2011

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	ıck			K		Dir		
Route	Jurisdiction	Length AADT	T QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	SCL Lynch													
[29] [460] [29]	City of Lynchburg (Maint: 15)	1.38 4600 0) G	93%	0%	1%	1%	5%	0%	F	0.096	F	0.641	48000	G
	To: From:	Candler Moun		222/	201							_			
(29) (460) (29)	City of Lynchburg (Maint: 15)	0.49 3500 0		93%	0%	1%	1%	5%	0%	F	0.092	F	0.615	37000	G
	City of Lynchburg (Moint: 15)	1.91 3600 0		93%	0%	1%	1%	5%	0%	С	0.103	Α	0.503	27000	F
(29) (460) (29) (501)	City of Lynchburg (Maint: 15)	1.91 36000 US 501 Campl		93%	0%	1%	170	5%	0%	C	0.103	А	0.503	37000	Г
	From:	Functional Clas													
(29) (460) Richmond Hwy	City of Lynchburg (Maint: 15)	2.14 3500 0		93%	0%	1%	1%	5%	0%	F	0.086	F	0.542	36000	G
	To: From:	US 29 SCL Lynch													
29	City of Lynchburg (Maint: 15)	0.33 1700		89%	1%	1%	1%	9%	0%	F	0.084	F	0.513	17000	G
23)	To:	NCL Lynch													
	From:	SCL Lynch	burg												
(29) (460) (29)	City of Lynchburg (Maint: 15)	1.38 4600 0) G	93%	0%	1%	1%	5%	0%	F	0.096	F	0.641	48000	G
	To: Brown	Candler Moun	tain Rd			_									
(29)(460)(29)	City of Lynchburg (Maint: 15)	0.49 3500 0) G	93%	0%	1%	1%	5%	0%	F	0.092	F	0.615	37000	G
	To: From:	US 501	l			\neg \vdash									
(29) (460) (29) (501)	City of Lynchburg (Maint: 15)	1.91 3600 0) F	93%	0%	1%	1%	5%	0%	С	0.103	Α	0.503	37000	F
	To	Bus US 501; US 501	Campbell .	Ave											
Bus	From:	SCL Lynch													
(29) Wards Rd	City of Lynchburg	1.64 39000		98%	0%	1%	0%	1%	0%	С	0.079	F	0.548	40000	G
Bus	From:	US 501; SR 163 Lynch US 501; SR		ssway											
Bus (29)	City of Lynchburg	0.12 NA	100								NA			NA	
	To:	SR 163 War	ds Rd												
Bus (29) (501) Lynchburg Expressway	City of Lynchburg	0.33 39000		98%	0%	1%	0%	1%	0%	N	0.091	N	0.530	40000	N
(29) (501) Lynchburg Expressway	City of Lyrichburg			90%	0%	170	0%	170	076	IN	0.091	IN	0.550	40000	IN
Bus	To: From:	US 501, SR	2 128												
(29) Lynchburg Expressway	City of Lynchburg	1.33 3900 0) G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.530	40000	G
Bus	Ta: From:	Odd Fellow	/s Rd			\Box									
29 Lynchburg Expressway	City of Lynchburg	1.46 3700 0) G	98%	0%	1%	0%	1%	0%	F	0.086	F	0.540	38000	G
29 , 4 4 3	To														
Bus	From:	Kemper St										_			_
29 Lynchburg Expressway	City of Lynchburg	1.02 36000) G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.518	38000	G
Bus	To: From:	Main Str	eet												
29 Lynchburg Expressway	City of Lynchburg	0.22 23000) G	98%	0%	1%	0%	1%	0%	F	0.082	F	0.589	24000	G
<u> </u>	То:	Amherst Cour	nty Line												
	From:	SR 163 War													
(128) Candler Mt Rd	City of Lynchburg	0.26 18000		89%	4%	2%	1%	3%	0%	F	0.092	F	0.544	19000	G
\sim	To:	Bus US 29, US 501 Ly	nchburg E	xpwy											

Virginia Department of Transportation Traffic Engineering Division

2011 Annual Average Daily Traffic Volume Estimates By Section of Route City of Lynchburg

		City of Lynchburg	•			Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT Q	A 4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	RT 501 W			ZANIC	JIANIC	TITAL	ZITAII		1 actor		1 actor		
128) (501) Candler Mtn Rd	City of Lynchburg	0.43 35000 0	97%	0%	1%	1%	1%	0%	F	0.083	F	0.515	37000	G
	То:	RT 501 E												
	From:	US 501 Candlers Mt R							_		_			_
128 Mayflower Dr	City of Lynchburg	1.30 7100 (89%	4%	2%	1%	3%	0%	С	0.102	F	0.542	7600	G
	To: From:	Odd Fellows Rd												
128 Mayflower Dr	City of Lynchburg	1.48 1800 (1%	1%	1%	0%	0%	С	0.096	F	0.649	1900	G
<u> </u>	To:	Bus US 501 Campbell A	ve											
	From:	Bus US 29, US 501 Lynchburg I												
163) Wards Rd	City of Lynchburg	0.44 16000 0	99%	0%	1%	0%	0%	0%	F	0.081	F	0.558	17000	G
<u> </u>	To: From:	SR 128 Candler Mtn F	d											
163) Wards Rd	City of Lynchburg	0.42 26000 (99%	0%	1%	0%	0%	0%	F	0.081	F	0.504	28000	G
\smile	To:	Bus US 460 Fort Aven	ue											
Bus Fort Ave	City of Lynchhym	Wards Rd 1.19 22000 (99%	0%	1%	0%	00/	00/	С	0.083	F	0.546	24000	G
163 (460) Fort Ave	City of Lynchburg	1.19 22000 Memorial Ave	99%	0%	1%	0%	0%	0%	C	0.083	г	0.546	24000	G
	From:	Fort Ave												
163) Memorial Ave	City of Lynchburg	0.60 11000 (99%	0%	0%	0%	0%	0%	С	0.08	F	0.540	12000	G
	To	Oakley Ave			<u> </u>									
163) Memorial Ave	City of Lynchburg	0.47 13000 (99%	0%	0%	0%	0%	0%	F	0.085	F	0.503	14000	G
103)	To													
163 Memorial Ave	City of Lynchburg	Park Ave 0.33 12000 (99%	0%	0%	0%	0%	0%	F	0.085	F	0.536	13000	G
163) Wandhal Ave	City of Lynchburg		3370	070	<u> </u>	0 /0	070	070	'	0.005	'	0.550	13000	J
Total Or	To: From:	Langhorne Rd		201		00/	00/	201	_	0.004	_	0.504	45000	_
163)5th St	City of Lynchburg	0.17 14000 0	99%	0%	0%	0%	0%	0%	F	0.084	F	0.531	15000	G
	To: From:	Pollard St												
163) 5th St	City of Lynchburg	0.26 13000 (99%	0%	0%	0%	0%	0%	F	0.089	F	0.57	14000	G
<u> </u>	To: From:	Pierce St												
163)5th St	City of Lynchburg	0.27 12000 (98%	0%	0%	0%	1%	0%	F	0.09	F	0.569	13000	G
\smile	To:	Park Ave			<u> </u>									
163)5th St	City of Lynchburg	0.38 13000 (98%	0%	0%	0%	1%	0%	F	0.09	F	0.579	13000	G
100	Tax	Clay St												
163)5th St	City of Lynchburg	0.57 14000 (98%	0%	0%	0%	1%	0%	С	0.102	F	0.632	14000	G
163/5 5.	To:	Amherst County Line		070		070	170	070	Ŭ	0.102	•	0.002	1 1000	Ŭ
North_	From:	SR 163 Wards Rd			i									
163)Ramp	City of Lynchburg	0.09 NA								NA			NA	
100)	To:	US 501; Bus US 29												
	From:	WCL Lynchburg			j									
221 Lakeside Dr	City of Lynchburg	0.53 27000 (99%	0%	0%	0%	1%	0%	С	0.093	F	0.568	28000	G
221)									-		-			
and Lakeside Dr	City of Lynchburg	Lynchburg Expresswa 0.94 16000 (Λ0/	00/	00/	10/	Ω0/	F	0.006	F	0 F76	17000	G
221 Lakeside Dr	Tity Of Lynchburg	0.94 16000 (Forest Brook Rd	99%	0%	0%	0%	1%	0%	Г	0.086		0.576	17000	G

Virginia Department of Transportation Traffic Engineering Division

2011 Annual Average Daily Traffic Volume Estimates By Section of Route City of Lynchburg

		City of Lync					Trı	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Forest Brook	Rd			1	0 17 11 10				. 4515.				
221 Lakeside Dr	City of Lynchburg	1.52 13000	G	99%	0%	0%	0%	1%	0%	F	0.086	F	0.554	14000	G
	To:	Old Forest	Rd												
221 Lakeside Dr	City of Lynchburg	0.15 16000	G	99%	0%	0%	0%	1%	0%	F	0.085	F	0.547	17000	G
(221)	To:	Oakley Av				i			-,-	•		-			_
~~~	From:	Lakeside l	Or												
(221) Oakley Ave	City of Lynchburg	0.57 <b>8700</b>	G	99%	0%	0%	0%	1%	0%	F	0.088	F	0.509	9300	G
<u> </u>	To:	Bus US 29 Mem													
(221) Oakley Ave	City of Lynchburg	0.24 <b>7400</b>	G	99%	0%	0%	0%	1%	0%	F	0.089	F	0.505	7900	G
221 Carley Ave	To:	Bus US 460 Fo		3376	070		070	1 /0	070	'	0.003	'	0.303	1300	G
Bus	From:	Bus US 460 Oak													
221 460 Fort Ave	City of Lynchburg	0.42 <b>9400</b>	G	97%	1%	1%	0%	1%	0%	С	0.089	F	0.543	10000	G
<u> </u>	To:	118-6029 For	Ave												
Bus	City of Lymphas and			070/	40/	40/	00/	40/	00/	F	0.004	_	0.500	0000	_
221 460 12th St	City of Lynchburg	0.25 <b>8200</b>	G	97%	1%	1%	0%	1%	0%	г	0.091	F	0.533	8800	G
Bus Bus	To- From:	Bus US 501 Cam	bell Ave												
221 (460 ) 501 12th St	City of Lynchburg	0.18 <b>8400</b>	G	97%	1%	1%	0%	1%	0%	F	0.09	F	0.564	9000	G
	To:	Kemper S													
Bus Bus	From	12th Stree								_		_			_
(221)(460)(501) Kemper St	City of Lynchburg	0.41 11000	G	97%	1%	1%	0%	1%	0%	С	0.085	F	0.601	12000	G
<del></del>	10:	US 29 Lynchburg F		У											
$\sim$	From:	SCL Lynchl		000/	00/	40/	40/	<b>5</b> 0/	00/	_	0.000	_	0.044	40000	_
(460) (29) (29)	City of Lynchburg (Maint: 15)	1.38 <b>46000</b>	G	93%	0%	1%	1%	5%	0%	F	0.096	F	0.641	48000	G
~~~ ~~	To: From:	Candler Mount													
(460) (29) (29)	City of Lynchburg (Maint: 15)	0.49 35000	G	93%	0%	1%	1%	5%	0%	F	0.092	F	0.615	37000	G
**	To- From	US 501													
(460) (29) (29) (501)	City of Lynchburg (Maint: 15)	1.91 36000	F	93%	0%	1%	1%	5%	0%	С	0.103	Α	0.503	37000	F
	To:	Bus US 501; US 501 (Ave											
C Diahmand I hur	City of Lymphours (Mainty 15)	Functional Class		020/	0%	10/	40/	E0/	00/	F	0.006	F	0.540	26000	0
(460) (29) Richmond Hwy	City of Lynchburg (Maint: 15)	2.14 35000	G	93%	0%	1%	1%	5%	0%	г	0.086	г	0.542	36000	G
~~~	To: From:	US 29													
(460) Richmond Hwy	City of Lynchburg (Maint: 15)	0.11 <b>26000</b>	N	94%	0%	1%	1%	4%	0%	N	0.087	N	0.573	27000	N
<del></del>	10:	ECL Lynchl	_												
Bus	From:	WCL Lynch								_		_			_
(460)Timberlake Rd	City of Lynchburg	0.62 <b>29000</b>	G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.555	31000	G
Bus	To: From:	Old Graves M	ill Rd												
Timberlake Rd	City of Lynchburg	1.14 <b>25000</b>	G	98%	0%	0%	0%	1%	0%	F	0.081	F	0.517	26000	G
400)				-370			- / 0	. , •	-,0					_5000	•
Bus	From:	Leesville l	Kd												
Timberlake Rd	City of Lynchburg	0.37 <b>32000</b>	G	98%	0%	0%	0%	1%	0%	F	0.083	F	0.565	33000	G
<u> </u>	To:	US 501 Lynchburg	Expresswa	ay											

	1			4	_		Tru	ıck		00	K	014	Dir	4.414/DT	0144
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	US 501 Lynchburg Ex	kpressway	y											
Fort Ave	City of Lynchburg	1.15 <b>17000</b>	G	98%	0%	0%	0%	1%	0%	F	0.087	F	0.540	18000	G
	To:	Bus US 29 Ward	ls Rd												
Bus (460) (163) Fort Ave	City of Lynchburg	1.19 <b>Wards Rd</b>	G	99%	0%	1%	0%	0%	0%	С	0.083	F	0.546	24000	G
460 163 Fort Ave	To:	Memorial Av		3370	070	1/0	076	070	076	C	0.003	'	0.540	24000	O
Bus	From:	Bus US 29 Memori													
(460) Fort Ave	City of Lynchburg	0.57 <b>8400</b>	G	98%	0%	0%	0%	1%	0%	F	0.082	F	0.506	8800	G
Bus	Ta: From:	US 221 Oakley	Ave												
(460)(221) Fort Ave	City of Lynchburg	0.42 <b>9400</b>	G	97%	1%	1%	0%	1%	0%	С	0.089	F	0.543	10000	G
<u> </u>	To: From:	118-6029 Fort A	Ave			_									
Bus (460) 221 12th St	City of Lynchburg	0.25 <b>8200</b>	G	97%	1%	1%	0%	1%	0%	F	0.091	F	0.533	8800	G
(400)(221)	To	Bus US 501 Campb													
Bus Bus	From:														
(460)(221)(501)12th St	City of Lynchburg	0.18 <b>8400</b>	G	97%	1%	1%	0%	1%	0%	F	0.09	F	0.564	9000	G
Dura Dura	To: From:	Kemper St													
Bus Bus (460 ) 221 (501 ) Kemper St	City of Lynchburg	0.41 <b>11000</b>	G	97%	1%	1%	0%	1%	0%	С	0.085	F	0.601	12000	G
(460)(221)(501) Kemper St	To:	Bus US 29 Lynchburg F			1 /0		070	1 70	070	O	0.000	· ·	0.001	12000	O
Bus Bus	From:	US 29 Lynchburg Ex		'											
(460)(501) Kemper St	City of Lynchburg	0.34 <b>9600</b>	G	97%	1%	1%	0%	1%	0%	F	0.086	F	0.618	10000	G
	To:	Campbell Av	e												
Bus Bus	From:	Kemper St		070/	407		00/	407	001	_	0.000	_	0.004	40000	_
(460) (501) Campbell Ave	City of Lynchburg	0.88 <b>17000</b>	G	97%	1%	1%	0%	1%	0%	С	0.093	F	0.664	18000	G
Bus Bus	To- From:	Mayflower D	r												
460 501 Campbell Ave	City of Lynchburg	0.48 <b>15000</b>	G	97%	1%	1%	0%	1%	0%	F	0.095	F	0.639	17000	G
	To:	Florida Ave													
Bus Bus	From:											_			
(460)(501) Campbell Ave	City of Lynchburg	0.14 17000	G	97%	1%	1%	0%	1%	0%	F	0.098	F	0.670	18000	G
Bus	From:	US 460, US 501 Richr Bus US 501	mond Hw	У											
460 501 Campbell Ave	City of Lynchburg	0.15 <b>12000</b>	N	98%	0%	0%	0%	1%	0%	Ν	0.098	N	0.68	14000	N
(400)(301)	To:	US 29, US 46		0070	0,0		0,0	.,0	0,0	• •	0.000	•••	0.00		
	From:	SCL Lynchbu	ro			i									
(501) Campbell Ave	City of Lynchburg	0.93 <b>12000</b>	G	98%	0%	0%	0%	1%	0%	F	0.098	F	0.68	14000	G
(301)	Ter						-,-			-		-			
Bus	From:	Bus US 460													
(501)(460) Campbell Ave	City of Lynchburg	0.15 <b>12000</b>	N	98%	0%	0%	0%	1%	0%	Ν	0.098	Ν	0.68	14000	N
<del></del>	To: From:	US 29, US 460 Richm		у											
(FOX) (FOX) (FOX)	City of Lynchburg (Maint: 15)	US 29, US 46 1.91 <b>36000</b>	F	93%	0%	1%	1%	5%	0%	С	0.103	Α	0.503	37000	F
(501)(460)(29) (29)	City of Eyrichburg (Maint. 15)				U /0	1 /0	1 /0	370	U /0	C	0.103	^	0.503	37000	Г
~~	From:	US 29, US 460 Richm			00.1		461	401	001	_	0.65.	_	0.510	10000	
(501)	City of Lynchburg	0.50 <b>15000</b>	G	97%	0%	1%	1%	1%	0%	F	0.094	F	0.513	16000	G
~	To:	SR 128 Mayflow	er Dr												

		City of Lynch					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~	From:	SR 128 Mayflo													
501 128 Candler Mtn Rd	City of Lynchburg	0.43 35000	G	97%	0%	1%	1%	1%	0%	F	0.083	F	0.515	37000	G
Pug	To: From:	Bus US 29 Lynchburg US 29 Lynchburg E													
Bus 501 (29) Lynchburg Expressway	City of Lynchburg	0.33 39000	N N	98%	0%	1%	0%	1%	0%	Ν	0.091	N	0.530	40000	N
301) (29) 2)	To:	Wards Rd E		0070	0,0		0,70	.,0	0,0	• •	0.00		0.000	.0000	
~~~	From:	Wards Ro													
501 Lynchburg Expressway	City of Lynchburg	1.37 <b>42000</b>	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.521	44000	G
	To- From:	Timberlake	Rd												
501 Lynchburg Expressway Ext	City of Lynchburg	1.21 <b>43000</b>	G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.544	46000	G
<del></del>	To:	Graves Mill	Rd												
501 Lynchburg Expressway	City of Lynchburg	1.24 <b>31000</b>	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.518	33000	G
<del>=====================================</del>	To	Lakeside I	)r												
501 Lynchburg Expressway	City of Lynchburg	0.31 <b>32000</b>	G	97%	0%	1%	1%	1%	0%	С	0.083	F	0.538	35000	G
301) = ,							.,.	.,.		_		-			_
501 Lynchburg Expressway	City of Lynchburg	118-6044 Old Fo	G G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.542	15000	G
501 Expressway	City of Eyrichburg			31 /0	070	1 /0	1 70	1 /0	078	'	0.000	'	0.542	13000	O
~~	To: From:	Wiggington		070/	00/	40/	40/	40/	00/	_	0.00	_	0.574	4.4000	_
501 Lynchburg Expressway	City of Lynchburg	1.86 <b>13000</b> Boonsboro	G	97%	0%	1%	1%	1%	0%	F	0.09	F	0.571	14000	G
	From:	Lynchburg Expr													
501 Boonsboro Rd	City of Lynchburg	1.80 8800	G	96%	0%	1%	0%	2%	0%	С	0.094	F	0.645	9400	G
	To:	WCL Lynchl	ourg												
	From:	US 501													
591 (460) (29) (29)	City of Lynchburg (Maint: 15)	1.91 <b>36000</b>	F	93%	0%	1%	1%	5%	0%	С	0.103	Α	0.503	37000	F
	To:	Bus US 501; US 501 C	Campbell .	Ave											
~~~	City of Lymphoura	0.62 <b>NA</b>									NA			NA	
501	City of Lynchburg	SR 128 Mayflo	vor Dr								INA			INA	
	From:	Bus US 2													
<u>5β1</u>	City of Lynchburg	0.35 NA									NA			NA	
<u></u>	To:	US 501 Lynchburg I	Expresswa	у											
Bus Bus	From:	US 460													
501 (460 Campbell Ave	City of Lynchburg	0.14 17000	G	97%	1%	1%	0%	1%	0%	F	0.098	F	0.670	18000	G
~~~	To:	Florida Av	'e												
Bus Bus	Prom:			070/	40/	40/	00/	40/	00/	_	0.005	_	0.000	47000	
501 460 Campbell Ave	City of Lynchburg	0.48 15000	G	97%	1%	1%	0%	1%	0%	F	0.095	F	0.639	17000	G
Bus Bus	To- From:	Mayflower	Dr												
501 (460 Campbell Ave	City of Lynchburg	0.88 17000	G	97%	1%	1%	0%	1%	0%	С	0.093	F	0.664	18000	G
	To	Kemper S													
Bus Bus	From:	Campbell A													
501 (460 Kemper St	City of Lynchburg	0.34 9600	G	97%	1%	1%	0%	1%	0%	F	0.086	F	0.618	10000	G
~ ~	To	Lynchburg Expr	essway												

Virginia Department of Transportation Traffic Engineering Division

2011 Annual Average Daily Traffic Volume Estimates By Section of Route City of Lynchburg

							Tru	ıck			K		Dir		
Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
From:		US 221													
City of Lynchburg	0.41	11000	G	97%	1%	1%	0%	1%	0%	С	0.085	F	0.601	12000	(
To:		12th St													
From:				070/	40/		00/	407	00/	_	0.00	_	0.504	0000	
City of Lynchburg	0.18	8400	G	97%	1%	1%	0%	1%	0%	F	0.09	F	0.564	9000	(
To: From:		Fort Ave													
City of Lynchburg	0.23	8200	G	99%	0%	1%	0%	0%	0%	F	0.116	F	0.761	8700	
To		Douls Area													
From:															
City of Lynchburg	0.27	9800	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.561	10000	
To: From:	N	Iemorial Av	e												
City of Lynchburg	0.29	17000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.522	18000	
City of Eyrioniburg				0070	070		070	070	070	•	0.002	•	0.022	10000	
From:		Murrell Rd													
City of Lynchburg	1.06	13000	G	99%	0%	1%	0%	0%	0%	С	0.088	F	0.654	14000	
Too		Hill St													
City of Lynchhyra	0.47			000/	00/	10/	00/	00/	00/	_	0.004	_	0 F72	12000	
City of Lynchburg				99%	0%	1%	0%	U%	0%	Г	0.064	Г	0.573	12000	
To- From:	(Cranehill Dr													
City of Lynchburg	1.37	8000	G	99%	0%	0%	0%	0%	0%	С	0.080	F	0.531	8500	
To:	Riv	ermont Ten	ace												
From:															
City of Lynchburg			_	99%	0%	0%	0%	0%	0%	F	0.096	F	0.579	5900	
To:															
City of Lynchburg				99%	0%	0%	0%	0%	0%	F	0.085	F	0 503	15000	
City of Lynchburg	0.44			3370	070	<u> </u>	070	070	070	•	0.003	'	0.000	13000	
To: From:		Link Rd													
City of Lynchburg	0.76	13000	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.602	14000	
To	Tı	ents Ferry F	Rd												
From:				2001	00/		00/	201	00/	_	0.005	_	0.500	4.4000	
City of Lynchburg	1.75 Lynch			99%	0%	0%	0%	0%	0%	C	0.092	F	0.530	14000	
	City of Lynchburg To: From: City of Lynchburg	City of Lynchburg 0.41 To: From: From: City of Lynchburg 0.18 City of Lynchburg 0.23 City of Lynchburg 0.27 City of Lynchburg 0.29 City of Lynchburg 0.29 City of Lynchburg 1.06 To: From: City of Lynchburg 0.47 City of Lynchburg 1.37 City of Lynchburg 1.37 City of Lynchburg 0.25 City of Lynchburg 0.47 City of Lynchburg 1.37 City of Lynchburg 0.25 City of Lynchburg 0.25 City of Lynchburg 0.44 City of Lynchburg 0.44 City of Lynchburg 0.44 City of Lynchburg 0.44 City of Lynchburg 0.76 City of Lynchburg 0.76 City of Lynchburg 0.76 City of Lynchburg 0.76 To: From: City of Lynchburg 0.76	City of Lynchburg	City of Lynchburg	City of Lynchburg	City of Lynchburg	Length AADT QA 4Tire Bus 2Axle	Length AADT QA 4Tire Bus 2Axle 3+Axle	Surisdiction	City of Lynchburg	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC	Substitution Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC Factor	Sursidiction Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC Factor QK	Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail QC Factor QK Factor City of Lynchburg 0.41 11000 G 97% 1% 1% 0% 1% 0% C 0.085 F 0.601	City of Lynchburg

8/29/2012 12

						City Oi	Lynchbu	ıų								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		Fron	.ī			D	4 F 4									
(F794) Top Ridge Rd	1.16	20	R			<u>D</u>	ead End				NA			NA		08/22/2007
<u> </u>		Ti				15-837	Top Ridge	Rd								
<u> </u>	0.40	Fron	<u> </u>			D	ead End									00/44/000
(F864) Brown Haven Lane	0.12	10 Te	R		1	18-6033 B	rown Have	n I ane			NA			NA		08/14/2007
		Fron	:				29; 15-758	1 Lune								
(F905) Memo Rd	0.20	NA				00.	27, 12 700				NA			NA		
\bigcirc		Te	c			D	ead End									
C L'h este Mi De	0.40	Fron	<u> </u>			D	ead End							NIA		00/00/000
F906 Liberty Mt Dr	0.40	3100 To	R		118-603	35: Ramp I	Fr US 460 F	Byp Ent T	To L		NA T			NA		08/22/200
		Fron	:				ead End	JF ====								
(F907) Liberty Mt Dr	0.78	2500	R				oud Lina				NA			NA		08/22/200
<u> </u>		Te	:			FR-906	Liberty Mt	Dr								
○ p	0.00	Fron	:			FR-907	Liberty Mt	Dr								
(F907) Ramp	0.06	NA To	:			ī	JS 460				NA			NA		
		Fron					ead End									
(F975) Chetnut Creek Dr	0.46	160	R				cua Ena				NA			NA		07/31/2007
		Tr				D	ead End									
O		Fron					Meadow D								_	
1 Pawnee Dr	0.86	360	G	98%	1%	1%	0% idusky Dr	0%	0%	F	0.125	F	0.593	390	G	2011
		Fron					hurch St									
2 9th St	0.18	1100	G	98%	1%	1%	0%	0%	0%	С	0.128	F	0.603	1200	G	2011
		Tr				Jef	ferson St									
\sim		Fron					Ray Circle									
3 Alta Lane	0.85	2100 T	G	99%	0%	0%	0%	0%	0%	С	0.111	F	0.62	2300	G	2011
_		Fron	:				ls Ferry Rd				_ <u> </u>					
4 Del Ray Circle	0.16	2300	G	99%	0%	0%	esville Rd 0%	0%	0%	F	0.106	F	0.616	2400	G	2011
• •		Te	:			A	Ita lane									
\sim		Fron					ark Ave									
(5) 8th St	0.59	1500 T	G	96%	1%	2%	0%	0%	0%	С	0.082	F	0.541	1600	G	2011
_		Fron	,				Court St	· · · · · · · · · · · · · · · · · · ·								
6 Langhorne Rd	0.16	2200	G	98%	0%	2%	0%	0%	0%	F	0.083	F	0.732	2300	G	2011
		Te	:			V	illa Rd									
6 Villa Rd	0.12	2100	G	98%	0%	Lan, 2%	ghorne Rd 0%	0%	0%	F	0.085	F	0.735	2200	G	2011
6 Villa Ru	0.12	2100	Ť	3070	070		rmont Ave	070	070		0.003	'	0.755	2200	J	2011
		Fron	:				460 Fort A	ve								
7 Long Meadow Dr	0.73	2100	G	98%	0%	1%	0%	1%	0%	F	0.111	F	0.54	2300	G	2011
		Te	e e				wnee Dr									
8 Sussex St	0.79	2500	G	98%	0%	Perr	ymont Ave 0%	1%	0%	F	0.102	F	0.686	2600	G	2011
8 Sussex St	0.79	2500 To	_	90%	0%		ghorne Rd	170	0%	Г	0.102	Г	0.000	2600	G	2011
		Fron			Е		Liberty Uni	versity								
9 University Blvd	0.42	12000	G	94%	1%	5%	0%	0%	0%	С	0.089	F	0.591	12000	G	2011
<u> </u>		Te	:				s Mountain				<u> </u>					
Pleasest Malley B. I	0.50	Fron		000/	407		Concord T		001	_	0.440	_	0.540	050		0011
10) Pleasant Valley Rd	0.52	790	G	96%	1%	1%	1%	1%	0%	F	0.112	F	0.540	850	G	2011
Pleasant Vallay Pd	0.13	790		060/	1%	Urba 1%	n Boundary 1%	1%	0%	N	0 112	NI.	0.540	850	NI	2011
10 Pleasant Valley Rd	0.13	79U	N	96%	170				U%	IN	0.112	N	0.540	000	N	2011
\mathcal{L}		To	c			Functiona	al Class Cha	unge								

						City of Lyn	0.100.9								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+	Truck Axle 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg			-												
10) Pleasant Valley Rd	0.15	790	N	96%	1%	Functional Cla	ss Change % 1%	0%	N	0.112	N	0.540	850	N	2011
10) Pleasant Valley Rd	0.13	7 90 To:	IN	90 /6	1 /0	ECL Lynchbu		0 /6	IN	0.112	IN	0.540	030	IN	2011
_		From:								1					
6001) V E S Rd	0.92	2500	G	97%	0%	2% 0	% 1%	0%	С	0.098	F	0.543	2700	G	2011
0001) V E S Rd	0.52	2300 To:		31 70	070	William		070		0.030	•	0.040	2700	O	2011
		From:								1					
Trents Ferry Rd	1.88	1600	G	99%	0%	Boonsbo	% 0%	0%	С	0.101	F	0.623	1700	G	2011
1 rents Ferry Rd	1.00	To:		0070	070	Bedford Cou		070			•	0.020	1700	Ŭ	2011
		From:													
S003) Link Rd	0.78	7500	G	99%	1%	Old Fore	% 0%	0%	F	0.089	F	0.539	8000	G	2011
6003 Link Rd	0.70	7 300 To:	_	3370	1 /0	Cranehi		070	'	0.003	•	0.555	0000	G	2011
		From:				Cranehi									
S003) Link Rd	1.32	6300	G	99%	1%	0% 0	% 0%	0%	С	0.092	F	0.508	6700	G	2011
\mathcal{O}		To:				Rivermor	t Ave								
		From:				Old Fore	st Rd								
Wiggington Rd	1.04	3600	G	99%	0%		% 0%	0%	F	0.097	F	0.667	3900	G	2011
\mathcal{O}		To:				Lynchbur	Exp			一					
Wiggington Rd	0.76	3500 From:	G	99%	0%		% 0%	0%	С	0.099	F	0.635	3700	G	2011
	0.70		_	2070	370						•	2.000	3, 30	_	_011
Miggington D-	4.00	From:		000/	00/	Chadwic		00/	F	0.100		0.644	1500		2044
Wiggington Rd	1.82	1400	G	99%	0%		% 0%	0%		0.108	F	0.641	1500	G	2011
		From:				Hawkins N Wiggingto									
Hawkins Mill Rd	0.36	1600	G	99%	1%		% 0%	0%	С	0.118	F	0.534	1700	G	2011
3004)		To				Coffee									
_		From:				Hawkins N	fill Rd								
Coffee Rd	0.89	1900	G	99%	1%	0% 0	% 0%	0%	F	0.12	F	0.609	2000	G	2011
<u> </u>		To: From:				Walnut Hol	low Rd			\neg —					
Coffee Rd	0.33	3300	G	99%	1%	0% 0	% 0%	0%	F	0.101	F	0.72	3500	G	2011
\mathcal{O}		To:				US 501 Boor	sboro Rd								
		From:				US 460 Bus	Fort Ave								
Goog Graves Mill Rd	0.60	6000	G	97%	1%	1% C	% 1%	0%	F	0.100	F	0.597	6400	G	2011
		To				Old Mil	I DA								
G009) Graves Mill Rd	0.66	5000 From:	G	97%	1%		% 1%	0%	F	0.108	F	0.571	5300	G	2011
5009 Graves William	0.00	0000		01 70	170			070			•	0.07 1	0000	Ŭ	2011
	0.07	From:		070/	407	Nationwi		00/			_	2 222	10000		2011
Graves Mill Rd	0.27	9500	G	97%	1%	1% C	% 1%	0%	F	0.101	F	0.639	10000	G	2011
<u> </u>		To: From:			U.	S 501 Lynchbur	g Expressway								
Graves Mill Rd	0.18	24000	G	97%	1%	1% 0	0/ 40/	0%	С	0.094	F	0.55	26000	G	2011
$\overline{}$						170	% 1%	0 /6	•						-
		To				Old Graves		076		\neg —					
G009) Graves Mill Rd	1.04	From:	G	97%	1%	Old Graves		0%	F		F	0.528	20000	G	
Graves Mill Rd	1.04	From: 19000	G	97%	1%	Old Graves	Mill Rd % 1%			0.093	F	0.528	20000	G	
Graves Mill Rd	1.04		G	97%	1%	Old Graves 1% C WCL Lynchbu	Mill Rd % 1% rg 09-1425				F	0.528	20000	G	
		To: From:			1%	Old Graves 1% C WCL Lynchbu Pearl	Mill Rd % 1% rg 09-1425			0.093	F	0.528	20000	G	2011
G009) Graves Mill Rd G012) Church St	0.23	To:	G G	97%	1%	Old Graves 1% C WCL Lynchbu Pearl 1% C	Mill Rd % 1% rg 09-1425 St % 1%	0%	F			0.528			2011
Church St	0.23	70: 3800 From: From:	G	98%	1%	Old Graves 1% C WCL Lynchbu Pearl 1% C	Mill Rd % 1% rg 09-1425 St % 1%	0%	F C	0.093	F	0.528	4000	G	2011
Church St		To: From:			1%	Old Graves 1% C WCL Lynchbu Pearl 1% C 12th ! C	Mill Rd % 1% rg 09-1425 St % 1% St W 1%	0%	F	0.093		0.528			2011
Church St Church St	0.23	3800 To: From: Fro	G G	98%	1%	Old Graves 1% C WCL Lynchbu Pearl 1% C 12th 5 1% C	Mill Rd % 1% rg 09-1425 St % 1% St % 1%	0%	F C	0.093 0.126 0.089	F F		4000	G G	2011
Church St Church St	0.23	70: 3800 From: From:	G	98%	1%	Old Graves 1% C WCL Lynchbu Pearl 1% C 12th 5 1% C 5th S	Mill Rd % 1% rg 09-1425 St % 1% St % 1% t 1%	0%	F C	0.093	F	0.528	4000	G	2011
Church St Church St	0.23	3800 To: From: Fro	G G	98%	1%	Old Graves 1% C WCL Lynchbu Pearl 1% C 12th 1 1% C 5th S 1% C Bedford Av	Mill Rd % 1% rg 09-1425 St % 1% St % 1% Lt % 1% E E INT	0%	F C	0.093 0.126 0.089	F F		4000	G G	2011
Church St Church St Rivermont Ave	0.23 0.47 0.90	3800 3800 From: 6400 To- From: From: From:	G G	98% 97% 97%	1% 1% 1%	Old Graves 1% C WCL Lynchbu Pearl 1% C 12th 5 1% C 5th S 1% C Bedford Av Rivermont A	Mill Rd % 1% rg 09-1425 St % 1% St % 1% t % 1% e E INT vve E Int	0%	F C F	0.093 0.126 0.089 0.097	F F	0.583	4000 6800 17000	G G	2011 2011 2011 2011
Church St Church St	0.23	3800 From: 6400 To- From: 16000 To- To- To- To- To- To- To- To- To- To	G G	98%	1%	Old Graves 1% C WCL Lynchbu Pearl 1% C 12th 1 1% C 5th S 1% C Bedford Av Rivermont A 2% 1	Mill Rd % 1% rg 09-1425 St % 1% St % 1% Let Use E INT we E Int % 2%	0%	F C	0.093 0.126 0.089	F F		4000	G G	2011 2011 2011 2011
Church St Church St Rivermont Ave	0.23 0.47 0.90	3800 3800 From: 6400 To- From: From: From:	G G	98% 97% 97%	1% 1% 1%	Old Graves 1% C WCL Lynchbu Pearl 1% C 12th 5 1% C 5th S 1% C Bedford Av Rivermont A	Mill Rd % 1% rg 09-1425 St % 1% St % 1% t % 1% e E INT ve E Int % 2% ve W Int	0%	F C F	0.093 0.126 0.089 0.097	F F	0.583	4000 6800 17000	G G	2011 2011 2011 2011
Church St Church St Rivermont Ave	0.23 0.47 0.90	70: From: 3800 From: 6400 To: From: 2600 To:	G G	98% 97% 97%	1% 1% 1%	Old Graves 1% 0 WCL Lynchbu Pearl 1% 0 12th 3 1% 0 5th S 1% 0 Bedford Av Rivermont A Rivermont A	Mill Rd % 1% rg 09-1425 St % 1% St % 1% t % 1% e E INT ve E Int % 2% ve W Int e W Int	0%	F C F	0.093 0.126 0.089 0.097	F F	0.583	4000 6800 17000	G G	2011 2011 2011 2011 2011
Church St Church St Riverment Ave Biterment Ave	0.23 0.47 0.90 0.96	3800 3800 From: 6400 To: From: 2600 To: From:	G G G	98% 97% 97%	1% 1% 1% 1%	Old Graves 1% C WCL Lynchbu Pearl 1% C 12th 3 1% C 5th S 1% C Bedford Av Rivermont A Rivermont A Bedford Av	Mill Rd % 1% rg 09-1425 St % 1% St % 1% t % 1% e E INT vve E Int % 2% vve W Int e W Int e W Int	0% 0% 0%	F C C C	0.093 0.126 0.089 0.097	F F F	0.583	4000 6800 17000 2800	G G G	2011 2011 2011 2011 2011
Church St Church St Riverment Ave Biverment Ave	0.23 0.47 0.90 0.96	70: From: 3800 6400 To: From: 2600 To: From: 13000	G G G	98% 97% 97%	1% 1% 1% 1%	Old Graves 1% C WCL Lynchbu Pearl 1% C 12th 3 1% C 5th S 1% C Bedford Av Rivermont A 2% 1 Rivermont A Bedford Av 2% 1 Rivermont A	Mill Rd % 1% rg 09-1425 St % 1% St W 1% St W 1% St W 2% Ve W Int e W Int % 2% Ferrace	0% 0% 0%	F C C C	0.093 0.126 0.089 0.097	F F F	0.583	4000 6800 17000 2800	G G G	2011 2011 2011 2011 2011
Church St Church St Riverment Ave Biterment Ave	0.23 0.47 0.90 0.96	To: From: 3800 To: From: 16000 To: From: 13000 To: To: To: To:	G G G	98% 97% 97%	1% 1% 1% 1%	Old Graves 1% C WCL Lynchbu Pearl 1% C 12th 5 1% C Sth S 1% C Bedford Av Rivermont A Rivermont A Bedford Av 2% 1 Rivermont A Bedford Av 2% 1 Rivermont A Bedford Av	Mill Rd % 1% rg 09-1425 St % 1% St W 1% St W 1% St W 2% Ve W Int e W Int % 2% Ferrace	0% 0% 0%	F C C C	0.093 0.126 0.089 0.097	F F F	0.583	4000 6800 17000 2800	G G G	2011 2011 2011 2011 2011 2011

						City Oi	Lynchbu	ii g								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg			ā													
O		From					ford Ave					_			_	
(6022) Hollins Mill Rd	1.16	2000	G	94%	1%	2%	1%	2%	0%	F	0.093	F	0.539	2100	G	2011
C Facilities 1 Ot	0.40	From:	Ļ	0.40/	40/		ollins St	00/	00/		0.000		0.547	0700		0044
6022) Federal St	0.40	2500 To	G	94%	1%	2%	1%	2%	0%	F	0.088	F	0.517	2700	G	2011
			<u> </u>				5Th St									
Musell Del	0.07	From:	<u> </u>	0.40/	40/		xeside Dr	20/	00/		0.007	_	0.504	0.400	0	0044
6023 Murrell Rd	0.37	7800	G	94%	1%	2%	1% ghorne Rd	2%	0%	F	0.087	F	0.561	8400	G	2011
		From:	l													
6027 12th St	0.80	7800	G	99%	0%	1%	emper St 0%	0%	0%	F	0.087	F	0.505	8300	G	2011
6027) 12th St	0.00	7000		3370	070			070	070	!	0.007	'	0.505	0300	O	2011
4045-04	0.05	From	<u> </u>	000/	00/		Clay St	00/	00/		0.007		0.54	0000		2011
6027 12th St	0.25	5800 To:	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.51	6200	G	2011
							nmerce St									
Commoroo Ct	0.22	From:	<u> </u>	000/	00/		5Th St	00/	00/	F	0.107	F	0.654	4200	0	2011
6028 Commerce St	0.33	4100	G	99%	0%	1%	0%	0%	0%	Г	0.107	Г	0.651	4300	G	2011
<u> </u>	0.00	From	Ļ	000/	00/		OTh St	00/	00/				0.700	2000		2011
6028 Commerce St	0.30	3400	G	99%	0%	1%	0%	0%	0%	F	0.121	F	0.789	3600	G	2011
		10.					Main St									
Cart Aug	0.40	From:	<u> </u>	000/	00/		sworth Ave		00/					5000	0	0044
6029 Fort Ave	0.43	5400	G	99%	0%	1%	0%	0%	0%	F	NA			5900	G	2011
<u> </u>		From					emper St									
(6029) Park Ave	0.28	5100	G	99%	0%	1%	0%	0%	0%	F	0.081	F	0.502	5400	G	2011
		To:					9Th St									
(6029) Park Ave	0.36	4200	G	99%	0%	1%	0%	0%	0%	F	0.083	F	0.527	4500	G	2011
\bigcirc		To:					5Th St									
		From				Oa	kley Ave									
(6031) Lakeside Dr	0.41	12000	G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.577	13000	G	2011
\bigcirc		To				M	urrell Rd									
(6031) Lakeside Dr	0.34	6200	G	99%	0%	1%	0%	0%	0%	С	0.093	F	0.563	6600	G	2011
\bigcirc		To				Mer	norial Ave									
(6031) Park Ave	0.36	7000	G	97%	1%	2%	0%	0%	0%	F	0.083	F	0.5	7500	G	2011
0001)		To					ghorne Rd								-	-
		From:					IUS 501									
(6031) Park Ave	0.35	12000	G	99%	0%	1%	0%	0%	0%	F	0.079	F	0.55	12000	G	2011
		To:			1	US 221; 1	18-6027:12	Th St								
$\widehat{}$		From:					orida Ave									
6032 Main St	0.25	2300	G	97%	1%	2%	0%	0%	0%	F	0.092	F	0.509	2500	G	2011
		From:					rg Expressy hburg Exp									
(6032) Main St	0.28	6400	G	97%	1%	2%	0%	0%	0%	F	0.089	F	0.884	6800	G	2011
6032) Wall St	0.20			01 70	1,70			070		•		•	0.001	0000	Ŭ	2011
6032) Main St	0.55	From	<u> </u>	070/	40/	2%	2Th St	00/	00/	F	0.003	F		6600	G	2011
6032) Main St	0.55	6200 To:	G	97%	1%		0% 5Th St	0%	0%	Г	0.093	Г		6600	G	2011
		From:	<u> </u>													
6033) Florida Ave	1.28	4100	G	97%	1%	2%	npbell Ave 0%	0%	0%	С	0.1	F	0.61	4300	G	2011
6033) Florida Ave	1.20	7100		J1 /0	1 /0			U /0	U /0		U. I		0.01	4500	J	2011
Clorida A	0.00	From:	<u> </u>	070/	407		igusta St	00/	00/		0.400	_	0.007	2222	^	0044
6033 Florida Ave	0.88	3100 To:	G	97%	1%	2%	0%	0%	0%	F	0.106	F	0.667	3300	G	2011
<u>-</u> -			<u> </u>				Main St									
Mortin Ct	0.50	From:	<u> </u>	0007	407		orida Ave	00/	00/	^		_	0.005	4000	^	0044
6034 Martin St	0.58	1200 _{To:}	G	98%	1%	1%	0%	0%	0%	С	0.112	F	0.635	1300	G	2011
							Lynchburg									
Condley Mar Dal	4.00	From:	<u> </u>	1000/	00/		Lynchburg		00/		0.400	_	0.500	2000	0	2044
6035 Candler Mtn Rd	1.09	3000 To	G	100%	0%	0%	0%	0%	0%	С	0.108	F	0.586	3200	G	2011
		In			R	amp Fron	uS 460; F	rk 906								

								y								
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg																
Condlar Mtn Pd	0.74	From	G	100%	0%	Ramp From U 0%	US 460; FF 0%	0%	00/	F	0.090	F	0.572	12000	G	2011
Candler Mtn Rd	0.74	11000 _{To}		100%		SR 128; Ma			0%	Г	0.090	Г	0.572	12000	G	2011
		From	<u> </u>					IIVC			1					
6036) Clay St	0.50	2000	G	97%	1%	2%	Γh St 1%	0%	0%	С	0.096	F	0.639	2200	G	2011
Clay St	0.50	2000		31 70	1 70			0 70	070		0.000	•	0.000	2200	O	2011
0	0.00	From	ᄂ	070/	40/		Th St	00/	00/			_	0.070	0500	_	0044
6036 Grace St	0.88	3300 _{To}	G	97%	1%	1%	1%	0%	0%	С	0.099	F	0.670	3500	G	2011
			<u> </u>				ida Ave									
6037) Stadium Dr	0.38	4400	G	97%	1%	Wy 1%	the St 1%	0%	0%	F	0.095	F	0.558	4700	G	2011
Stadium Dr	0.30	4400 To	٣	91 /0	1 /0		oll Ave	0 /0	0 /6		0.093		0.556	4700	G	201
		From									1					
6038) Wythe St	0.27	6800	G	96%	2%	1%	rt Ave 1%	1%	0%	С	0.092	F	0.504	7300	G	2011
6038) Wythe St	0.21	То	Ť	3070	270		ium Dr	170	070		0.002	•	0.004	7000	Ü	2011
		From	I				ium Dr				- i					
James St	0.22	3200	G	96%	2%	1%	1%	0%	0%	С	0.100	F	0.514	3500	G	2011
0040) 04:1100 01	0.22	To	Ť	JU /U	2/0		oll Ave	J /U	J /U		<u> </u>	•	5.517	3000	J	201
		From	I								- i					
6042) Cranehill Dr	1.04	2200	G			Langr	norne Rd				NA			2400	G	2011
Craneniii Dr	1.04	To	Ť			I.i.	nk Rd							100	J	201
		From						vov			1					
6044) Old Forest Rd	0.94	19000	G			US 501 NV	v Expressv	way			0.086	F	0.518	20000	G	2011
Old Forest Rd	0.34	. 5000									0.000	•	0.010	20000	•	201
OH F 5 !	0.45	From	<u> </u>	0001	001		Brook Rd	001	00/			_	0.500	40000		
Old Forest Rd	0.45	18000	G	99%	0%	0%	0%	0%	0%	С	0.088	F	0.500	19000	G	2011
<u> </u>		To From				Liı	nk Rd									
6044) Old Forest Rd	0.21	13000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.55	14000	G	2011
$\overline{}$		To From				Linkh	norne Dr				\neg —					
6044) Old Forest Rd	1.61	7700	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.563	8200	G	2011
\cup		To				Lake	side Dr									
		From				Oako	dale Dr									
6045) Greenwood Dr	0.38	2600	G	97%	1%	2%	0%	0%	0%	С	0.108	F	0.589	2800	G	2011
\mathcal{O}		To				Perram	nont Ave									
6045) Thomas Dr	0.71	3800 From	G	97%	1%	2%	0%	0%	0%	F	0.096	F	0.575	4100	G	2011
5045)	•	т.								-		•			_	
6045) Richmond Rd	0.35	3700 From	G	97%	1%	Langho 1%	orne Lane 0%	0%	0%	С	0.115	F	0.513	3900	G	2011
5045) KICHIHOHU KU	0.35	37 UU To		31 70	170		ley Ave	U70	U70	U	0.115	Г	0.013	3900	G	201
		Par	1								1					
6046) Sandusky Dr	0.77	2600	G	98%	1%	Green 1%	wood Dr 0%	0%	0%	С	0.106	F	0.562	2800	G	2011
Sandusky Dr	0.77	2000		<i>30 /</i> 0	1 /0			U /0	U /0	U	0.100	-	0.002	2000	J	201
0	- · · -	From	لب	0701	601		nee Dr	001	001	^		_	0.500	4700		
6046) Sandusky Dr	0.49	4400	G	97%	2%	1%	0%	0%	0%	С	0.095	F	0.506	4700	G	2011
<u>~</u>		То	<u> </u>				rt Ave									
<u> </u>	• • •	From	ــــــــــــــــــــــــــــــــــــــ	0=1:			us Fort Ave		601	_		_	0.01-		_	
Perrymont Ave	0.84	4000	G	97%	1%	1%	0%	0%	0%	С	0.094	F	0.613	4200	G	201
		То	<u> </u>				wood Dr									
		From	ليا			Lynchburg		_								
	0.60	7400	G	84%	3%	3%	4%	7%	0%	F	0.098	F	0.556	7900	G	2011
Odd Fellows Rd		To				Mayfl	lower Dr				ightharpoons					
Odd Fellows Rd		From		0.40/	3%	3%	4%	7%	0%	С	0.113	F	0.655	1500	G	2011
O 044 Fallance D4	0.67	1400 From	G	84%	370	070									•	-
O 044 Fallance D4	0.67		G	84%	370		ad End									
0.44.544	0.67		G	84%	370	Dea										
Occupation According to the Control of the Control	0.67	1400 To	G G	98%	0%	Dea	ad End	0%	0%	С	0.100	F	0.703	8300	G	
Occupation According to the Control of the Control		7800				12'	Th St 0%	0%	0%	С	0.100	F	0.703			
Odd Fellows Rd		1400 To				12'	ad End Th St	0%	0%	C	0.100	F F	0.703			2011

						, -	Lynchbu									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		From:	1			Due HC	160 Fout A	1770			ī					
6054) Fenwick Dr	0.23	3500	G			bus US	460 Fort A	ive			0.118	F	0.543	3700	G	2011
		To					ffield Dr									
Ohaffiald Da	0.70	From:				Fer	wick Dr							NIA		
Sheffield Dr	0.73	NA To:				SD 16	3 Wards R	d			NA			NA		
		From:	l								_					
6056 Greenview Dr	1.29	16000	G	99%	0%	0%	Lynchburg 0%	0%	0%	С	0.084	F	0.699	17000	G	2011
Greenview Dr	1.20	To:	r <u> </u>	3370	070		sville Rd	070	070		0.004	•	0.000	17000	J	201
		From					Lynchburg	r			i					
6066) Leesville Rd	1.14	7300	G			562	<u> </u>	,			0.096	F	0.565	7800	G	2011
		To				N	orth St									
6066) Leesville Rd	1.15	11000	G			11	OI III St				NA			12000	G	2011
6000) 20001		To:				Timb	erlake Rd				<u> </u>			000		
		From					60 Logans	Lane								
Wards Ferry Rd	1.29	10000	G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.533	11000	G	2011
		To				На	rvard St									
Wards Ferry Rd	1.06	8800 From:	G	99%	0%	0%	0%	0%	0%	С	0.102	F	0.565	9400	G	2011
30.0		To:					; Wards R									
		From:					s Ferry Rd				Ī					
6071) Harvard St	0.08	200	G	98%	0%	1%	0%	1%	0%	F	0.112	F	0.519	220	G	2011
		To				Colle	ge Park Dr									
		From				Timb	erlake Rd									
Old Graves Mill Rd	1.70	9100	G	98%	0%	1%	0%	1%	0%	С	0.098	F	0.639	9700	G	2011
		To:				Grave	es Mill Rd									
_		From				Grave	es Mill Rd									
McConville Rd	1.80	4600	G	99%	0%	0%	0%	0%	0%	С	0.110	F	0.517	4900	G	2011
<u> </u>		To:					ndale Dr									
6073) Wyndale Dr	0.24	4000	G	98%	0%	0%	onville Rd 0%	0%	0%	С	0.106	F	0.530	4300	G	2011
Wyndale Dr	0.24	4000 To:		90 /0	0 /0		eside Dr	0 /6	0 /6		0.100	•	0.550	4300	G	2011
		From:									_					
6074) Evergreen Rd	0.33	4100	G	99%	0%	0%	ink Rd 0%	0%	0%	F	0.091	F	0.68	4400	G	2011
Evergreen Rd	0.55	4100 To:	r <u> </u>	3370	0 70		an Hill Rd	070	070	'	0.031	'	0.00	4400	O	2011
_		From					rgreen Rd									
6074) Indian Hill Rd	0.98	1800	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.687	1900	G	2011
		To: From:					Bridge Rd	1								
6074) Burnt Bridge Rd	0.07	1800	G	99%	0%	0%	an Hill Rd 0%	0%	0%	С	0.096	F	0.604	1000	G	2011
6074) Burnt Bridge Rd	0.97	To:		99 /0	0 /0		nsboro Rd	0 /6	0 /6		0.090	•	0.004	1900	G	2011
		From														
6075) Langhorne Lane	0.34	1900	G	98%	0%	2%	hmond St 0%	0%	0%	С	0.096	F	0.559	2100	G	2011
6075) ZarigiTorrio Zario	0.01	To:	Ť	0070	070		ldon St	070	070	<u> </u>			0.000	2.00	Ū	
_		From					norne Lane	;								
6075) Eldon St	0.07	2200	G	98%	0%	2%	0%	0%	0%	F	0.09	F	0.573	2400	G	2011
$\overline{}$		To:				Men	norial Ave									
\sim		From:					Forest Rd									
6076) Linkhorne Rd	0.59	5500	G	98%	0%	2%	0%	0%	0%	F	0.101	F	0.512	5800	G	2011
<u> </u>		To:	<u> </u>				nehill Dr									
<u> </u>		From	ل_	000:			Th St		601			_				
₆₀₇₇ Jefferson St	0.41	550	G	98%	0%	2%	0%	0%	0%	F	0.128	F	0.651	590	G	2011
<u> </u>		To	<u> </u>			Conc	cord Tpke									
<u> </u>		From:					Iain St					_				
6078 Washington St	0.11	1900	G	83%	0%	2%	10%	5%	0%	F	0.079	F	0.649	2000	G	2011
		To: From:				Jefi	ferson St				\Box					
6078) Concord Tpke	1.66	1700	G	83%	0%	2%	10%	5%	0%	F	0.091	F	0.601	1800	G	2011
\smile		To:				Roc	kwell Rd									

						City of Lynch	burg								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg			1												
G078) Concord Tpke	1.07	From 1900	G	83%	0%	Rockwell Roc		0%	С	0.092	F	0.615	2000	G	2011
Concord Tpke	1.07	To	ī	0070	070	US 460	070	070		0.002	•	0.010	2000	Ü	2011
		From	•			12Th St									
6080) Court St	0.50	1200	G	83%	0%	2% 10%	5%	0%	F	0.103	F	0.553	1300	G	2011
<u> </u>		To	:			5Th St									
Coroot Brook Dd	0.00	From		070/	10/	Lakeside D	1%	00/		0.109	_	0.500	1000	0	2011
Forest Brook Rd	0.92	4000 To	G	97%	1%	1% 1% Old Forest R		0%	С	0.109	F	0.588	4200	G	2011
		From	:			Old Forest R									
Hill St	0.58	5200	G	99%	0%	0% 0%	0%	0%	F	0.095	F	0.67	5500	G	2011
		То	:			Langhorne R	d								
		From	:			Fort Ave						0.576		G	
Edgewood Ave	0.73	2100	G	99%	0%	0% 0%	0%	0%	С	0.103	F		2200		2011
		То	I			Wards Rd									
4th Ct		From	G			Wise St				0.102	_		70	G	2011
4th St		70				Monroe St				0.102	F		70	G	2011
		From	-I			York St									
Caroline St		590	G			TORST				0.104	F	0.623	630	G	2011
		To				Chambers S	t								
Chambers St		From				Caroline St									
		790	G							0.091	F	0.635	840	G	2011
		То	:			2Nd St									
Clayton Ave		From	<u> </u>			Morningside	Dr								
		510 To	G			Spottswood 1	OI .			0.122	F	0.647	540	G	2011
		From					1			-					
Danridge Dr		1300	G			Berkley Pl				0.086	F	0.640	1400	G	2011
		То				Craigmont D	r								
		From				15-1520									
Enterprise Dr		14000	G							NA			14000	G	2011
		To	•			Bedford County	Line								
- · · · •		From				Maryland Av	'e				_	0.040	000	•	0044
Fairview Ave		240	G			Mackel St				0.134	F	0.616	260	G	2011
		From				Ridgeway D									
Fleetwood Dr		960	G			Kidgeway D	I			0.119	F	0.653	1000	G	2011
r rootwood Dr		То				Hillwood D	r								
		From	-			Campbell Av	ve .								
Georgia Ave		210	G									0.597	220	G	2011
		То				Nevada Ave)								
		From				Glen Oak La	ne								
Gorman Dr		350 To	G			N 4 16	••			0.098	F	0.519	380	G	2011
						Northwood C									
Hawthorne Rd		130	G			Montgomery	Rd			0.124	F	0.684	140	G	2011
		To	Ď			Woodcrest D	r				_ '	0.004		_	
Hayes Dr		From	:			Rhonda Dr									
	13	130	G								F	0.548	130	G	2011
		To				Crawford D	r								
	From					Old Trents Ferr	y Rd								
John Scott Dr		400	G							NA			440	G	2011
		То	1			Dead End									
Loudouro Arra		From	<u> </u>			Mosby Ave					_	0.640	040	0	0044
Leyburn Ave		200 To	G			Sackett St				0.121	F	0.618	210	G	2011
		10	<u> </u>			Sackett St									

						City of Lynchburg								
Route	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2	(ЭC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Lynchburg			-											
		From:				Bell Tavern Rd							_	
Locksview Dr		900	G						0.106	F	0.568	960	G	2011
		To				Norvell House Ct								
		From	<u> </u>			Craig St				_			_	
Maryland Ave		220 To:	G						0.130	F	0.516	230	G	2011
						Fairview Ave								
MalCaran		From	ᄂ			Clarke St				_	0.504	400	0	0044
McKinney Ave		400 To:	G			D 110			0.119	F	0.564	430	G	2011
						Dodd St								
		From	<u> </u>			Burnt Bridge Rd				_	0.554	700	_	201
Mimosa Dr		650	G			W 1 (D			0.106	F	0.554	700	G	2011
						Woodcrest Dr								
Morningside Dr		From				McGuffey Lane				_			_	
		420 To:	G			T			0.210	F	0.505	450	G	201
						Eastwood Lane								
Myrtle St		From				Westview Dr							_	
		490 To:	G						0.096	F		520	G	201
						Toledo Ave								
		From	<u> </u>			Oakridge Blvd				_				
New Hampshire Ave		340	G						0.103	F	0.519	360	G	201
						Tremont St								
		From				McKinney Ave				_			_	
Oxford St		140	G			T 4 4100 1			0.102	F		150	G	201
		To:				Radcliffe Ave								
		From				Hillcrest Rd							_	
Page St		2600	G						0.111	F	0.835	2800	G	201
		To				2Nd St								
Rhode Island Ave		From:				Tremont St								
		120	G						0.109	F	0.6	130	G	201
		To:				Fort Ave			_					
		From:				Rhonda Dr								
Sanhill Dr		460	G						0.145	F	0.52	490	G	2011
		To:				Apache Lane								
		From				Campbell Ave								
Texas Ave		330	G						0.094	F	0.514	350	G	2011
		To	<u> </u>			Nevada Ave								
		From				Wingfield Ave								
Warren Ave		230	G						0.106	F	0.571	240	G	2011
		To:				Perry Ave			1					