i>_</i>	To- From:	Old Grav	es Mill Rd			$\neg$									
Bus 460 Timberlake Rd	City of Lynchburg	1.14 <b>24</b>	1000 G	98%	0%	0%	0%	1%	0%	F	0.091	F	0.536	25000	G
<i></i>	Too	Leesy	ville Rd												
Bus 460 Timberlake Rd	City of Lynchburg	0.37 <b>30</b>	0000 G	98%	0%	0%	0%	1%	0%	F	0.091	F	0.572	32000	G
<i>~</i>			burg Expresswa					.,,		•		•			
Bus 460 Fort Ave	City of Lynchburg		7000 G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.575	18000	G
460 1 011 Ave	To:		9 Wards Rd	30 /0	070	078	070	1 /0	0 70	'	0.000	'	0.575	10000	G
Bus	From:		rds Rd	000/	00/	10/	00/	007	201	_				00000	_
460 163 Fort Ave	City of Lynchburg		orial Ave	98%	0%	1%	0%	0%	0%	С	NA			28000	G
Bus	From:		Memorial Ave												
Fort Ave	City of Lynchburg	0.57 <b>24</b>	1000 G	98%	0%	0%	0%	1%	0%	F	NA			26000	G
Bus	To: From:	US 221 C	Oakley Ave												
460)(221) Fort Ave	City of Lynchburg	0.42 <b>11</b>	000 G	97%	1%	1%	0%	1%	0%	С	0.092	F	0.559	12000	G
Bus	To: From:	118-6029	9 Fort Ave												
460)(221)12th St	City of Lynchburg	0.25 <b>11</b>	000 N	97%	1%	1%	0%	1%	0%	Ν	0.092	N	0.559	12000	Ν
	To:		Campbell Ave												

### 2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Lynchburg

		City of Lynchbu	iiq											
Route	Jurisdiction	Length AADT	QA 4Tire	Rue		Tru	ıck		QC	K	QK	Dir	AAWDT	ΟV
Noute	Julisaiction	Lengui AADI	QA 4IIIC	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QI	Factor	AAWDI	Q۷
Bus Bus	From:	Bus US 501 Campbell	l Ave											
460 (221) 501 12th St	City of Lynchburg	0.18 <b>7700</b>	<b>G</b> 96%	1%	1%	0%	1%	0%	С	0.099	F	0.54	8300	G
~~~	То:	Kemper St												
Bus Bus	From:	12th Street	• • • • • • • • • • • • • • • • • • • •	401					_		_			
460)(221)(501) Kemper St	City of Lynchburg		G 96%	1%	2%	0%	1%	0%	С	0.087	F	0.631	13000	(
Dua Dua	To: From:	Bus US 29 Lynchburg Exp US 29 Lynchburg Expre												
Bus Bus 460 \ 501 Kemper St	City of Lynchburg		G 96%	1%	1%	1%	2%	0%	С	0.101	F	0.623	12000	(
460 (501 Kemper St	To:	Campbell Ave	3070	170	170	1 70	270	070	O	0.101	•	0.023	12000	`
Bus Bus	From:	Kemper St												
460 (501 Campbell Ave	City of Lynchburg		G 97%	1%	1%	0%	1%	0%	С	0.1	F	0.66	20000	(
400 (301)	Tool													
Bus Bus	From:	Mayflower Dr												
460 (501 Campbell Ave	City of Lynchburg	0.48 17000	G 97%	1%	1%	0%	1%	0%	F	0.104	F	0.633	18000	(
~~~	To	Florida Ave												
Bus Bus	From:								_		_			
460 (501) Campbell Ave	City of Lynchburg		<b>G</b> 97%	1%	1%	0%	1%	0%	F	0.099	F	0.654	20000	(
<del>*</del> <del>*</del>	Tar	US 460 Richmond H	łwy											
~~~	From:	SCL Lynchburg												
Campbell Ave	City of Lynchburg	0.99 12000	G 97%	0%	1%	0%	2%	0%	F	0.098	F	0.675	13000	(
~	To:	US 460			— [—									
501 (460) (29) Lynchburg Hwy	City of Lynchburg (Maint: 15)	2.36 35000	A 93%	0%	1%	1%	5%	0%	С	0.104	Α		36000	
301)(400)(23)	To:	US 501												
	From:	US 460 Lynchburg H	łwy											
501	City of Lynchburg	0.59 31000	G 96%	1%	1%	1%	2%	0%	F	NA			34000	(
~	To:	SR 128 Mayflower	Dr											
501 (128) Candler Mtn Rd	City of Lynchburg		G 96%	1%	1%	1%	2%	0%	F	NA			45000	(
301) (120)														
Bus	From:	US 29 Lynchburg Expre	essway											
501 29 Lynchburg Expressway	City of Lynchburg	0.34 39000	N 97%	1%	1%	0%	1%	0%	Ν	NA			46000	
~ · · · · · · · · · · · · · · · · · · ·	Tax	Wards Rd Exit												
501 Lynchburg Expressway	City of Lynchburg		G 96%	1%	1%	1%	2%	0%	С	NA			46000	(
301) = yea.ig = xp.:eeeay			- 0070	.,,		.,,	_,,	0,0					.0000	
~	From	Timberlake Rd	• •••	401					_					
Lynchburg Expressway Ext	City of Lynchburg	1.21 51000	G 96%	1%	1%	1%	2%	0%	F	NA			46000	(
**	To: From:	Graves Mill Rd												
501 Lynchburg Expressway	City of Lynchburg	1.24 34000	G 96%	0%	1%	1%	2%	0%	С	NA			35000	(
~	To	Lakeside Dr												
501 Lynchburg Expressway	City of Lynchburg		G							NA			17000	(
501) , 3 + 2														•
\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	Town From:	118-6044 Old Forest								N10			25222	
Lynchburg Expressway	City of Lynchburg	1.23 14000	G							NA			35000	(
-	To: From:	Wiggington Rd												
501 Lynchburg Expressway	City of Lynchburg	1.86 14000	G							0.086	F	0.541	16000	(
~	To:	Boonsboro Rd												

2008 Annual Average Daily Traffic Volume Estimates By Section of Route City of Lynchburg

Route	Jurisdiction	Length AADT Q	A 4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	. UN
· · · · · · ·	- Tanodion			200	2Axle	3+Axle	1Trail	2Trail	40	Factor	٠.٠	Factor	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	V
501 Boonsboro Rd	City of Lynchburg	Lynchburg Expresswa 1.80 9500	y 3 96%	1%	1%	0%	2%	0%	С	0.098	F	0.616	10000	G
501 Boorisboro Rd	To:	WCL Lynchburg	90%	170	170	0%	270	0%	C	0.096	Г	0.616	10000	G
Bus Bus	From:	US 460												
Bus Bus (501) 460 Campbell Ave	City of Lynchburg		3 97%	1%	1%	0%	1%	0%	F	0.099	F	0.654	20000	G
(301)(400)	To	Florida Ave												
Bus Bus	From:													
501 460 Campbell Ave	City of Lynchburg	0.48 17000 (3 97%	1%	1%	0%	1%	0%	F	0.104	F	0.633	18000	G
Bus Bus	To: From:	Mayflower Dr												
501 (460 Campbell Ave	City of Lynchburg	0.88 18000 (3 97%	1%	1%	0%	1%	0%	С	0.1	F	0.66	20000	G
	To:	Kemper St												
Bus Bus	From:	Campbell Ave	• •••	407		407	00/	00/	•	0.404	_	0.000	40000	_
501 (460) Kemper St	City of Lynchburg		3 96%	1%	1%	1%	2%	0%	С	0.101	F	0.623	12000	G
Bus Bus	From:	Lynchburg Expresswa US 221	ıy											
501 (221) (460 Kemper St	City of Lynchburg		3 96%	1%	2%	0%	1%	0%	С	0.087	F	0.631	13000	G
	To:	12TH STREET												
Bus Bus	From:	118-6027; 118-6031							_		_			_
501 221 460 12th St	City of Lynchburg	0.18 7700 (3 96%	1%	1%	0%	1%	0%	С	0.099	F	0.54	8300	G
Bus	To- From:	FORT AVE												
501 Campbell Ave	City of Lynchburg	0.23 9500 (3 99%	0%	0%	0%	0%	0%	F	0.098	F	0.634	10000	G
<u> </u>	To	Park Ave												
Bus	From:								_		_			_
501 Langhorne Rd	City of Lynchburg	0.27 9900 (3 98%	1%	1%	0%	0%	0%	С	0.095	F	0.543	11000	G
Bus	To: From:	Memorial Ave												
501 Langhorne Rd	City of Lynchburg	0.29 19000 (3 98%	1%	1%	0%	0%	0%	С	0.084	F	0.532	20000	G
	То	Murrell Rd												
Bus	From:		2 000/	00/		00/	007	00/	_	0.000	_	0.704	45000	_
501 Langhorne Rd	City of Lynchburg	1.06 14000 (3 99%	0%	0%	0%	0%	0%	С	0.098	F	0.731	15000	G
Bus	To: From:	Hill St												
501 Langhorne Rd	City of Lynchburg	0.47 13000 (3 99%	0%	0%	0%	0%	0%	F	0.098	F	0.705	15000	G
<u> </u>	To	Cranehill Dr												
Bus	From:		2 000/	40/		00/	007	00/	_	0.00	_	0.545	0000	_
501 Langhorne Rd	City of Lynchburg	1.37 8500 Rivermont Terrace	3 99%	1%	0%	0%	0%	0%	С	0.09	F	0.515	9300	G
Bus	From:	Langhorne Rd			-									
501 Rivermont Terrace	City of Lynchburg		3 99%	1%	0%	0%	0%	0%	F	0.072	F	0.513	6400	G
	To:	Rivermont Ave												
Bus	From:	Rivermont Terrace				401	461	001	_	0.65-	_	0.655	4=005	_
Rivermont Ave	City of Lynchburg	0.44 16000 (3 98%	0%	1%	1%	1%	0%	F	0.085	F	0.629	17000	G
Bus	To: From:	Link Rd												
501 Boonsboro Rd	City of Lynchburg	0.76 15000 (3 98%	0%	1%	1%	1%	0%	F	0.092	F	0.613	16000	G
301)	To:	Trents Ferry Rd			i i			- / -	-					_

2008 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:	Trent	ts Ferry Rd													
501 Boonsboro Rd	City of Lynchburg	1.75 1	14000	G	98%	0%	1%	1%	1%	0%	С	0.092	F	0.538	15000	G
<u> </u>	To:	Lynchbu	rg Expressv	way												

						City of Lynchl	ourg								
Route	Length	AADT	QA	4Tire	Bus	T			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		From				Dood End				1					
(F794) Top Ridge Rd	1.16	20	R			Dead End				NA			NA		08/22/200
		To				15-837 Top Ridg	e Rd								
O		From				Dead End									
(F864) Brown Haven Lane	0.12	10 To	R		1.	18-6033 Brown Ha	zon I ono			NA			NA		08/14/200
		From	! !		1.	US 29; 15-75				1					
(F905) Memo Rd	0.20	0	R			03 29, 13-73	0			NA			NA		08/22/200
		To				Dead End									
\sim		From				Dead End									
F906 Liberty Mt Dr	0.40	3100 _{To}	R		110 602	5. Dome En US 460	Drm Ent	r _o I		NA			NA		08/22/200
		From	<u> </u>		118-003	5; Ramp Fr US 460	вур Епт	10 L							
F907) Liberty Mt Dr	0.78	2500	R			Dead End				NA			NA		08/22/200
F907) Liberty IIII Bi	0.70	To				FR-906 Liberty N	⁄It Dr								00/22/200
		From				Dead End									
(F975) Chetnut Creek Dr	0.46	160	R							NA			NA		07/31/200
<u> </u>		To				Dead End									
O B B	0.00	From	<u> </u>			Long Meadow	Dr				_	0.500	0500	0	0000
1 Pawnee Dr	0.86	2300 _{To}	G			Sandusky Di				0.146	F	0.569	2500	G	2008
		From				Church St									
2 9th St	0.18	1200	G			Church St				0.126	F	0.601	1300	G	2008
		To				Jefferson St									
		From				Del Ray Circl	le								
(3) Alta Lane	0.85	3000	G	98%	1%	1% 0%	0%	0%	С	0.098	F	0.554	3300	G	2008
<u> </u>		To	<u> </u>			Wards Ferry F									
Dol Boy Cirolo	0.16	3100	G	98%	1%	Leesville Ro	l 0%	0%	F	0.102	F	0.511	2400	G	2008
4 Del Ray Circle	0.10	3100 To		90 /0	1 /0	Alta lane	0 /0	076		0.102		0.511	3400	G	2000
		From				Park Ave									
5 8th St	0.59	1500	G	97%	1%	2% 0%	0%	0%	С	0.092	F	0.554	1600	G	2008
		То				Court St									
<u> </u>		From				IUS 501 Rivermon									
6 Langhorne Rd	0.16	2200 _{To}	G	98%	1%	1% 0%	0%	0%	F	0.104	F	0.806	2400	G	2008
		From				Villa Rd Langhorne R	d								
6 Villa Rd	0.12	2100	G	98%	1%	1% 0%	0%	0%	F	0.103	F	0.737	2300	G	2008
\bigcirc		To				Rivermont Av	/e								
O		From				CBUS 460 Fort	Ave				_				
7 Long Meadow Dr	0.73	2200 _{To}	G			Pawnee Dr				0.122	F	0.561	2400	G	2008
		From				Perrymont Av				1					
8 Sussex St	0.79	2600	G			Perrymont Av	/e			0.125	F	0.713	2800	G	2008
		To				Langhorne R	d								
_		From			Eı	ntrance to Liberty U	Iniversity								
9 University Blvd	0.42	11000	G	94%	0%	5% 0%	0%	0%	С	0.086	F	0.52	11000	G	2008
<u> </u>		То				Candlers Mounta	in Rd								
6001) V E S Rd	0.92	3000	G	95%	1%	C1US 501 1% 2%	1%	0%	С	0.105	F	0.624	3200	C	2008
(6001) V E S Rd	0.92	3 000	-	30%	170	Williams Rd		U70	U	0.105	۲	0.024	3200	G	2006
		From				Boonsboro R				i					
(6002) Trents Ferry Rd	1.88	1500	G	97%	1%	1% 0%	0%	0%	С	0.104	F	0.588	1600	G	2008
		To				Bedford County	Line								
		From				Old Forest R									
6003 Link Rd	0.78	8200	G	98%	1%	1% 0%	0%	0%	F	0.09	F	0.563	8900	G	2008
<u> </u>		То				Cranehill Dr	•								

						City of L	ynchburg								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		F								-					
6003 Link Rd	1.32	7000	G	98%	1%	Crane 1%	ehill Rd 0% 0%	0%	С	0.088	F	0.527	7600	G	2008
(6003) Link Rd	1.32	7 000 Tr		90 /0	1 /0		nont Ave	0 /6		0.000	-	0.521	7000	G	2000
		Fron								1					
(6004) Wiggington Rd	1.04	4200	G	98%	1%	1%	orest Rd 0% 0%	0%	F	0.104	F	0.811	4500	G	2008
(6004) Wiggington Rd	1.04	7200		3070	1 /0			070	'	0.104	•	0.011	4300	O	2000
Minningston Dd	0.70	Fron	┖	000/	40/		ourg Exp	00/		0.400		0.045	4400		2000
(6004) Wiggington Rd	0.76	3800	G	98%	1%	1%	0% 0%	0%	С	0.108	F	0.645	4100	G	2008
<u> </u>		Fron	-				vick Dr								
(6004) Wiggington Rd	1.82	1500	G	98%	1%	1%	0% 0%	0%	F	0.108	F	0.723	1600	G	2008
		From	:				s Mill Rd ngton Rd								
(6004) Hawkins Mill Rd	0.36	1800	G	97%	2%	1%	0% 0%	0%	С	0.122	F	0.522	1900	G	2008
(6004)	0.00	To	Ť	0.70			ee Rd	0,10		<u> </u>	•	0.022	.000	·	2000
_		Fron	:				s Mill Rd								
(6004) Coffee Rd	0.89	2400	G	97%	2%	1%	0% 0%	0%	F	0.131	F	0.595	2600	G	2008
		To Fron				Walnut I	Hollow Rd			—					
(6004) Coffee Rd	0.33	3700	G	97%	2%	1%	0% 0%	0%	F	0.108	F	0.704	4100	G	2008
		To	:			US 501 Bo	onsboro Rd								
		From					us Fort Ave			ı					
(6009) Graves Mill Rd	0.60	6300	G	97%	1%	1%	1% 1%	0%	F	NA			6900	G	2008
		To													
(6009) Graves Mill Rd	0.66	3400	G	97%	1%	1%	Mill Rd 1% 1%	0%	F	0.103	F	0.553	3700	G	2008
(6009) Graves Mill Rd	0.00	3400		91 /0	1 /0	1 /0	1/0 1/0	0 /0		0.103	-	0.555	3700	G	2000
<u> </u>		Fron					wide Dr								
(6009) Graves Mill Rd	0.27	12000	G	97%	1%	1%	1% 1%	0%	F	0.098	F	0.633	13000	G	2008
		To From			U.	S 501 Lynchl	ourg Expressway								
(6009) Graves Mill Rd	0.18	26000	G	97%	1%	1%	1% 1%	0%	С	0.092	F	0.512	28000	G	2008
		To Fron				Old Grav	es Mill Rd			—					
6009 Graves Mill Rd	1.04	20000	G	97%	1%	1%	1% 1%	0%	F	0.093	F	0.533	22000	G	2008
		To	:			WCL Lynch	burg 09-1425								
		Fron	:			Pea	arl St								
6012) Church St	0.23	3900	G							0.119	F		4300	G	2008
		To				124	1. C4			_					
6012 Church St	0.47	7300 From	G	98%	0%	1%	th St 0% 1%	0%	F	NA			8000	G	2008
6012 Church St	0.47	7300		30 /6	070	1 70	070 170	070	'	<u> </u>			0000	G	2000
<u> </u>		Fron					h St								
(6012) Rivermont Ave	0.90	16000	G	98%	0%	1%	0% 1%	0%	С	0.095	F	0.610	17000	G	2008
		Fron					Ave E INT t Ave E Int			-					
(6012) Bedford Ave	0.96	4300	G	96%	1%	1%	0% 2%	0%	С	0.089	F	0.507	4700	G	2008
0012	0.00	To			. , •		t Ave W Int	- 70			•			-	_300
		Fron	:				Ave W Int								
(6012) Rivermont Ave	1.01	15000	G	96%	1%	1%	0% 2%	0%	F	0.099	F	0.523	17000	G	2008
$\overline{}$		To	=			Rivermo	nt Terrace	-]					
_		Fron	:			Bedford .	Ave W Int								
(6020) Rivermont Ave	0.96	9300	G	96%	1%	1%	0% 2%	0%	F	0.098	F	0.602	10000	G	2008
$\overline{}$		Tr	•			Bedford	Ave E Int								
		Fron	:			Bedfo	ord Ave								
(6022) Hollins Mill Rd	1.16	3300	G	96%	1%	1%	0% 2%	0%	F	0.095	F	0.559	3600	G	2008
$\overline{}$		Те	-			Holl	ins St			—					
6022) Federal St	0.40	4200 From	G	96%	1%	1%	0% 2%	0%	F	0.097	F	0.534	4500	G	2008
		Tr	· -	- / -			h St							-	
		Fron	:				side Dr			i					
(6023) Murrell Rd	0.37	8700	G	98%	1%	0%	0% 0%	0%	С	0.098	F	0.569	9400	G	2008
0023)	0.01	To		2070	. , 0		orne Rd	0,0			•	2.000	0.00	-	_550
		From					per St			i					
6027) 12th St	0.80	6900	G	98%	0%	1%	0% 0%	0%	F	0.104	F	0.549	7500	G	2008
6027) 12th St	0.00	0300 To		5570	0 /0		ay St	J /0	'		'	0.040	7 300	J	2000
						Clà	ıy oı								

						City of Lyrici	ibuig								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg															
6027) 12th St	0.25	From 5500	G	98%	0%	Clay St 1% 0%	0%	0%	F	0.095	F	0.551	6000	G	2008
6027) 12th St	0.23	3300 To		30 /0	070	Commerce		070	į.	0.033	'	0.551	0000	O	2000
		From	:			5Th St				<u> </u>					
(6028) Commerce St	0.33	5100	G	98%	0%	1% 0%	0%	0%	F	0.114	F	0.547	5500	G	2008
10020		To								_					
6028 Commerce St	0.30	3400 From	G	98%	0%	10Th St 1% 0%	0%	0%	F	0.133	F	0.809	3700	G	2008
6028 Commerce St	0.00	To		0070	070	Main St	070	070			•	0.000	0,00	Ü	2000
		From	:			Wadsworth A	Ave.								
6029) Fort Ave	0.43	5800	G	98%	1%	1% 0%	0%	0%	С	0.088	F	0.577	6300	G	2008
		To				Kemper S				—					
6029 Park Ave	0.28	8400 From	G	98%	1%	1% 0%		0%	С	0.082	F	0.576	9100	G	2008
6029 Park Ave		To	.—							_	•				
6029 Park Ave	0.36	6900	G	98%	0%	9Th St 1% 0%	0%	0%	F	0.080	F	0.511	7500	G	2008
6029 Park Ave	0.50	To		30 /0	070	5Th St	070	070	-	0.000	'	0.511	7500	G	2000
		From				Oakley Av	2			i					
6031) Lakeside Dr	0.41	12000	G	98%	0%	1% 0%		0%	F	0.093	F	0.587	14000	G	2008
0001)				2070	5,0			5,5	•		_			_	
6031) Lakeside Dr	0.34	6300	G	98%	0%	Murrell Ro		0%	С	0.094	F	0.580	6900	G	2008
6031) Lakeside Dr	0.04	0300		JU /0	0 70			U /0	-	0.034	'	0.500	0300	J	2000
O Davida Assa	0.00	From		000/	40/	Memorial A		00/				0.544	0000		2000
Park Ave	0.36	7300 _{то}	G	98%	1%	1% 0% Langhorne I	0%	0%	С	0.092	F	0.511	8000	G	2008
		From	ı			C1US 501									
6031) Park Ave	0.35	9900	G	98%	0%	1% 0%	0%	0%	F	0.081	F	0.547	11000	G	2008
\cup		To	:			US 221; 118-6027	:12Th St								
		From	12			Florida Av	e								
6032) Main St	0.25	2700	G	98%	1%	1% 0%	0%	0%	F	0.095	F	0.510	2900	G	2008
\smile		To				Lynchburg Expre									
6032) Main St	0.28	7400	G	98%	1%	Lynchburg E	хр 0%	0%	F	NA			8100	G	2008
6032) Iviain St	0.20	7400		30 70	1 /0		070	070					0100	O	2000
Main Ct	0.55	From		000/	40/	12Th St	00/	00/	_	0 101			7200		2000
6032 Main St	0.55	6700 _{To}	G	98%	1%	1% 0% 5Th St	0%	0%	F	0.104	F		7200	G	2008
		From													
6033) Florida Ave	1.28	4800	G	98%	1%	Campbell A		0%	С	0.104	F	0.620	5200	G	2008
6033) 1 lorida Ave	1.20	4000		30 70	1 /0			070		0.104	•	0.020	3200	O	2000
C Florida A	0.00	From		000/	40/	Augusta S		00/		0.444	_	0.040	0000		0000
6033 Florida Ave	0.88	3500 To	G	98%	1%	1% 0% Main St	0%	0%	F	0.111	F	0.649	3800	G	2008
			1												
6034) Martin St	0.58	1200	G	98%	1%	Florida Av 1% 0%		0%	С	0.115	F	0.662	1300	G	2008
6034) Martin St	0.50	1200 To	<u> </u>	30 /0	1 /0	ECL Lynchb		070		0.113	'	0.002	1300	G	2000
		From	:												
6035) Candler Mtn Rd	1.09	3400	G	100%	0%	SCL Lynchb		0%	С	0.105	F	0.701	3600	G	2008
Guidioi Willi Ma	1.00		_	10070				5 / 0			•	001	2300	•	_000
6035) Candler Mtn Rd	0.74	13000	G	100%	0%	0% 0%		0%	F	0.087	F	0.602	14000	G	2008
6035 Candier Mth Rd	0.74	13000 To		100 /0		SR 128; Mayflow		U /0	- 1	0.007	1	0.002	14000	J	2000
		From				5Th St	11110			<u>_</u>					
	0.50	2200	G	99%	0%	1% 0%	0%	0%	С	0.11	F	0.663	2400	G	2008
Clay St	0.00			5570	0 /0			5 / 0		<u> </u>	•	0.000	_ 100	•	_000
6036 Clay St						12Th St									
0.0000000000000000000000000000000000000	0.00	From		070/	40/		00/	007	_	0.400	_	0.700	2000	\sim	
0.0000000000000000000000000000000000000	0.88	7600 To	G	97%	1%	1% 0%	0%	0%	С	0.106	F	0.702	3900	G	2008
0.0000000000000000000000000000000000000	0.88	3600 To	1	97%	1%	1% 0% Florida Av		0%	С	0.106	F	0.702	3900	G 	2008
	0.88		1	97%	1%	1% 0%	e	0%	C F	0.106 0.102	F F	0.702	3900 5000	G G	2008

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		From									—					
6038) Wythe St	0.27	7800	G	96%	1%	1%	ort Ave 1%	1%	0%	С	0.102	F	0.511	8500	G	2008
6036) 11 7 11 10 01	0.2.	To			.,,		dium Dr	.,,	0,0				0.0			2000
		From				Star	dium Dr									
₆₀₄₀ James St	0.22	3900	G	96%	2%	1%	0%	0%	0%	С	0.099	F	0.543	4300	G	2008
		То	:			Car	roll Ave									
\sim		From	:				ghorne Rd									
6042 Cranehill Dr	1.04	2300 _{To}	G	98%	1%	1%	0%	0%	0%	С	0.141	F	0.788	2500	G	2008
			<u> </u>				ink Rd									
6044) Old Forest Rd	0.94	21000	G	96%	1%	US 501 N	W Express 1%	way 1%	0%	С	0.088	F	0.528	22000	G	2008
Old Forest Rd	0.54	21000		90 /6	1 /0				076		0.000	-	0.320	22000	G	2000
Old Forest Dd	0.45	From	G	000/	10/		t Brook Rd		00/			F	0.500	24000		2000
Old Forest Rd	0.45	20000		98%	1%	0%	1%	0%	0%	С	0.089	Г	0.508	21000	G	2008
Old Farrat Dd	0.04	From	ᄂ	000/	40/		ink Rd	00/	00/				0.504	47000		2000
Old Forest Rd	0.21	15000	G	98%	1%	0%	1%	0%	0%	F	0.093	F	0.564	17000	G	2008
Old Favor Dd	4.04	From		000/	40/		thorne Dr	007	001		_			40000		0000
Old Forest Rd	1.61	11000 To	G	98%	1%	0%	1%	0%	0%	F	NA			12000	G	2008
		From					eside Dr									
6045) Greenwood Dr	0.38	4600	G			Oak	kdale Dr				NA			5000	G	2008
Greenwood Dr	0.00	7000	<u> </u>											0000	Ü	2000
6045) Thomas Dr	0.71	6400	G			Perry	mont Ave				NA			7100	G	2008
Thomas Dr	0.71	0400	<u> </u>											7100	0	2000
Dishmand Dd	0.25	From		000/	00/		norne Lane	10/	00/					6400		2000
Richmond Rd	0.35	5800 To	G	98%	0%	1% Oak	0% dey Ave	1%	0%	С	NA T			6400	G	2008
		From									\dashv					
6046) Sandusky Dr	0.77	4300	G			Gleei	nwood Dr				NA			4700	G	2008
0040)		То				D	D.:									
6046) Sandusky Dr	0.49	5700 From	G			rav	wnee Dr				NA			6300	G	2008
6046) Carradony 21	00	То	_			Fc	ort Ave				—			0000	Ū	2000
		From				US 29 F	Bus Fort Av	'e								
6048) Perrymont Ave	0.84	5500	G								NA			6000	G	2008
		To				Green	nwood Dr				\Box					
						0.000	IIWOOU DI									
		From	1				rg Expressy	vay								
6050) Odd Fellows Rd	0.60		1	84%	2%	Lynchbur		vay 8%	0%	F	0.103	F	0.522	9200	G	2008
0050) Odd Fellows Rd	0.60	From	:	84%	2%	Lynchbur 4%	rg Expressv		0%	F	0.103	F	0.522	9200	G	2008
	0.60	From	:	84%	2%	Lynchbur 4% Mayi 4%	rg Expressv 2% flower Dr 2%		0%	F	0.103	F F	0.522	9200	G G	2008
		From 8500 To From	G G			Lynchbur 4% Mayi 4%	rg Expressv 2% flower Dr	8%				F F			G G	
6050) Odd Fellows Rd	0.67	8500 To From 1600 From From From From From From From From	G	84%	2%	Lynchbur 4% Mayr 4% De	g Expressy 2% flower Dr 2% ead End	8%	0%	С	0.121		0.684	1700		2008
		8500 To From 1600	G G			Lynchbur 4% Mayi 4% De	2% flower Dr 2% ead End	8%				F F			G G	
0050) Odd Fellows Rd 0052) Campbell Ave	0.67	8500 1600 From 8600	G	98%	2%	Lynchbur 4% Mayi 4% De 12 1%	rg Expressv 2% flower Dr 2% ead End 2Th St 0% 7Th St	8%	0%	C	0.121	F	0.684	1700 9300		2008
Odd Fellows Rd Odd Fellows Rd Campbell Ave	0.67	8500 To From 8600 8700	G G G	84%	2%	Lynchbur 4% May 4% De 12 1%	rg Expressive 2% flower Dr 2% ead End 2Th St 0% 7Th St 0%	8%	0%	С	0.121		0.684	1700		2008
Odd Fellows Rd Odd Fellows Rd Campbell Ave	0.67	## Record From Record From Record From Record From Record Record	G G G	98%	2%	Lynchbur 4% Mayl 4% De 12 1% 17 1% Kei	g Expressive 2% flower Dr 2% ead End 27h St 0% 77th St 0% mper St	8% 8% 0%	0%	C	0.121	F	0.684	1700 9300	G	2008
Odd Fellows Rd Campbell Ave Campbell Ave	0.67	## Record From From From ## Record From From ## Record From ## Record From From From ## Record From From From ## Record From From	G G G	98%	2%	Lynchbur 4% Mayl 4% De 12 1% 17 1% Kei	rg Expressive 2% flower Dr 2% ead End 2Th St 0% 7Th St 0%	8% 8% 0%	0%	C	0.121	F	0.684	9300 9400	G G	2008
Odd Fellows Rd Campbell Ave Campbell Ave	0.67	## Record From Record From Record From Record From Record Record	G G G G	98%	2%	Lynchbur 4% Mayi 4% De 12 1% 17 1% Kei Bus US -	rg Expressor 2% flower Dr 2% ead End 2Th St 0% 7Th St 0% mper St 460 Fort A	8% 8% 0%	0%	C	0.121	F	0.684	1700 9300	G	2008 2008 2008
Odd Fellows Rd Campbell Ave Campbell Ave	0.67	8500 To From 8600 To From 8700 To From 5000	G G G G	98%	2%	Lynchbur 4% Mayi 4% De 12 1% Kei Bus US 4	g Expressive 2% flower Dr 2% ead End 27h St 0% 77th St 0% mper St	8% 8% 0%	0%	C	0.121	F	0.684	9300 9400	G G	2008 2008 2008
Odd Fellows Rd Campbell Ave Campbell Ave Fenwick Dr	0.67	8500 To From 8600 8700 From 5000 From NA	G G G	98%	2%	Lynchbur 4% Mayi 4% De 12 1% Linch Linch 17 1% Kei Bus US 4	g Expressor 2% flower Dr 2% ead End 2Th St 0% 7Th St 0% mper St 460 Fort A ffield Dr wick Dr	8% 8% 0% 0%	0%	C	0.121	F	0.684	9300 9400	G G	2008 2008 2008
6050) Odd Fellows Rd 6052) Campbell Ave 6052) Campbell Ave	0.67 0.33 0.41	8500 To From 8600 To From 8700 To From 5000 To From 5000	G G G	98%	2%	Lynchbur 4% Mayi 4% De 12 1% Linch Linch 17 1% Kei Bus US 4	rg Expressive 2% flower Dr 2% ead End 2Th St 0% 7Th St 0% mper St 460 Fort A ffield Dr	8% 8% 0% 0%	0%	C	0.121 0.091 0.099	F	0.684	9300 9400 5500	G G	2008
6050) Odd Fellows Rd 6052) Campbell Ave 6052) Campbell Ave 6054) Fenwick Dr 6054) Sheffield Dr	0.67 0.33 0.41 0.23	8500 1600 From 8600 From 8700 From NA To	G G G	98%	2% 0% 0%	Lynchbur 4% Mayl 4% De 12 1% 17 1% Ket Bus US 4 Shel Fen SR 163 WCL 1	g Expressor 2% flower Dr 2% ead End 2Th St 0% 7Th St 0% mper St 460 Fort A ffield Dr wick Dr 3 Wards Ro Lynchburg	8% 8% 0% 0%	0%	C C	0.121 0.091 0.09 NA NA	F	0.684 0.627 0.641	1700 9300 9400 5500 NA	G G	2008 2008 2008 2008
Odd Fellows Rd Odd Fellows Rd	0.67 0.33 0.41	8500 1600 From 8600 From 5000 From NA To	G G G	98%	2%	Lynchbur 4% Mayl 4% De 12 1% 17 1% Ker Bus US 4 Shel Fen SR 163 WCL 1%	g Expressor 2% flower Dr 2% ead End 2Th St 0% 7Th St 0% mper St 460 Fort A ffield Dr wick Dr 3 Wards Rc Lynchburg 1%	8% 8% 0% 0%	0%	C	0.121 0.091 0.099	F	0.684	9300 9400 5500	G G	2008 2008 2008 2008
Odd Fellows Rd Odd Fellows Rd	0.67 0.33 0.41 0.23	8500 1600 1600 From 8600 8700 To From NA To From 17000 To	G G G G G	98%	2% 0% 0%	Lynchbur 4% Mayi 4% De 12 1% 17 1% Ken Bus US 4 Shein SR 163 WCL 1 1% Lees	rg Expressv 2% flower Dr 2% ead End 2Th St 0% 7Th St 0% mper St 460 Fort A ffield Dr wick Dr 3 Wards Re Lynchburg 1% syille Rd	8% 8% 0% 0%	0%	C C	0.121 0.091 0.09 NA NA	F	0.684 0.627 0.641	1700 9300 9400 5500 NA	G G	2008 2008 2008 2008
6050) Odd Fellows Rd 6052) Campbell Ave 6052) Campbell Ave 6054) Fenwick Dr 6054) Sheffield Dr	0.67 0.33 0.41 0.23	8500 1600 From 8600 From 8700 From NA To	G G G G G	98%	2% 0% 0%	Lynchbur 4% Mayi 4% De 12 1% 17 1% Ken Bus US 4 Shein SR 163 WCL 1 1% Lees	g Expressor 2% flower Dr 2% ead End 2Th St 0% 7Th St 0% mper St 460 Fort A ffield Dr wick Dr 3 Wards Rc Lynchburg 1%	8% 8% 0% 0%	0%	C C	0.121 0.091 0.09 NA NA	F	0.684 0.627 0.641	1700 9300 9400 5500 NA	G G	2008 2008 2008

						City of Lynchi	urg								
Route	Length	AADT	QA	4Tire	Bus	T			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		From	1												
Sone Leesville Rd	1.15	12000	G	97%	1%	North St 1% 1%	0%	0%	С	0.112	F	0.589	13000	G	2008
Leesville Rd	1.10	To	Ť	31 70	1 /0	Timberlake R		070		7	•	0.505	13000	J	2000
		From				CBusUS 460 Logar				i					
6070) Wards Ferry Rd	1.29	11000	G	98%	0%	0% 1%	0%	0%	F	0.094	F	0.59	12000	G	2008
		To				Harvard St									
6070) Wards Ferry Rd	1.06	11000	G	98%	0%	0% 1%	0%	0%	С	0.099	F	0.56	12000	G	2008
30,10		To				US 29; Wards									
		From				Wards Ferry F	d								
Harvard St	80.0	210	G							0.095	F	0.81	230	G	2008
		То				College Park l	Or								
<u> </u>		From				Timberlake R	d								
Old Graves Mill Rd	1.70	12000	G							NA			13000	G	2008
<u> </u>		To				Graves Mill R	d								
<u> </u>		From				Graves Mill R					-				
McConville Rd	1.80	5100	G	99%	0%	0% 0%	0%	0%	С	0.103	F	0.522	5500	G	2008
		From				Wyndale Dr McConville R									
Wyndale Dr	0.24	3900	G	99%	0%	1% 0%	0%	0%	С	0.095	F	0.582	4200	G	2008
00/0/ 11/11/11/22		To				Lakeside Dr									
		From				Link Rd									
Evergreen Rd	0.33	2400	G	98%	1%	1% 0%	0%	0%	С	0.116	F	0.743	2600	G	2008
<u> </u>		To				Indian Hill R									
Indian Hill Dd	0.00	From	<u> </u>	000/	10/	Evergreen Re		00/	_	0 11	_	0.512	2000	0	2000
Indian Hill Rd	0.98	1900 _{To}	G	98%	1%	0% 0% Burnt Bridge I	0%	0%	F	0.11	F	0.513	2000	G	2008
		From				Indian Hill R									
Burnt Bridge Rd	0.97	1800	G	98%	1%	0% 0%	0%	0%	С	0.119	F	0.557	2000	G	2008
		To				Boonsboro R	d								
_		From				Richmond S									
(5075) Langhorne Lane	0.34	2500	G	98%	1%	1% 0%	0%	0%	С	0.090	F	0.528	2700	G	2008
<u> </u>		To				Eldon St									
6075) Eldon St	0.07	2800	G	98%	1%	Langhorne La	0%	0%	F	0.099	F	0.505	3000	G	2008
6075) Lidon ot	0.07	To	Ť	3070	170	Memorial Av		070		0.000	•	0.000	0000	Ü	2000
		From				Old Forest R									
6076) Linkhorne Rd	0.59	5700	G	98%	1%	1% 0%	0%	0%	F	0.105	F	0.556	6200	G	2008
		To				Cranehill Dr									
		From				7Th St								-	
₆₀₇₇ Jefferson St	0.41	1100	G	98%	1%	1% 0%	0%	0%	F	0.15	F	0.5	1200	G	2008
$\overline{}$		To				Concord Tpk	e								
		From				Main St									
6078) Washington St	0.11	1200	G	85%	1%	3% 7%	4%	0%	F	0.105	F	0.57	1400	G	2008
		To From				Jefferson St									
6078) Concord Tpke	1.66	1900	G	85%	1%	3% 7%	4%	0%	F	0.093	F	0.697	2000	G	2008
$\overline{}$		To From				Rockwell Ro									
6078) Concord Tpke	1.07	1900 From	G	85%	1%	3% 7%	4%	0%	С	0.1	F	0.739	2100	G	2008
\mathcal{L}		To				US 460									
		From				12Th St									
Court St	0.50	1400	G	85%	1%	3% 7%	4%	0%	F	0.11	F	0.515	1500	G	2008
		To				5Th St									
$\overline{}$		From				Lakeside Dr									
Forest Brook Rd	0.92	3800	G	96%	1%	1% 1%	1%	0%	С	0.115	F	0.613	4100	G	2008
		To				Old Forest R									
		From				Old Forest R					_			_	
6082) Hill St	0.58	5100	G	99%	0%	1% 0%	0%	0%	F	0.101	F	0.682	5500	G	2008
$\overline{}$		To	<u> </u>			Langhorne R	i								

					City of Lynchbi	arg								
Route	Length AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
tv of Lvnchburg	Fr	_												
Edgewood Ave	0.73 2500	····· G	99%	0%	Fort Ave 1% 0%	0%	0%	С	0.098	F	0.542	2700	G	2008
Edgewood Ave	0.70 2000	To	0070	070	Wards Rd	070	070		0.000	•	0.042	2100	Ü	2000
	Fr	om:			Wise St									
4th St	49	G							0.139	F		50	G	2008
		To:			Monroe St									
	Fr				York St								_	
Caroline St	450	G To:			Chambers St				0.104	F		480	G	200
	Fr				Caroline St									
Chambers St	720	G			Caronne St				0.093	F		790	G	200
		To:			2Nd St									
	Fr	om:			Morningside D	ŗ								200
Clayton Ave	510	G							0.105	F		550	G	
		To:			Spottswood Pl									
Describes Do		om:			Berkley Pl				0.000	_		4.400	_	000
Danridge Dr	1300	G To:			Craigmont Dr				0.088	F		1400	G	200
	Fr	om-			15-1520				<u> </u>					
Enterprise Dr	14000	G			13-1320				NA			14000	G	200
		To-			Bedford County L	ine								
	Fr	om:			Maryland Ave									
Fairview Ave	360	G			•				0.106	F		390	G	200
		To:			Mackel St									
Fleetwood Dr	Fr				Ridgeway Dr									
	1100	G To:							0.09	F		1200	G	200
		_			Hillwood Dr									
Georgia Ave	370	·m: G			Campbell Ave				0.099	F		400	G	200
Georgia Ave	3/0	To:			Nevada Ave				0.033	'		400	G	200
	Fr	om:			Glen Oak Lane									
Gorman Dr	380	G			Olen Otal Etalle				0.102	F		410	G	200
		To:			Northwood Cir									
	Fr	om:			Montgomery Ro	1								
Hawthorne Rd	180	G							0.101	F		190	G	200
		To:			Woodcrest Dr									
Hayes Dr	400				Rhonda Dr					_		200	0	200
	190	G To:			Crawford Dr				0.117	F		200	G	200
John Scott Dr	Fr	om:			Old Trents Ferry	Dd								
	470	G			Old Tichts Terry	Ku			NA			510	G	200
		To:			Dead End									
Leyburn Ave	Fr	om:			Mosby Ave									
	250	G							0.108	F		280	G	200
		To:			Sackett St									
Locksview Dr		om:			Bell Tavern Ro	[_			_	
	1000	G To:			Norvall House ('			0.103	F		1100	G	200
	Th.	om:			Norvell House C	ı								
Maryland Ave	250	G G			Craig St				0.089	F		270	G	200
	200	To:			Fairview Ave				3.555	•		210	0	200
	Fr	om.			Clarke St									
McKinney Ave	360	G			- Inne St				0.088	F		390	G	200
-		To:			Dodd St									
	Fr	om:			Burnt Bridge Ro	1								
Mimosa Dr	740	G							0.091	F		800	G	200
		To:			Woodcrest Dr									

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Route	Length	AADT	QA	4Tire	Bus				l 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
v of Lvnchburg			_													
		From:				McG	Guffey L	ane								
Morningside Dr		320	G								0.110	F		350	G	200
		To				Eas	stwood L	ane								
Myrtle St		From:				W	estview l	Dr								
		570	G								0.102	F		620	G	200
		To:				Te	oledo Av	/e								
New Hampshire Ave		From:				Oal	kridge B	lvd								
		320	G								0.096	F		350	G	200
		To:				T	remont S	St								
		From:				Mc	Kinney A	Ave								
Oxford St		310	G								0.126	F		330	G	200
		To:				Ra	dcliffe A	ve								
		From:				Н	lillcrest R	ld								
Page St		3300	G								0.105	F		3600	G	200
		To:					2Nd St									
		From:				Т	remont S	St								
Rhode Island Ave		120	G								0.101	F	•	130	G	200
		To:					Fort Ave	:								
		From				R	Rhonda D	r								
Sanhill Dr	4	430	G								0.148	F		460	G	200
		To				Aŗ	pache La	ne								
		From:				Car	mpbell A	ve								
Texas Ave	380	380	G								0.082	F		420	G	2008
		To:				N	evada Av	ve								
		From:				Wi	ingfield A	ve								
Warren Ave	Ave	160	G					_	_		0.117	F		180	G	200
		To				F	Perry Ave									