2014

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

where available

Special Locality Report 118

City of Lynchburg

Information in this report is included in Report

15

(Campbell County)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

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

(600) Secondary Route

Virginia State 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.

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	SCL Lync		000/	00/	10/	40/	5 0/	00/	_	0.404	F	0.004	47000	_
(29) (460) (29)	City of Lynchburg (Maint: 15)	1.38 4500		93%	0%	1%	1%	5%	0%	۲	0.101	۲	0.661	47000	G
(29) (460) (29)	City of Lynchburg (Maint: 15)	Candler Mou 0.49 3600		93%	0%	1%	1%	5%	0%	F	0.098	F	0.609	37000	G
(29) (460) (29)	To To	US 50		0070	0 70		170	070	070		0.000	•	0.000	0,000	
(29)(460)(29)(501)	City of Lynchburg (Maint: 15)	1.91 3600		93%	0%	1%	1%	5%	0%	С	0.105	Α	0.527	37000	Α
	To:	US 501 Camp													
(29) (460) Richmond Hwy	City of Lynchburg (Maint: 15)	Functional Cla 2.14 3300		93%	0%	1%	1%	5%	0%	F	0.089	F	0.501	34000	G
(29) (400)	To:	US 2	9				. , ,								
	City of Lynchburg (Maint: 15)	SCL Lync 0.33 1600		89%	1%	1%	1%	9%	1%	F	0.092	F	0.511	15000	G
29	To:	NCL Lync		00 70	1 /0	170	1 /0	3 70	1 /0	•	0.032	•	0.511	13000	а
	From:	SCL Lync	hburg												
(29) (460) (29)	City of Lynchburg (Maint: 15)	1.38 4500	0 G	93%	0%	1%	1%	5%	0%	F	0.101	F	0.661	47000	G
	To: From:	Candler Mou													
[29] [460] [29]	City of Lynchburg (Maint: 15)	0.49 3600	0 G	93%	0%	1%	1%	5%	0%	F	0.098	F	0.609	37000	G
	To From (Maint 15)	US 50		000/	00/	10/	10/	F0/	00/	С	0.105	^	0.507	07000	^
(29) (460) (29) (501)	City of Lynchburg (Maint: 15)	1.91 3600 Bus US 501; US 50		93% Ave	0%	1%	1%	5%	0%	C	0.105	Α	0.527	37000	Α
Bus	From:	SCL Lync													
(29) Wards Rd	City of Lynchburg	1.64 3900		97%	0%	0%	1%	1%	0%	С	0.078	F	0.513	41000	G
Bus	To: From:	US 501 Lynchburg Ex SR 163 Wa		SR 163											
29 501 Lynchburg Expressway	City of Lynchburg	0.33 3800		97%	0%	0%	1%	1%	0%	Ν	0.096	N	0.538	40000	Ν
\bigcirc	To- From-	US 501, SR 128 Cand	llers Mount	ain Rd											
Bus 29 Lynchburg Expressway	City of Lynchburg	1.33 3800	0 G	97%	0%	0%	1%	1%	0%	F	0.096	F	0.538	40000	G
\smile		Odd Fello													
Bus 29 Lynchburg Expressway	City of Lynchburg	1.46 3800		97%	0%	0%	1%	1%	0%	F	0.094	F	0.538	39000	G
29 Lyndhodig Explosoway	To Take	Kemper S		01 /0	070		170	1 70	070		0.004		0.000	00000	ŭ
Bus	From:	-		070/	00/	00/	10/	10/	00/	F	0.092	F	0.506	20000	
(29) Lynchburg Expressway	City of Lynchburg	1.02 3700		97%	0%	0%	1%	1%	0%	Г	0.092	Г	0.526	38000	G
Bus	From:	Main St													
29 Lynchburg Expressway	City of Lynchburg	0.22 2900		97%	0%	0%	1%	1%	0%	F	0.085	F	0.678	30000	G
	From	Amherst Cou SR 163 Wa	-												
128) Candler Mt Rd	City of Lynchburg	0.26 1800		91%	2%	1%	2%	4%	0%	F	NA			19000	G
	Tor	Bus US 29, US 501 L		Expwy											
(128) (501) Candlers Mtn Rd	City of Lynchburg	0.43 3900		97%	0%	1%	1%	1%	0%	F	0.080	F	0.513	41000	G
128 501 Candlers Mtn Rd	Tro	0.43 3900 RT 501		07 /0	0 /0	. 70	1 /0	1 /0	0 /0	•	0.000	•	0.010	71000	J

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

		City of Eyrichburg												
Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	Q'
	From:	UC 501 Candlags Mt Dd			2AXIE	3+Axle	TTRAIL	2 i raii		Factor		Factor		
Mayflower Dr	City of Lynchburg	US 501 Candlers Mt Rd 1.30 7100 G	91%	2%	1%	2%	4%	0%	С	0.092	F	0.639	7500	(
128) May nower Br	City of Eyrichidang		0170	270		270	470	0 70	J	0.002	•	0.000	7000	`
Marklance	From	Odd Fellows Rd	050/	10/	10/	00/	10/	00/		0.100	F	0.050	0100	(
128 Mayflower Dr	City of Lynchburg		95%	1%	1%	3%	1%	0%	С	0.102	г	0.659	2100	,
		Bus US 501 Campbell Ave												
Marda Dd	From:	Bus US 29, US 501 Lynchburg Expres		00/	10/	00/	00/	00/	F	NIA			10000	
163 Wards Rd	City of Lynchburg	0.44 17000 G	98%	0%	1%	0%	0%	0%	г	NA			18000	
<u> </u>	To: From:	SR 128 Candler Mtn Rd												
163)Wards Rd	City of Lynchburg		98%	0%	1%	0%	0%	0%	F	NA			28000	
\smile	To:	Bus US 460 Fort Avenue												
Bus	City of Lynn labyus	Wards Rd	000/	00/	10/	00/	00/	00/	0	0.000	_	0.500	00000	
163 (460) Fort Ave	City of Lynchburg		98%	0%	1%	0%	0%	0%	С	0.083	F	0.536	22000	
<u> </u>	From:	Memorial Ave Fort Ave												
163) Memorial Ave	City of Lynchburg		99%	0%	1%	0%	0%	0%	С	0.079	F	0.643	11000	
163)	- F			0,0		0,0	0,0	0,0	Ū	0.070	•	0.0.0		
NA	From	Oakley Ave	000/	00/		00/	00/	00/	_	0.000	_	0.505	40000	
63 Memorial Ave	City of Lynchburg	0.47 12000 G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.505	13000	
	To: From:	Park Ave												
Memorial Ave	City of Lynchburg	0.33 12000 G	99%	0%	1%	0%	0%	0%	F	NA			13000	
<u> </u>	Τœ	Langhorne Rd			\neg \vdash									
163)5th St	City of Lynchburg		99%	0%	1%	0%	0%	0%	F	NA			15000	
100)	To				_									
5+b C+	City of Lynchburg	Pollard St 0.26 13000 G	99%	0%	1%	0%	0%	0%	F	NA			14000	
163)5th St	City of Lynchburg	0.26 13000 G	99%	0%	1 70	0%	076	0%	Г	INA			14000	
	To: From:	Pierce St												
163)5th St	City of Lynchburg	0.27 12000 G	98%	0%	0%	0%	1%	0%	F	NA			13000	
<u> </u>	To: From:	Park Ave			\neg \vdash									
163)5th St	City of Lynchburg	0.38 12000 F	98%	0%	1%	0%	0%	0%	С	0.085	F	0.546	13000	
	To	Clay St												
163)5th St	City of Lynchburg		98%	0%	0%	0%	1%	0%	С	0.093	F	0.632	14000	
163)0111 01	To:	Amherst County Line	0070	0 70	Ť	0 70	1 /0	0 70	Ū	0.000	•	0.002	1 1000	
lorth	From:	SR 163 Wards Rd												
163)Ramp	City of Lynchburg	0.09 NA								NA			NA	
163/1141119	To:	US 501; Bus US 29								INA			14/-1	
	From													
221 Lakeside Dr	City of Lynchburg	WCL Lynchburg 0.53 28000 G	99%	0%	0%	0%	00/	00/	С	0.091	F	0.56	20000	
221 Lakeside Di	City of Lynchburg	0.53 28000 G	JJ 70	U%	U%	U%	0%	0%	C	0.091	r	0.56	30000	
<u> </u>	To: From:	Lynchburg Expressway												
Lakeside Dr	City of Lynchburg	0.94 16000 G	99%	0%	0%	0%	0%	0%	F	NA			17000	
~	To:	Forest Brook Rd												
221 Lakeside Dr	City of Lynchburg		99%	0%	0%	0%	0%	0%	F	0.088	F	0.572	14000	
)	To:	Old Forest Rd												

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

				_		Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
~~	From:	Old Forest Rd												
221 Lakeside Dr	City of Lynchburg	0.15 16000 G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.586	17000	G
	To: From:	Oakley Ave Lakeside Dr												
221 Oakley Ave	City of Lynchburg	0.57 9600 G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.581	10000	G
221) 64.110) 7110	To:	Bus US 29 Memorial Av		0 70		070	0 70	0 70	•	0.007	•	0.001	10000	ŭ
	From:	Memorial Ave												
221 Oakley Ave	City of Lynchburg	0.24 9900 G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.507	11000	G
<u> </u>	To:	Bus US 460 Fort Ave												
Bus Fort Ave	City of Lynchburg	Bus US 460 Oakley Ave		10/	1%	10/	10/	0%	С	0.082	F	0.506	0600	G
221 460 Fort Ave	City of Lynchburg	0.42 9100 G	97%	1%	1%	1%	1%	0%	C	0.082	Г	0.506	9600	G
Bus	T _{ot} From:	118-6029 Fort Ave												
221 (460) 12th St	City of Lynchburg	0.25 9000 G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.504	9500	G
Bus Bus	To: From:	Bus US 501 Campbell Av	/e											
221 (460) (501) 12th St	City of Lynchburg	0.18 8500 G	96%	1%	1%	1%	1%	0%	F	NA			9100	G
221 (400)(301)	To:	Kemper St												
Bus Bus	From:	12th Street												
221 (460) (501 Kemper St	City of Lynchburg	0.41 9700 G	96%	1%	1%	1%	1%	0%	С	0.081	F	0.552	10000	G
	To:	US 29 Lynchburg Expressy	vay											
~~~	From:	SCL Lynchburg												
460] [29] [29]	City of Lynchburg (Maint: 15)	1.38 <b>45000 G</b>	93%	0%	1%	1%	5%	0%	F	0.101	F	0.661	47000	G
<del>*</del> * *	To: From:	Candler Mountain Rd												
460 (29) (29)	City of Lynchburg (Maint: 15)	0.49 <b>36000 G</b>	93%	0%	1%	1%	5%	0%	F	0.098	F	0.609	37000	G
~ · ·	To	US 501												
460 29 29 501	City of Lynchburg (Maint: 15)	1.91 <b>36000 A</b>	93%	0%	1%	1%	5%	0%	С	0.105	Α	0.527	37000	Α
	To:	Bus US 501; US 501 Campbe												
~~~~~	From:	Functional Class Change							_		_			_
460 (29) Richmond Hwy	City of Lynchburg (Maint: 15)	2.14 33000 G	93%	0%	1%	1%	5%	0%	F	0.089	F	0.501	34000	G
~ ~	To: From:	US 29												
460 Richmond Hwy	City of Lynchburg (Maint: 15)	0.11 25000 N	93%	0%	1%	1%	4%	0%	Ν	0.090	Ν	0.526	26000	Ν
~	To:	ECL Lynchburg												
Bus	From:	WCL Lynchburg												
460 Timberlake Rd	City of Lynchburg	0.62 30000 G	98%	0%	0%	0%	1%	0%	F	0.084	F	0.526	31000	G
Bus	To- From:	Old Graves Mill Rd												
460 Timberlake Rd	City of Lynchburg	1.14 24000 G	98%	0%	0%	0%	1%	0%	F	0.082	F	0.521	26000	G
	Too	Leesville Rd												
Bus Timb a dalca Dd	From L		000/	00/		00/	10/	00/	_	0.005	_	0.577	0.4000	^
Timberlake Rd	City of Lynchburg	0.37 32000 G	98%	0%	0%	0%	1%	0%	F	0.085	F	0.577	34000	G
Bus	To: From:	US 501 Lynchburg Express	way											
460 Fort Ave	City of Lynchburg	1.15 17000 G	98%	0%	0%	0%	1%	0%	F	0.087	F	0.557	18000	G
100	To	Bus US 29 Wards Rd				-								

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

		Oity of Eyrionia				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT (QA 4Tii	e Bus	:	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	Wards Rd												
(460)(163) Fort Ave	City of Lynchburg		G 989	6 0%	1%	0%	0%	0%	С	0.083	F	0.536	22000	G
	To:	Memorial Ave												
Bus Fort Avo	City of Lynchburg	Bus US 29 Memorial 0.57 7900	Ave 989	6 0%	0%	0%	1%	0%	F	0.083	F	0.549	8300	G
Fort Ave	City of Lynchburg	0.57 7900	G 90,	% U /0	0 /6	0 /6	1 /0	0 /6	'	0.003	'	0.545	0300	G
Bus	To: From:	US 221 Oakley Av	/e											
460 (221) Fort Ave	City of Lynchburg	0.42 9100	G 979	% 1%	1%	1%	1%	0%	С	0.082	F	0.506	9600	G
Bus	To: From:	118-6029 Fort Ave	e											
460 (221) 12th St	City of Lynchburg	0.25 9000	G 979	6 1%	1%	1%	1%	0%	F	0.085	F	0.504	9500	G
	To:	Bus US 501 Campbell	Ave		-									
Bus Bus 460 (221 (501 12th St	City of Lynchburg	0.18 8500	G 969	6 1%	1%	1%	1%	0%	F	NA			9100	G
460 (221) (501) 12th St	To:	Kemper St	G 30.	0 1/0	1 /0	1 /0	1 /0	0 /6	'	INA			3100	ч
Bus Bus	From:	12th Street												
460 (221) (501) Kemper St	City of Lynchburg		G 969	6 1%	1%	1%	1%	0%	С	0.081	F	0.552	10000	G
400/221/301/	To:	Bus US 29 Lynchburg Exp	pressway											
Bus Bus	From:	US 29 Lynchburg Expre	essway											
460 501 Kemper St	City of Lynchburg	0.34 8500	G 979	6 0%	1%	1%	1%	0%	F	0.096	F	0.589	9100	G
<i></i>	To:	Campbell Ave												
Bus Bus	From:	Kemper St							_		_			_
460 501 Campbell Ave	City of Lynchburg	0.88 17000	G 979	% 0%	1%	1%	1%	0%	С	0.092	F	0.629	18000	G
Bus Bus	To: From:	Mayflower Dr												
460 501 Campbell Ave	City of Lynchburg	0.48 16000	G 979	% 0%	1%	1%	1%	0%	F	0.092	F	0.616	17000	G
	To: From:	Florida Ave			-									
Bus Bus 460 501 Campbell Ave	City of Lynchburg	0.14 19000	G 979	6 0%	1%	1%	1%	0%	F	0.092	F	0.618	20000	G
460 501 Campbell Ave	City of Lynchburg	US 460, US 501 Richmo		6 U76	176	170	1 70	0%	Г	0.092	Г	0.010	20000	G
Bus	From:	Bus US 501	nu riwy											
460 501 Campbell Ave	City of Lynchburg		N 979	6 0%	1%	0%	2%	0%	Ν	0.106	Ν	0.685	13000	Ν
	To:	US 29, US 460												
	From:	SCL Lynchburg												
501 Campbell Ave	City of Lynchburg		G 979	6 0%	1%	0%	2%	0%	F	0.106	F	0.685	13000	G
901) Gampson 7110	City of Lyndhourg		G 0, ,	0 070		0 70	_ /0	070	•	0.100	•	0.000	10000	ŭ
Bus	To: From:	Bus US 460												
501 460 Campbell Ave	City of Lynchburg	0.15 11000	N 979	6 0%	1%	0%	2%	0%	Ν	0.106	Ν	0.685	13000	Ν
	To:	US 29, US 460 Richmon	nd Hwy											
~~~~	From:	US 29, US 460											· · · · · · · · · · · · · · · · · · ·	
501 (460) (29) (29)	City of Lynchburg (Maint: 15)	1.91 <b>36000</b>	<b>A</b> 939	% 0%	1%	1%	5%	0%	С	0.105	Α	0.527	37000	Α
~~ ~ ·	To	US 29, US 460 Richmon	nd Hwy		<u> </u>									
501	City of Lynchburg		<b>G</b> 979	6 0%	1%	1%	1%	0%	F	NA			17000	G
33.)	Combined Traffic Estimates for 2 Parallel Roadways		G							NA			NA	
	To:	SR 128 Mayflower Dr; Cand			1					, .				
		or 120 majnower Dr, Callu	171U1 IXU											

		Oity of L	yrichburg				т	1 .			1/		D:		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus		Trι			QC	_ K	QK	Dir	AAWDT	QW
						2Axle	3+Axle	1 Trail	2Trail		Factor		Factor		
Constitute Mar Bal	From:		ayflower Dr	070/	00/	10/	40/	40/	00/	_	0.000	_	0.540	44000	_
(501) (128) Candlers Mtn Rd	City of Lynchburg		000 G	97%	0%	1%	1%	1%	0%	F	0.080	F	0.513	41000	G
- Due	10: From:	Bus US 29 Lync	hburg Expressy dlers Mtn Rd	vay											
Bus  (501) (29) Lynchburg Expressway	City of Lynchburg		000 N	97%	0%	0%	1%	1%	0%	Ν	0.096	N	0.538	40000	Ν
501 (29) Lynchburg Expressway	Oity of Lynchburg	0.55 36	000 11	31 /6	0 76	0 /6	1 /0	1 /0	0 /6	IN	0.030	IN	0.550	40000	IN
~~~	To: From:	Bus US 29	9 Wards Rd												
(501) Lynchburg Expressway	City of Lynchburg	1.37 44	000 G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.521	47000	G
<u> </u>	Tα	Rus 460 Ti	mberlake Rd												
501 Lynchburg Expressway Ext	City of Lynchburg		000 G	97%	0%	1%	1%	1%	0%	F	NA			46000	G
(301) = ,							.,-		- , -	-					-
~~·· -	From:		Mill Rd									_			
(501) Lynchburg Expressway	City of Lynchburg	1.24 33	000 G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.525	35000	G
<u> </u>	To	Lake	side Dr			\neg \vdash									
501 Lynchburg Expressway	City of Lynchburg	0.31 35	000 G	97%	0%	1%	1%	1%	0%	С	0.082	F	0.531	37000	G
(301)	, , ,														
Company Frances	From:		Old Forest Rd	070/	00/	10/	10/	10/	00/	F	0.000	F	0.574	1.4000	_
501 Lynchburg Expressway	City of Lynchburg	1.23 14	000 G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.574	14000	G
	To: From:	Wiggir	igton Rd												
501 Lynchburg Expressway	City of Lynchburg	1.86 13	000 G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.605	14000	G
	To:	Boons	boro Rd												
~~~	From:	Lynchburg	Expressway												
501 Boonsboro Rd	City of Lynchburg	1.80 <b>8</b> 9	900 G	96%	1%	1%	0%	2%	0%	С	0.097	F	0.64	9400	G
$\overline{}$	To:	WCL L	ynchburg												
	From:	US	501												
[5g1] [460] [29] [29]	City of Lynchburg (Maint: 15)	1.91 <b>36</b>	000 A	93%	0%	1%	1%	5%	0%	С	0.105	Α	0.527	37000	Α
(381)(400) (23) (43)	To:	Bus US 501; US													
	From:	US 29, US 460													
(5β1)	City of Lynchburg	0.32 <b>N</b>	ΙA								NA			NA	
Coi	mbined Traffic Estimates for Parallel Roadways o	on this Route: N	ΙA								NA			NA	
	То:	SR 128 Mayflower		Itn Rd											
	From:		US 29												
591	City of Lynchburg	0.35 <b>N</b>	IA								NA			NA	
(SB.)	To:	US 501 Lynchl	ourg Expresswa	y											
Bus Bus	From:	IIC	460												
501 (460) Campbell Ave	City of Lynchburg		000 G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.618	20000	G
501 460 Gampbell 710	City of Lynonburg	0.14 13	000 a	07 70	0 70	1 70	1 70	1 /0	0 70	•	0.002	•	0.010	20000	G
Bus Bus	To: From:	Flori	da Ave												
501 460 Campbell Ave	City of Lynchburg	0.48 <b>16</b>	000 G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.616	17000	G
400)	5.c, c,g			,•	- / •		. , •	. , •	- / -	•		-			_
Bus Bus	To: From:	Mayfle	ower Dr												
501 460 Campbell Ave	City of Lynchburg	0.88 <b>17</b>	000 G	97%	0%	1%	1%	1%	0%	С	0.092	F	0.629	18000	G
(301)(400)	Tα		per St			TÎ.				-					
Bus Bus	From		bell Ave												
(501)(460) Kemper St	City of Lynchburg		500 G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.589	9100	G
(337)(-330)	То		Expressway								_				
		2, nenour 5													

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

D .	1				4	_		Trι	ıck		00	K	01/	Dir	A A) A/DT	
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Bus Bus	From:		US 221													
501)(221)(460)Kemper St	City of Lynchburg	0.41	9700	G	96%	1%	1%	1%	1%	0%	С	0.081	F	0.552	10000	G
Pue Pue	To: From:	110	12th St 6027; 118-6	021												
Bus Bus 501 (221)(460)12th St	City of Lynchburg	0.18	8500	G	96%	1%	1%	1%	1%	0%	F	NA			9100	
301)(221)(460) 31						. , 0		. 70	. , 0	0 / 0	•				0.00	
Bus	From:		Fort Ave													
Campbell Ave	City of Lynchburg	0.23	8300	G	98%	0%	1%	0%	0%	0%	F	NA			8800	(
~	To		Park Ave													
Bus 01 Langhorne Rd	City of Lynchburg	0.27	11000	G	98%	0%	1%	0%	0%	0%	F	0.078	F	0.534	11000	(
Langhome rid	Only of Eyrichburg				30 /6	0 76	1 /0	0 /6	0 /6	0 /6	'	0.076	'	0.554	11000	
Bus	To: From:	N	Iemorial Av	e												_
Contraction (Langhorne Rd	City of Lynchburg	0.29	17000	G	98%	0%	1%	0%	0%	0%	F	0.078	F	0.574	18000	(
<i>~</i>	Tot		Murrell Rd													
Bus	From:				000/	20/		00/	00/	00/	_		_	0.000	4 4000	
Langhorne Rd	City of Lynchburg	1.06	13000	G	98%	0%	1%	0%	0%	0%	С	0.086	F	0.689	14000	•
Bus	To: From:		Hill St													
501 Langhorne Rd	City of Lynchburg	0.47	9600	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.686	10000	(
	To		Cranehill Dr													
Bus	From:															
Langhorne Rd	City of Lynchburg	1.37	7700	G	99%	0%	0%	0%	0%	0%	С	0.086	F	0.612	8200	(
Bus	10: From:		ermont Terr anghorne R													
Rivermont Terrace	City of Lynchburg	0.25	5200	G	99%	0%	0%	0%	0%	0%	F	0.09	F	0.582	5500	(
001)	To:		ivermont Av		0070	0,0		0,0	0 70	0 / 0	•	0.00	•	0.002	0000	
Bus	From:	Riv	ermont Terr	ace												
Rivermont Ave	City of Lynchburg	0.44	15000	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.577	16000	
~ <u></u>	To		Link Rd				$\neg$ $\vdash$									
Bus 501 Boonsboro Rd	City of Lynchburg	0.76	13000	G	99%	0%	1%	0%	0%	0%	_	0.089	F	0.589	14000	(
Boonsboro Hu	City of Lyrichburg				99 /6	0 /6	1 /0	0 /6	0 /6	0 /6	'	0.009	'	0.569	14000	,
Bus	To: From:	Tr	ents Ferry F	Rd												_
Boonsboro Rd	City of Lynchburg	1.75	13000	G	99%	0%	1%	0%	0%	0%	С	0.098	F	0.532	13000	(
~- <i>-</i>	To:	Lynch	burg Expres	ssway												

						Oity Oi	LYTICTIDE	JI Q								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		From				D.	15.1									
(F794) Top Ridge Rd	1.16	20	R			De	ead End				NA			NA		08/22/200
1734) 17 131		Te	٦.			15-837	Гор Ridge	Rd								
		Fron	n:			De	ead End									
(F864) Brown Haven Lane	0.12	10	R								NA			NA		08/14/200
<u> </u>		To	0:		1	18-6033 B	rown Have	n Lane								
Mome Dd	0.00	From	1.			US 2	9; 15-758							NIA		
(F905) Memo Rd	0.20	NA To	0:			D	ad End				NA			NA		
		Fron	1:				ad End				$\pm$					
(F906) Liberty Mt Dr	0.40	3100	R			Di	au Ellu				NA			NA		08/22/200
,		To	):		118-603	5; Ramp I	r US 460 l	Byp Ent T	Го L							
		Fron	n			De	ad End									
(F907) Liberty Mt Dr	0.78	2500	R								NA			NA		08/22/200
$\overline{}$		To	):			FR-906	Liberty Mt	Dr								
○ p	0.00	Fron	n:			FR-907	Liberty Mt	Dr								
(F907) Ramp	0.06	NA To				Ť	JS 460				NA			NA		
		Fron	1								_					
(F975) Chetnut Creek Dr	0.46	160	R			De	ead End				NA			NA		07/31/2007
(F975) Chethut Creek Dr	0.10	To	o:			De	ad End				— T					017017200
		Fron	1:				Meadow D	)r								
1 Pawnee Dr	0.86	370	G	98%	1%	1%	0%	0%	0%	F	NA			390	G	2014
$\bigcup$		To	):			San	dusky Dr									
		From	1.			Cl	urch St									
(2) 9th St	0.18	1200	G	98%	1%	1%	0%	0%	0%	С	0.133	F	0.536	1300	G	2014
		Te	1"				ferson St									
Alta Lane	0.85	2200	L	99%	1%	Del 1	Ray Circle 0%	0%	0%	С	0.110	F	0.566	2300	G	2014
3 Alta Lane	0.65	<b>2200</b>	<u>.                                    </u>	99 /0	1 /0		s Ferry Rd		0 /6		0.110	'	0.500	2300	G	2014
		Fron	1:				sville Rd	•			<del>-</del>					
4 Del Ray Circle	0.16	2300	G	99%	1%	0%	0%	0%	0%	F	0.103	F	0.545	2500	G	2014
,		To	0:				lta lane									
		Fron	n			Pa	ırk Ave									
5 8th St	0.59	1600	G	96%	1%	3%	0%	0%	0%	С	0.09	F	0.579	1700	G	2014
$\overline{}$		To	):			C	ourt St									
O		Fron		2221		1US 501 F										
6 Langhorne Rd	0.16	2100 To	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.789	2200	G	2014
		Fron	1:				illa Rd shorne Rd									
6 Villa Rd	0.12	1900	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.781	2100	G	2014
<u> </u>		To	o:			Rive	rmont Ave									
		Fron					460 Fort A									
7 Long Meadow Dr	0.73	1800	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.566	1900	G	2014
		To	00				wnee Dr									
O Ct	0.70	Pron	<u> </u>	070/	00/		mont Ave	10/	00/			_	0.000	0500	_	0014
8 Sussex St	0.79	2400 Tr	G	97%	0%	1%	1% thorne Rd	1%	0%	F	0.102	F	0.666	2500	G	2014
		Fron	1:		D-	ntrance to		ivercity								
9 University Blvd	0.42	11000	G	93%	3%	4%	0%	0%	0%	С	0.084	F	0.841	12000	G	2014
		To					Mountain									
		Fron	n:				Concord 7									
(10) Pleasant Valley Rd	0.52	650	G	94%	1%	1%	3%	1%	0%	F	0.118	F	0.514	690	G	2014
		Te	_			Urhai	Boundary	/			<b>—</b> —					
(10) Pleasant Valley Rd	0.13	650 From	N	94%	1%	1%	3%	1%	0%	N	0.118	Ν	0.514	690	Ν	2014
						. , .	0 / 0	. /0	0,0		0.110			000		

						City of Lynchi	ourg								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		From				F : 101 6	1								
10 Pleasant Valley Rd	0.15	650	N	94%	1%	Functional Class C	nange 1%	0%	N	0.118	N	0.514	690	N	2014
10 Pleasant Valley Rd	0.10	To		0 1 70	170	ECL Lynchburg; 1		0 70				0.011	000	.,	2011
		From				C1US 501				i					
6001) V E S Rd	0.92	2500	G	97%	1%	2% 0%	0%	0%	С	0.108	F	0.575	2700	G	2014
		To				Williams Rd									
		From				Boonsboro R	d								
6002 Trents Ferry Rd	1.88	1800	G	99%	1%	0% 0%	0%	0%	С	0.106	F	0.703	1900	G	2014
$\overline{}$		To				Bedford County	Line								
		From				Old Forest Re									
6003 Link Rd	0.78	9000	G	99%	0%	1% 0%	0%	0%	F	0.085	F	0.61	9600	G	2014
<u> </u>		To From				Cranehill Dr Cranehill Rd									
6003) Link Rd	1.32	6900	G	99%	0%	1% 0%	0%	0%	С	0.085	F	0.588	7400	G	2014
0000		То				Rivermont Av									-
		From				Old Forest Ro									
Wiggington Rd	1.04	4300	G	99%	0%	0% 0%	0%	0%	F	0.09	F	0.642	4600	G	2014
$\smile$		To				Lynchburg Ex	n			<b>—</b>					
Wiggington Rd	0.76	3700 From	G	99%	0%	0% 0%	ρ 0%	0%	С	0.107	F	0.671	3900	G	2014
								-							
6004) Wiggington Rd	1.82	1700 From	G	99%	0%	Chadwick Di	0%	0%	F	0.115	F	0.725	1800	G	2014
Wiggington Ha	1.02	То	Ť	00 70	0 70	Hawkins Mill I		070		0.110	•	0.720	1000	u	2014
_		From				Wiggington R									
6004) Hawkins Mill Rd	0.36	1800	G	99%	0%	0% 0%	0%	0%	С	0.114	F	0.537	1900	G	2014
$\smile$		To				Coffee Rd	2.1								
6004) Coffee Rd	0.89	2100	G	99%	0%	Hawkins Mill I	0%	0%	F	0.105	F	0.527	2200	G	2014
6004) 601166 114	0.00		<u> </u>	00 /0	0 70			070		0.100	•	0.027	2200	u	2014
Coffee Rd	0.33	3500	G	99%	0%	Walnut Hollow 0% 0%	Rd 0%	0%	F	0.109	F	0.648	3700	G	2014
Coffee Rd	0.00	70 <b>0</b>		33 76	0 70	US 501 Boonsbor		0 70	-	0.103	•	0.040	3700	ď	2017
		From				US 460 Bus Fort									
Graves Mill Rd	0.60	6200	G	97%	0%	1% 1%	1%	0%	F	0.111	F	0.531	6600	G	2014
6009)		Т-								_				-	
Graves Mill Rd	0.66	5100 From	G	97%	0%	Old Mill Rd 1% 1%	1%	0%	F	0.124	F	0.53	5400	G	2014
Graves Mill Rd	0.00	3100		31 /6	0 70			0 70		0.124	•	0.55	3400	ď	2017
Oranga Mill Dal	0.07	From	<u> </u>	070/	00/	Nationwide D		00/		0.110		0.00	0500		0014
6009 Graves Mill Rd	0.27	8900	G	97%	0%	1% 1%	1%	0%	F	0.116	F	0.68	9500	G	2014
		From				5 501 Lynchburg Ex					_				
6009 Graves Mill Rd	0.18	25000	G	97%	0%	1% 1%	1%	0%	С	0.097	F	0.53	27000	G	2014
<u> </u>		From				Old Graves Mill	Rd						-	-	
Graves Mill Rd	1.04	20000	G	97%	0%	1% 1%	1%	0%	F	0.100	F	0.518	22000	G	2014
		To				WCL Lynchburg 09	9-1425								
01 10	0.00	From	Ļ	000/	40/	Pearl St	10/	00/			_		4400	_	0011
6012 Church St	0.23	3900	G	96%	1%	2% 0%	1%	0%	С	0.118	F		4100	G	2014
		To From				12th St									
6012 Church St	0.47	6400	G	98%	1%	1% 0%	1%	0%	F	0.098	F		6800	G	2014
		To From				5th St				_					
Rivermont Ave	0.90	13000	G	98%	1%	1% 0%	1%	0%	С	0.094	F	0.571	14000	G	2014
$\overline{}$		To From				Bedford Ave El				_					
6012) Bedford Ave	0.96	4000	G	95%	1%	Rivermont Ave I	2%	0%	С	0.092	F	0.506	4300	G	2014
		-000	Ĕ	JU /0	1 /0	Rivermont Ave V		J /0		0.002	•	0.000	1000	J	2014
6012 Dedicid Ave	0.50	To								_					
<u> </u>	0.50	To From				Bedford Ave W	Int								
Diverment Ave	1.01	From 14000	G	95%	1%	2% 1%	2%	0%	F	0.099	F	0.512	15000	G	2014
Diverment Ave			G	95%	1%		2%	0%	F	0.099	F	0.512	15000	G	2014
6012) Rivermont Ave		14000 To			1%	2% 1% Rivermont Terr Bedford Ave W	2% ace Int	0%					15000	G	2014
		14000 To	G G	95% 95%	1%	2% 1% Rivermont Terr	2% ace Int 2%	0%	F	0.099	F F	0.512	15000 8400	G G	2014

						City of Lyfichia									
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg															
Halling Mill Pd	1 16	2000	᠆	0E9/	10/	Bedford Ave		09/	F	0.000	_	0.572	4200	G	2014
6022 Hollins Mill Rd	1.16	3900		95%	1%	2% 1%	2%	0%	Г	0.089	F	0.573	4200	G	2014
<u> </u>	0.40	From	Ļ	050/	40/	Hollins St	201	00/				0.550	4700		0044
6022 Federal St	0.40	4400 _{To}	G	95%	1%	2% 1%	2%	0%	F	0.088	F	0.558	4700	G	2014
		From				5Th St									
Murrell Rd	0.37	9200	G	95%	1%	Lakeside Dr 2% 1%	2%	0%	F	0.089	F	0.717	9700	G	2014
6023 Murrell Rd	0.07	<b>3200</b> To		33 /6	1 /0	Langhorne Ro		0 70		0.003		0.717	3700	u	2017
		From				Kemper St				1					
(6027) 12th St	0.80	8000	G	97%	0%	2% 0%	0%	0%	F	0.083	F	0.518	8500	G	2014
		To				Clay St									
6027) 12th St	0.25	6800 From	G	97%	0%	2% 0%	0%	0%	F	0.094	F	0.612	7200	G	2014
(6027) 12th St	0.20	To	Ť	0.70	0 70	Commerce S		0 70	•		•	0.0.2	00	<u>.</u>	
		From				5Th St									
6028) Commerce St	0.33	4400	G	97%	0%	2% 0%	0%	0%	F	0.107	F	0.671	4700	G	2014
		To				10Th St									
6028) Commerce St	0.30	3700 From	G	97%	0%	2% 0%	0%	0%	F	0.122	F	0.758	3900	G	2014
		Tc	Ĺ			Main St		- / -							
		From				Wadsworth A	ve						,		
6029 Fort Ave	0.43	5500	G	97%	0%	2% 0%	0%	0%	F	NA			6000	G	2014
		Te				Kemper St									
6029 Park Ave	0.28	5100	G	97%	0%	2% 0%	0%	0%	F	NA			5500	G	2014
0029		To												-	
6029 Park Ave	0.36	3600	G	97%	0%	9Th St 2% 0%	0%	0%	F	0.094	F	0.559	3800	G	2014
Park Ave	0.50	To	_	31 /6	0 76	5Th St	0 78	0 /6	'	0.034	'	0.555	3000	u	2014
		From				Oakley Ave									
6031) Lakeside Dr	0.41	13000	G	97%	0%	2% 0%	0%	0%	F	0.091	F	0.687	13000	G	2014
0031) =0	••••	To							•					-	
6031 Lakeside Dr	0.34	5400 From	G	97%	0%	Murrell Rd 2% 0%	0%	0%	С	0.093	F	0.543	5800	G	2014
Lakeside Dr	0.04	3400		31 76	0 70			0 70		0.000	•	0.545	3000	u	2017
Dork Ave	0.06	From	<u> </u>	070/	10/	Memorial Av		00/					7500		201.4
6031 Park Ave	0.36	7100	G	97%	1%	2% 0%	0%	0%	F	NA			7500	G	2014
		From				Langhorne Ro C1US 501	Ц								
₆₀₃₁ Park Ave	0.35	12000	G	97%	0%	2% 0%	0%	0%	F	NA			13000	G	2014
$\bigcirc$		To			Ţ	US 221; 118-6027:1	2Th St								
		From				Florida Ave									
6032 Main St	0.25	2200	G	97%	1%	2% 0%	0%	0%	F	0.094	F	0.629	2400	G	2014
$\smile$		To From				Lynchburg Expres									
6032) Main St	0.28	7400	G	97%	1%	Lynchburg Ex	р 0%	0%	F	0.083	F	0.712	7900	G	2014
(6032) Main St	0.20	7400		91 /6	1 /0		0 /6	0 /6	1	0.003	'	0.712	7 900	G	2014
	0.55	From	<u> </u>	070/	40/	12Th St	20/	00/			_		0000	_	0014
/ \ M-! Ot	0.55	6500	G	97%	1%	2% 0%	0%	0%	F	0.097	F		6900	G	2014
6032 Main St	0.00	To				5Th St									
6032 Main St		To													
		From		Q70/	10/	Campbell Av		<b>0</b> 0/		0.000	_	0.627	4400	G	2014
	1.28		G	97%	1%	Campbell Av	e 0%	0%	С	0.098	F	0.627	4400	G	2014
6033) Florida Ave	1.28	4200 Te				2% 0% Augusta St	0%								2014
6033) Florida Ave		4200 Te From 3100	G G	97%	1%	2% 0%  Augusta St 2% 0%		0%	C F	0.098	F	0.627	4400 3300	G G	
6033) Florida Ave	1.28	4200 From 3100				2% 0%  Augusta St 2% 0%  Main St	0%								
6033) Florida Ave	1.28	4200 To From 3100 To From From From From From From From Fro	G	97%	1%	2% 0%  Augusta St 2% 0%  Main St  Florida Ave	0%	0%	F	0.104	F	0.663	3300	G	2014
6033) Florida Ave	1.28	4200 From 3100				2% 0%  Augusta St 2% 0%  Main St  Florida Ave 1% 0%	0%								2014
6033) Florida Ave	1.28	4200  To From 3100  To From 1100  To T	G	97%	1%	2% 0%  Augusta St 2% 0%  Main St  Florida Ave 1% 0%  ECL Lynchbu	0% 0% 0%	0%	F	0.104	F	0.663	3300	G	2014
6033 Florida Ave	1.28	4200 3100 To From 1100	G	97%	1%	2% 0%  Augusta St 2% 0%  Main St  Florida Ave 1% 0%	0% 0% 0%	0%	F	0.104	F	0.663	3300	G	2014 2014 2014

						City of Lyr	nchburg								
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg															
Consillar Man Dal	0.74	From	<u> </u>	000/		tamp From US		00/			_	0.540	15000	_	0014
6035 Candler Mtn Rd	0.74	14000	G	99%	0%	0% C SR 128; Mayfl	0% 0%	0%	F	0.086	F	0.542	15000	G	2014
		From													
6036) Clay St	0.50	2000	G	95%	0%	3% 1	St 1% 1%	0%	С	0.1	F	0.595	2100	G	2014
<u> </u>		From	<u> </u>			12Th									
6036 Grace St	0.88	3500 To	G	98%	1%		1% 0%	0%	С	0.103	F	0.668	3800	G	2014
		10	<u> </u>			Florida				<del></del>					
Otradiana Da	0.00	From	پ	000/	40/	Wythe		00/			_	0.505	0400	0	0044
6037 Stadium Dr	0.38	5700	G	98%	1%		1% 0%	0%	F	0.103	F	0.585	6100	G	2014
		10	<u> </u>			Carroll	Ave								-
O W 11 O1	0.07	From		050/		Fort A					_	0.504	0000	0	0044
6038) Wythe St	0.27	8500	G	95%	2%		1%	0%	С	0.105	F	0.524	9000	G	2014
<u> </u>		То	Щ_			Stadiun	n Dr								
<u> </u>		From				Stadiun					_			_	
₆₀₄₀ James St	0.22	3300	G	96%	2%		l% 1%	0%	С	0.100	F	0.541	3500	G	2014
<u> </u>		То	<u> </u>			Carroll	Ave								
		From				Langhor	ne Rd								
6042) Cranehill Dr	1.04	1800	G	98%	1%	1% (	0%	0%	С	0.117	F	0.742	1900	G	2014
$\overline{}$		То				Link 1	Rd								
		From				US 501 NW F	Expressway								
Old Forest Rd	0.94	20000	G	98%	1%	1% (	)% 0%	0%	F	0.086	F	0.509	21000	G	2014
$\bigcirc$		To				Forrest Br	ook Rd								
Old Forest Rd	0.45	21000	G	98%	1%		0% Ru 0% 0%	0%	С	0.084	F	0.515	23000	G	2014
6044	0.40	21000		0070	1 70			070		0.004	•	0.010	20000	u	2014
O 0115		From	<u> </u>			Link 1									
6044) Old Forest Rd	0.21	15000	G	98%	1%	1% (	0%	0%	F	0.092	F	0.530	16000	G	2014
		To From				Linkhorn	ne Dr			$\Box$ —					
6044) Old Forest Rd	1.61	8000	G	98%	1%	1% (	0%	0%	F	0.093	F	0.569	8500	G	2014
$\bigcirc$		To				Lakesid	le Dr								
		From				Oakdal	e Dr								
Greenwood Dr	0.38	3000	G	97%	1%	2% (	0%	0%	С	0.103	F	0.710	3200	G	2014
		To	_			D	-4 A								
6045) Thomas Dr	0.71	4100 From	G	97%	1%	Perrymor 2% (	)% 0%	0%	F	0.095	F	0.628	4400	G	2014
Thomas Dr	0.71	4100	<u> </u>	91 /0	1 /0	2/0	J /0 U /0	0 /6		0.093	'	0.020	4400	G	2014
$\widehat{}$		From				Langhorn	e Lane								
6045) Richmond Rd	0.35	3700	G	97%	1%		0%	0%	С	NA			3900	G	2014
<u> </u>		То	<u> </u>			Oakley	Ave								
$\sim$		From				Greenwo									
₆₀₄₆ Sandusky Dr	0.77	3000	G	97%	1%	2% (	0%	0%	С	0.102	F	0.658	3200	G	2014
$\overline{}$		То				Pawnee	e Dr			<b>—</b>					
6046) Sandusky Dr	0.49	4600 From	G	97%	2%		0% 0%	0%	С	0.095	F	0.501	4900	G	2014
,	-	To				Fort A									•
		From	$\equiv$			US 29 Bus				$\overline{}$					
6048) Perrymont Ave	0.84	3700	G	98%	1%		)% 0%	0%	С	0.094	F	0.508	3900	G	2014
00-10)	3.0 .	To	ŕ		. , ,	Greenwo		- , ,			-		2300		_0.1
		From	_			Lynchburg Ex				<del></del>					
6050) Odd Fellows Rd	0.60	7500	G	82%	2%		xpressway 1% 8%	0%	F	0.093	F	0.597	7900	G	2014
Odd Fellows Rd	0.00	. 500		JL /0	<i>L</i> /0			J /0		0.000	'	0.001	, 500	J	2014
O 0.11- :: -:		From				Mayflow									
6050 Odd Fellows Rd	0.67	1300	G	82%	2%		1% 8%	0%	С	0.119	F	0.632	1400	G	2014
<u> </u>		To	<u> </u>			Dead l	End								
		From				12Th						_	_		
(6052) Campbell Ave	0.33	9600	G	98%	0%	1% (	0%	0%	С	0.085	F	0.568	10000	G	2014
\ /		-				1771	~			_					
		- 10	1			1 / I n	St								
(6052) Campbell Ave	0.41	9700 From	I	98%	0%	17Th 1% (	St 0% 0%	0%	F	0.086	F	0.63	10000	G	2014

					City of L	_ynchburg	7								
Length	AADT	QA	4Tire	Bus					QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
0.23	3400 _{To}	G	99%	0%	0%	0%		0%	F	0.104	F	0.511	3600	G	2014
	From				Fenv	wick Dr									
0.73		G	99%	0%			0%	0%	С	0.126	F	0.501	3300	G	2014
1.29		G	98%	0%			0%	0%	С	0.086	F	0.515	19000	G	2014
•	To:										-				
	From:				SCL L	ynchburg									
1.14	7700	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.514	8200	G	2014
	To:				No	orth St									
1.15	7400	G	98%	1%	1%		0%	0%	С	0.1	F	0.572	7900	G	2014
1.00	From:	بَ	000/					00/	_	0.000	_	0.540	11000	_	0014
1.29	11000	G	99%	υ%			U%	υ%	Г	0.092	Г	0.540	11000	G	2014
1.00	From:		000/	00/			Λο/	00/		0.007	_	0.504	10000		2014
1.06	9/00 To:	G	99%	υ%			υ%	υ%	Ü	0.097	۲	0.521	10000	G	2014
	From														
0.08		G	97%	0%			1%	0%	F	0.109	F	0.667	190	G	2014
	To		** /*				.,.				-				
	From				Timbe	erlake Rd									
1.70	10000	G	97%	0%	1%	1%	1%	0%	С	0.099	F	0.682	11000	G	2014
	To				Grave	s Mill Rd									
	From														
1.80	4800	G	99%	0%	0%		0%	0%	С	0.113	F	0.504	5100	G	2014
	From									-					
0.24	4300	G	99%	1%	0%		0%	0%	С	0.108	F	0.591	4600	G	2014
	To				Lake	eside Dr									
	From				Liı	nk Rd									
0.33	2100	G	99%	0%	0%		0%	0%	F	NA			2200	G	2014
	To: From:														
0.98		G	99%	0%			0%	0%	F	0.105	F	0.684	2000	G	2014
	To														
	From		222										.=	_	
0.97	1600	G	99%					0%	С	0.100	F	0.602	1/00	G	2014
	F	1		1			Ka			<u> </u>					
0.34			99%	0%			<b>0%</b>	0%	С	0.092	F	0.532	2100	G	2014
0.04	<b>2000</b> To:		33 /6	0 70			0 70	0 /0		0.032	'	0.552	2100	G	2014
	From														
0.07	2200	G	99%	0%	0%		0%	0%	F	0.100	F	0.603	2300	G	2014
	To	<u> </u>													
0.50			000/	00/			<b>n</b> e/	00/		0.006	_	0.502	<b>5700</b>	G	2014
0.59	5400 To:	٦	<b>33</b> %	U%			U 7/0	U%	Г	0.096	Г	0.503	3700	G	2014
	From									1					
0.41	560	G	99%	0%	0%		0%	0%	F	NA			600	G	2014
	To														
	From														
0.11	1800	G	91%	0%	2%		5%	0%	F	0.104	F	0.616	1900	G	2014
	To				Jeffe	erson St									
1.66	1600 From:	G	91%	0%	2%		5%	0%	F	0.096	F	0.639	1700	G	2014
	To				Rock	well Rd									
	To				Rock	well Rd									
	0.23 0.73 1.29 1.14 1.15 1.29 1.06 0.08 1.70 1.80 0.24 0.33 0.98 0.97 0.34 0.07 0.59 0.41	0.73 3100 From 1.29 18000 To  1.14 7700  1.15 7400 To  1.10 9700 To  1.29 11000  1.06 9700 To  1.70 10000 To  1.80 4800 To  1.70 10000 To  1.80 4800 To  1.70 To  1.80 4800 To  1.70 To  1.80 From  1.80 4800 To  1.70 To  1.80 To	0.23 3400 G Tro    1.29	0.23	0.23   3400   G   99%   0%   76   76   76   76   76   76   76   7	Length   AADT	Length   AADT   QA   4Tire   Bus   Caxle 3+Axle 1	Carrell	Length AADT   QA	Company   Comp	Length   AADT   QA   4Tire   Bus	Length   AADT   QA   4Tire   Bus     2AAks   4Axie   1Trail   2Trail   QC   Rector   QK   CAKe   A4xie   1Trail   2Trail   QC   Rector   QK   CAKe   CAKe	Length   AADT   QA   4Tire   Bus   SAME   SAME   1Trail   2Trail   2Trail	Length   AADT   QA	Length   AADT   OA   4Tire   Bus

						City of	Lynchot	ırg								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Lynchburg																
G078) Concord Tpke	1.07	1500	'L	91%	0%	2%	ckwell Rd 2%	5%	0%	С	0.104	F	0.647	1600	G	2014
5078) GOLIGOLG I PILO		To					US 460	0,0	0,70			•	0.0.7			
		From	ii .			1	12Th St									
Court St	0.50	1400	G	91%	0%	2%	2%	5%	0%	F	0.12	F	0.521	1500	G	2014
<u> </u>		To	<u> </u>				5Th St									
Cornet Breek Dd	0.00	From	پ	070/	10/		keside Dr	10/	00/	С	0 107	_	0.507	E000	0	0014
Forest Brook Rd	0.92	4700 To	G	97%	1%	1%	1% Forest Rd	1%	0%	C	0.107	F	0.597	5000	G	2014
		From	d				Forest Rd									
Hill St	0.58	5700	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.673	6000	G	2014
		To	d			Lan	ghorne Rd									
		From	12			F	ort Ave									
Edgewood Ave	0.73	2000	G	99%	0%	0%	0%	0%	0%	С	0.095	F	0.509	2200	G	2014
<u> </u>		To				W	ards Rd									
All C:		From				V	Wise St				0.155	_				001
4th St		100 To	G			N 4	Ionroe St				0.155	F		110	G	2014
		From									<u> </u>					
Caroline St		650	'L				York St				0.11	F	0.645	690	G	2014
Garonnio Ot		To				Ch	ambers St				<u> </u>	'	0.040	000	J	2015
		From					aroline St				i					
Chambers St		920	G				Tollie St				0.103	F	0.569	980	G	2014
		To	4			- :	2Nd St									
		From				Mon	ningside Dr									
Clayton Ave		480	G	·							0.117	F	0.617	510	G	2014
		To				Spot	ttswood Pl									
Denoteles De		From				Ве	erkley Pl				2000	_	0.505	4 400	_	004
Danridge Dr		1300 To	G			Cro	igmont Dr				0.088	F	0.535	1400	G	2014
		From					.5-1520				<del></del>					
Enterprise Dr		14000	G			1	3-1320				NA			14000	G	2014
		То				Bedford	d County Li	ine							-	
		From	ı			Mar	ryland Ave									
Fairview Ave		280	G				-				0.13	F	0.513	300	G	2014
		To	9			M	lackel St									
		From				Rid	geway Dr									
Fleetwood Dr		1200	G								0.100	F	0.627	1200	G	2014
		10	<u> </u>				lwood Dr									
Georgia Ave		From				Can	npbell Ave				0.101	F	0.539	240	G	2014
Georgia Ave		<b>220</b>	G			Ne	vada Ave				0.101	Г	0.559	240	G	2012
		From	1				Oak Lane									
Gorman Dr		290	G			Gien	Oak Lane				0.143	F	0.505	310	G	2014
		To	,-			Nort	thwood Cir									
		From	ı			Mont	tgomery Rd									
Hawthorne Rd		140	G								0.151	F	0.75	150	G	2014
		To	q			Woo	odcrest Dr									
		From				Rh	nonda Dr					_			_	
Hayes Dr		130	G				6 15				0.134	F	0.619	130	G	2014
		To	<del></del>				awford Dr									
John Scott Dr		A60		070/	20/		ents Ferry F		<b>∩</b> 0/	С	NIA			500	G	2014
JOHN SCOULDI		460	G	97%	2%	1%	0% ead End	1%	0%	U	NA			500	G	2014
		From	<u> </u>													
			<u> </u>			IVI	osby Ave								_	
Leyburn Ave		220	G								0.128	F	0.734	230	G	2014

						City of Lynchburg								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Lynchburg														
		From				Bell Tavern Rd								
Locksview Dr		820	G			N IIII C			0.103	F	0.528	880	G	2014
						Norvell House Ct								
Mandand Ava		From:				Craig St			0.110	F	0.000	070	_	0014
Maryland Ave		250 To:	G			Fairview Ave			0.118	Г	0.622	270	G	2014
		From:												
McKinney Ave		260	G			Clarke St			0.130	F	0.589	280	G	2014
Working 7.vc		To:				Dodd St			0.100	•	0.000	200	u	201
		From:				Burnt Bridge Rd								
Mimosa Dr		750	G			Burnt Bridge Ru			0.099	F	0.555	800	G	2014
		To:				Woodcrest Dr				-			-	
		From:				McGuffey Lane								
Morningside Dr		470	G			Hecouncy Lane			0.227	F	0.726	500	G	201
<u> </u>		To				Eastwood Lane								
		From:				Westview Dr								
Myrtle St		540	G						0.127	F		570	G	2014
		To:				Toledo Ave							G 201	
		From:				Oakridge Blvd								
New Hampshire Ave		340	G						0.109	F	0.507	360	G	2014
		To:				Tremont St								
		From:				McKinney Ave								
Oxford St		330	G						0.101	F	0.615	350	G	2014
		To:				Radcliffe Ave								
		From				Hillcrest Rd								
Page St		2600	G						0.106	F	0.829	2800	G	201
		To				2Nd St								
		From:				Tremont St								
Rhode Island Ave		140	G						0.143	F	0.698	150	G	201
		To:				Fort Ave			J					
		From:				Rhonda Dr								
Sanhill Dr		450	G						0.157	F	0.629	480	G	2014
		To:	<u> </u>			Apache Lane								
	<u> </u>	From:				Campbell Ave								
Texas Ave		290	G						0.135	F	0.579	300	G	2014
		To:				Nevada Ave								
		From:				Wingfield Ave	· · · · · ·							
Warren Ave		170	G						0.120	F	0.636	180	G	2014
		To:				Perry Ave								

### 2014

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

where available

# Special Locality Report 118

City of Lynchburg

Information in this report is included in Report

**15** 

(Campbell County)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

#### **Publication Notes**

#### Parallel Roads

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

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

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

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

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

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

#### Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

#### QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

### Route Shield Legend

### Route Systems

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

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

(600) Secondary Route

Virginia State 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.

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	SCL Lync		000/	00/	10/	40/	<b>5</b> 0/	00/	_	0.404	F	0.004	47000	_
(29) (460) (29)	City of Lynchburg (Maint: 15)	1.38 <b>4500</b>		93%	0%	1%	1%	5%	0%	۲	0.101	۲	0.661	47000	G
(29) (460) (29)	City of Lynchburg (Maint: 15)	Candler Mou 0.49 <b>3600</b>		93%	0%	1%	1%	5%	0%	F	0.098	F	0.609	37000	G
(29) (460) (29)	To To	US 50		0070	0 70		170	070	070		0.000	•	0.000	0,000	
(29)(460)(29)(501)	City of Lynchburg (Maint: 15)	1.91 <b>3600</b>		93%	0%	1%	1%	5%	0%	С	0.105	Α	0.527	37000	Α
	To:	US 501 Camp													
(29) (460) Richmond Hwy	City of Lynchburg (Maint: 15)	Functional Cla 2.14 <b>3300</b>		93%	0%	1%	1%	5%	0%	F	0.089	F	0.501	34000	G
(29) (400)	To:	US 2	9				. , ,								
	City of Lynchburg (Maint: 15)	SCL Lync 0.33 <b>1600</b>		89%	1%	1%	1%	9%	1%	F	0.092	F	0.511	15000	G
29	To:	NCL Lync		00 70	1 /0	170	1 /0	3 70	1 /0	•	0.032	•	0.511	13000	а
	From:	SCL Lync	hburg												
(29) (460) (29)	City of Lynchburg (Maint: 15)	1.38 <b>4500</b>	0 G	93%	0%	1%	1%	5%	0%	F	0.101	F	0.661	47000	G
<del></del>	To: From:	Candler Mou													
[29] [460] [29]	City of Lynchburg (Maint: 15)	0.49 <b>3600</b>	0 G	93%	0%	1%	1%	5%	0%	F	0.098	F	0.609	37000	G
	To From (Maint 15)	US 50		000/	00/	10/	10/	F0/	00/	С	0.105	^	0.507	07000	^
(29) (460) (29) (501)	City of Lynchburg (Maint: 15)	1.91 <b>3600</b> Bus US 501; US 50		93% Ave	0%	1%	1%	5%	0%	C	0.105	Α	0.527	37000	Α
Bus	From:	SCL Lync													
(29) Wards Rd	City of Lynchburg	1.64 <b>3900</b>		97%	0%	0%	1%	1%	0%	С	0.078	F	0.513	41000	G
Bus	To: From:	US 501 Lynchburg Ex SR 163 Wa		SR 163											
29 501 Lynchburg Expressway	City of Lynchburg	0.33 3800		97%	0%	0%	1%	1%	0%	Ν	0.096	N	0.538	40000	Ν
$\bigcirc$	To- From-	US 501, SR 128 Cand	llers Mount	ain Rd											
Bus  29 Lynchburg Expressway	City of Lynchburg	1.33 3800	0 G	97%	0%	0%	1%	1%	0%	F	0.096	F	0.538	40000	G
$\smile$		Odd Fello													
Bus 29 Lynchburg Expressway	City of Lynchburg	1.46 3800		97%	0%	0%	1%	1%	0%	F	0.094	F	0.538	39000	G
29 Lyndhodig Explosoway	To Take	Kemper S		01 /0	070		1 70	1 70	070		0.004		0.000	00000	ŭ
Bus	From:	-		070/	00/	00/	10/	10/	00/	F	0.092	F	0.506	20000	
(29) Lynchburg Expressway	City of Lynchburg	1.02 3700		97%	0%	0%	1%	1%	0%	Г	0.092	Г	0.526	38000	G
Bus	From:	Main St													
29 Lynchburg Expressway	City of Lynchburg	0.22 2900		97%	0%	0%	1%	1%	0%	F	0.085	F	0.678	30000	G
	From	Amherst Cou SR 163 Wa	-												
128) Candler Mt Rd	City of Lynchburg	0.26 <b>1800</b>		91%	2%	1%	2%	4%	0%	F	NA			19000	G
	Tor	Bus US 29, US 501 L		Expwy											
(128) (501) Candlers Mtn Rd	City of Lynchburg	0.43 <b>3900</b>		97%	0%	1%	1%	1%	0%	F	0.080	F	0.513	41000	G
128 501 Candlers Mtn Rd	Tro	0.43 <b>3900</b> RT 501		07 /0	0 /0	. 70	1 /0	1 /0	0 /0	•	0.000	•	0.010	71000	J

4/21/2015 7

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

		City of Eyrichburg												
Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	Q'
	From:	UC 501 Candlags Mt Dd			2AXIE	3+Axle	TTRAIL	2 i raii		Factor		Factor		
Mayflower Dr	City of Lynchburg	US 501 Candlers Mt Rd 1.30 <b>7100 G</b>	91%	2%	1%	2%	4%	0%	С	0.092	F	0.639	7500	(
128) May nower Br	City of Eyrichidang		0170	270		270	470	0 70	J	0.002	•	0.000	7000	`
Marklance	From	Odd Fellows Rd	050/	10/	10/	00/	10/	00/		0.100	F	0.050	0100	(
128 Mayflower Dr	City of Lynchburg		95%	1%	1%	3%	1%	0%	С	0.102	г	0.659	2100	,
		Bus US 501 Campbell Ave												
Marda Dd	From:	Bus US 29, US 501 Lynchburg Expres		00/	10/	00/	00/	00/	F	NIA			10000	
163 Wards Rd	City of Lynchburg	0.44 <b>17000 G</b>	98%	0%	1%	0%	0%	0%	г	NA			18000	
<u> </u>	To: From:	SR 128 Candler Mtn Rd												
163)Wards Rd	City of Lynchburg		98%	0%	1%	0%	0%	0%	F	NA			28000	
$\smile$	To:	Bus US 460 Fort Avenue												
Bus	City of Lynn labyus	Wards Rd	000/	00/	10/	00/	00/	00/	0	0.000	_	0.500	00000	
163 (460) Fort Ave	City of Lynchburg		98%	0%	1%	0%	0%	0%	С	0.083	F	0.536	22000	
<u> </u>	From:	Memorial Ave Fort Ave												
163) Memorial Ave	City of Lynchburg		99%	0%	1%	0%	0%	0%	С	0.079	F	0.643	11000	
163)	- F			0,0		0,0	0,0	0,0	Ū	0.070	•	0.0.0		
NA	From	Oakley Ave	000/	00/		00/	00/	00/	_	0.000	_	0.505	40000	
63 Memorial Ave	City of Lynchburg	0.47 <b>12000 G</b>	99%	0%	1%	0%	0%	0%	F	0.082	F	0.505	13000	
	To: From:	Park Ave												
Memorial Ave	City of Lynchburg	0.33 <b>12000 G</b>	99%	0%	1%	0%	0%	0%	F	NA			13000	
<u> </u>	Τœ	Langhorne Rd			$\neg$ $\vdash$									
163)5th St	City of Lynchburg		99%	0%	1%	0%	0%	0%	F	NA			15000	
100)	To				_									
5+b C+	City of Lynchburg	Pollard St 0.26 <b>13000 G</b>	99%	0%	1%	0%	0%	0%	F	NA			14000	
163)5th St	City of Lynchburg	0.26 <b>13000 G</b>	99%	0%	1 70	0%	076	0%	Г	INA			14000	
	To: From:	Pierce St												
163)5th St	City of Lynchburg	0.27 <b>12000 G</b>	98%	0%	0%	0%	1%	0%	F	NA			13000	
<u> </u>	To: From:	Park Ave			$\neg$ $\vdash$									
163)5th St	City of Lynchburg	0.38 <b>12000 F</b>	98%	0%	1%	0%	0%	0%	С	0.085	F	0.546	13000	
	To	Clay St												
163)5th St	City of Lynchburg		98%	0%	0%	0%	1%	0%	С	0.093	F	0.632	14000	
163)0111 01	To:	Amherst County Line	0070	0 70	Ť	0 70	1 /0	0 70	Ū	0.000	•	0.002	1 1000	
lorth	From:	SR 163 Wards Rd												
163)Ramp	City of Lynchburg	0.09 <b>NA</b>								NA			NA	
163/1141119	To:	US 501; Bus US 29								INA			14/-1	
	From													
221 Lakeside Dr	City of Lynchburg	WCL Lynchburg 0.53 <b>28000 G</b>	99%	0%	0%	0%	00/	00/	С	0.091	F	0.56	20000	
221 Lakeside Di	City of Lynchburg	0.53 <b>28000 G</b>	JJ 70	U%	U%	U%	0%	0%	C	0.091	r	0.56	30000	
<u> </u>	To: From:	Lynchburg Expressway												
Lakeside Dr	City of Lynchburg	0.94 <b>16000 G</b>	99%	0%	0%	0%	0%	0%	F	NA			17000	
~	To:	Forest Brook Rd												
221 Lakeside Dr	City of Lynchburg		99%	0%	0%	0%	0%	0%	F	0.088	F	0.572	14000	
)	To:	Old Forest Rd												

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

				_		Tru	ck			K		Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
~~	From:	Old Forest Rd												
221 Lakeside Dr	City of Lynchburg	0.15 <b>16000 G</b>	99%	0%	0%	0%	0%	0%	F	0.087	F	0.586	17000	G
<del></del>	To: From:	Oakley Ave Lakeside Dr												
221 Oakley Ave	City of Lynchburg	0.57 <b>9600 G</b>	99%	0%	0%	0%	0%	0%	F	0.087	F	0.581	10000	G
221) 64.110) 7110	To:	Bus US 29 Memorial Av		0 70		070	0 70	0 70	•	0.007	•	0.001	10000	ŭ
	From:	Memorial Ave												
221 Oakley Ave	City of Lynchburg	0.24 <b>9900 G</b>	99%	0%	0%	0%	0%	0%	F	0.086	F	0.507	11000	G
<u> </u>	To:	Bus US 460 Fort Ave												
Bus Fort Ave	City of Lynchburg	Bus US 460 Oakley Ave		10/	1%	10/	10/	0%	С	0.082	F	0.506	0600	G
221 460 Fort Ave	City of Lynchburg	0.42 <b>9100 G</b>	97%	1%	1%	1%	1%	0%	C	0.082	Г	0.506	9600	G
Bus	T _{ot} From:	118-6029 Fort Ave												
221 (460) 12th St	City of Lynchburg	0.25 <b>9000 G</b>	97%	1%	1%	1%	1%	0%	F	0.085	F	0.504	9500	G
Bus Bus	To: From:	Bus US 501 Campbell Av	/e											
221 (460) (501) 12th St	City of Lynchburg	0.18 <b>8500 G</b>	96%	1%	1%	1%	1%	0%	F	NA			9100	G
221 (400)(301)	To:	Kemper St												
Bus Bus	From:	12th Street												
221 (460) (501 Kemper St	City of Lynchburg	0.41 <b>9700 G</b>	96%	1%	1%	1%	1%	0%	С	0.081	F	0.552	10000	G
<del></del>	To:	US 29 Lynchburg Expressy	vay											
~~~	From:	SCL Lynchburg												
460] [29] [29]	City of Lynchburg (Maint: 15)	1.38 45000 G	93%	0%	1%	1%	5%	0%	F	0.101	F	0.661	47000	G
* * *	To: From:	Candler Mountain Rd												
460 (29) (29)	City of Lynchburg (Maint: 15)	0.49 36000 G	93%	0%	1%	1%	5%	0%	F	0.098	F	0.609	37000	G
~ · ·	To	US 501												
460 29 29 501	City of Lynchburg (Maint: 15)	1.91 36000 A	93%	0%	1%	1%	5%	0%	С	0.105	Α	0.527	37000	Α
	To:	Bus US 501; US 501 Campbe												
~~~~~	From:	Functional Class Change							_		_			_
460 (29) Richmond Hwy	City of Lynchburg (Maint: 15)	2.14 <b>33000 G</b>	93%	0%	1%	1%	5%	0%	F	0.089	F	0.501	34000	G
~ ~	To: From:	US 29												
460 Richmond Hwy	City of Lynchburg (Maint: 15)	0.11 <b>25000 N</b>	93%	0%	1%	1%	4%	0%	Ν	0.090	Ν	0.526	26000	Ν
<del>~</del>	To:	ECL Lynchburg												
Bus	From:	WCL Lynchburg												
460 Timberlake Rd	City of Lynchburg	0.62 <b>30000 G</b>	98%	0%	0%	0%	1%	0%	F	0.084	F	0.526	31000	G
Bus	To- From:	Old Graves Mill Rd												
460 Timberlake Rd	City of Lynchburg	1.14 <b>24000 G</b>	98%	0%	0%	0%	1%	0%	F	0.082	F	0.521	26000	G
	Too	Leesville Rd												
Bus Timb a dalca Dd	From L		000/	00/		00/	10/	00/	_	0.005	_	0.577	0.4000	^
Timberlake Rd	City of Lynchburg	0.37 <b>32000 G</b>	98%	0%	0%	0%	1%	0%	F	0.085	F	0.577	34000	G
Bus	To: From:	US 501 Lynchburg Express	way											
460 Fort Ave	City of Lynchburg	1.15 <b>17000 G</b>	98%	0%	0%	0%	1%	0%	F	0.087	F	0.557	18000	G
100	To	Bus US 29 Wards Rd				-								

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

		Oity of Eyrionia				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AADT (	<b>QA</b> 4Tii	e Bus	:	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	Wards Rd												
(460)(163) Fort Ave	City of Lynchburg		<b>G</b> 989	6 0%	1%	0%	0%	0%	С	0.083	F	0.536	22000	G
	To:	Memorial Ave												
Bus Fort Avo	City of Lynchburg	Bus US 29 Memorial 0.57 <b>7900</b>	Ave 989	6 0%	0%	0%	1%	0%	F	0.083	F	0.549	8300	G
Fort Ave	City of Lynchburg	0.57 7900	<b>G</b> 90,	% U /0	0 /6	0 /6	1 /0	0 /6	'	0.003	'	0.545	0300	G
Bus	To: From:	US 221 Oakley Av	/e											
460 (221) Fort Ave	City of Lynchburg	0.42 <b>9100</b>	<b>G</b> 979	% 1%	1%	1%	1%	0%	С	0.082	F	0.506	9600	G
Bus	To: From:	118-6029 Fort Ave	e											
460 (221) 12th St	City of Lynchburg	0.25 <b>9000</b>	<b>G</b> 979	6 1%	1%	1%	1%	0%	F	0.085	F	0.504	9500	G
	To:	Bus US 501 Campbell	Ave		-									
Bus Bus 460 (221 (501 12th St	City of Lynchburg	0.18 <b>8500</b>	<b>G</b> 969	6 1%	1%	1%	1%	0%	F	NA			9100	G
460 (221) (501) 12th St	To:	Kemper St	<b>G</b> 30,	0 1/0	1 /0	1 /0	1 /0	0 /6	'	INA			3100	ч
Bus Bus	From:	12th Street												
460 (221) (501) Kemper St	City of Lynchburg		<b>G</b> 969	6 1%	1%	1%	1%	0%	С	0.081	F	0.552	10000	G
400/221/301/	To:	Bus US 29 Lynchburg Exp	pressway											
Bus Bus	From:	US 29 Lynchburg Expre	essway											
460 501 Kemper St	City of Lynchburg	0.34 <b>8500</b>	<b>G</b> 979	6 0%	1%	1%	1%	0%	F	0.096	F	0.589	9100	G
<i></i>	To:	Campbell Ave												
Bus Bus	From:	Kemper St							_		_			_
460 501 Campbell Ave	City of Lynchburg	0.88 <b>17000</b>	<b>G</b> 979	% 0%	1%	1%	1%	0%	С	0.092	F	0.629	18000	G
Bus Bus	To: From:	Mayflower Dr												
460 501 Campbell Ave	City of Lynchburg	0.48 <b>16000</b>	<b>G</b> 979	% 0%	1%	1%	1%	0%	F	0.092	F	0.616	17000	G
<del></del>	To: From:	Florida Ave			-									
Bus Bus 460 501 Campbell Ave	City of Lynchburg	0.14 <b>19000</b>	<b>G</b> 979	6 0%	1%	1%	1%	0%	F	0.092	F	0.618	20000	G
460 501 Campbell Ave	City of Lynchburg	US 460, US 501 Richmo		6 U76	176	170	1 70	0%	Г	0.092	Г	0.010	20000	G
Bus	From:	Bus US 501	nu riwy											
460 501 Campbell Ave	City of Lynchburg		N 979	6 0%	1%	0%	2%	0%	Ν	0.106	Ν	0.685	13000	Ν
	To:	US 29, US 460												
	From:	SCL Lynchburg												
501 Campbell Ave	City of Lynchburg		<b>G</b> 979	6 0%	1%	0%	2%	0%	F	0.106	F	0.685	13000	G
901) Gampson 7110	City of Lyndhourg		<b>G</b> 0, ,	0 070		0 70	_ /0	070	•	0.100	•	0.000	10000	ŭ
Bus	To: From:	Bus US 460												
501 460 Campbell Ave	City of Lynchburg	0.15 <b>11000</b>	N 979	6 0%	1%	0%	2%	0%	Ν	0.106	Ν	0.685	13000	Ν
	To:	US 29, US 460 Richmon	nd Hwy											
~~~~	From:	US 29, US 460											· · · · · · · · · · · · · · · · · · ·	
501 (460) (29) (29)	City of Lynchburg (Maint: 15)	1.91 36000	A 939	% 0%	1%	1%	5%	0%	С	0.105	Α	0.527	37000	Α
~~ ~ ·	To	US 29, US 460 Richmon	nd Hwy		<u> </u>									
501	City of Lynchburg		G 979	6 0%	1%	1%	1%	0%	F	NA			17000	G
33.)	Combined Traffic Estimates for 2 Parallel Roadways		G							NA			NA	
	To:	SR 128 Mayflower Dr; Cand			1					, .				
		or 120 majnower Dr, Callu	171U1 IXU											

		Oity of L	yrichburg				т	1 .			1/		D:		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
						2Axle	3+Axle	1 Trail	2Trail		Factor		Factor		
Constitute Mar Bal	From:		ayflower Dr	070/	00/	10/	40/	40/	00/	_	0.000	_	0.540	44000	_
(501) (128) Candlers Mtn Rd	City of Lynchburg		000 G	97%	0%	1%	1%	1%	0%	F	0.080	F	0.513	41000	G
- Due	10: From:	Bus US 29 Lync	hburg Expressy dlers Mtn Rd	vay											
Bus (501) (29) Lynchburg Expressway	City of Lynchburg		000 N	97%	0%	0%	1%	1%	0%	Ν	0.096	N	0.538	40000	Ν
501 (29) Lynchburg Expressway	Oity of Lynchburg	0.55 36	000 11	31 /6	0 76	0 /6	1 /0	1 /0	0 /6	IN	0.030	IN	0.550	40000	IN
~~~	To: From:	Bus US 29	9 Wards Rd												
(501) Lynchburg Expressway	City of Lynchburg	1.37 <b>44</b>	000 G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.521	47000	G
<u> </u>	Tα	Rus 460 Ti	mberlake Rd												
501 Lynchburg Expressway Ext	City of Lynchburg		000 G	97%	0%	1%	1%	1%	0%	F	NA			46000	G
(301) = ,							.,-		- , -	-					-
~~·· -	From:		Mill Rd									_			
(501) Lynchburg Expressway	City of Lynchburg	1.24 <b>33</b>	000 G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.525	35000	G
<u> </u>	To	Lake	side Dr			$\neg$ $\vdash$									
501 Lynchburg Expressway	City of Lynchburg	0.31 <b>35</b>	000 G	97%	0%	1%	1%	1%	0%	С	0.082	F	0.531	37000	G
(301)	, , ,														
Company Frances	From:		Old Forest Rd	070/	00/	10/	10/	10/	00/	F	0.000	F	0.574	1.4000	_
501 Lynchburg Expressway	City of Lynchburg	1.23 <b>14</b>	000 G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.574	14000	G
	To: From:	Wiggir	igton Rd												
501 Lynchburg Expressway	City of Lynchburg	1.86 <b>13</b>	000 G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.605	14000	G
	To:	Boons	boro Rd												
~~~	From:	Lynchburg	Expressway												
501 Boonsboro Rd	City of Lynchburg	1.80 8 9	900 G	96%	1%	1%	0%	2%	0%	С	0.097	F	0.64	9400	G
$\overline{}$	To:	WCL L	ynchburg												
	From:	US	501												
[5g1] [460] [29] [29]	City of Lynchburg (Maint: 15)	1.91 36	000 A	93%	0%	1%	1%	5%	0%	С	0.105	Α	0.527	37000	Α
(381)(400) (23) (43)	To:	Bus US 501; US													
	From:	US 29, US 460													
(5β1)	City of Lynchburg	0.32 N	ΙA								NA			NA	
Coi	mbined Traffic Estimates for Parallel Roadways o	on this Route: N	ΙA								NA			NA	
	То:	SR 128 Mayflower		Itn Rd											
	From:		US 29												
591	City of Lynchburg	0.35 N	IA								NA			NA	
(SB.)	To:	US 501 Lynchl	ourg Expresswa	y											
Bus Bus	From:	IIC	460												
501 (460) Campbell Ave	City of Lynchburg		000 G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.618	20000	G
501 460 Gampbell 710	City of Lynonburg	0.14 13	000 a	01 70	0 70	1 70	1 70	1 /0	0 70	•	0.002	•	0.010	20000	G
Bus Bus	To: From:	Flori	da Ave												
501 460 Campbell Ave	City of Lynchburg	0.48 16	000 G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.616	17000	G
400)	5.c, c,g			,•	- / •		. , •	. , •	- / -	•		-			_
Bus Bus	To: From:	Mayfle	ower Dr												
501 460 Campbell Ave	City of Lynchburg	0.88 17	000 G	97%	0%	1%	1%	1%	0%	С	0.092	F	0.629	18000	G
(301)(400)	Tα		per St			TÎ.				-					
Bus Bus	From		bell Ave												
(501)(460) Kemper St	City of Lynchburg		500 G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.589	9100	G
(337)(-330)	То		Expressway								_				
		2, nenour 5													

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

Б	1				4	_		Trι	ıck		00	K	01/	Dir	A A) A/DT	
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
Bus Bus	From:		US 221													
501)(221)(460) Kemper St	City of Lynchburg	0.41	9700	G	96%	1%	1%	1%	1%	0%	С	0.081	F	0.552	10000	G
Pue Pue	To: From:	110	12th St 6027; 118-6	021												
Bus Bus 501 (221)(460)12th St	City of Lynchburg	0.18	8500	G	96%	1%	1%	1%	1%	0%	F	NA			9100	
301)(221)(460) 31						. , 0		. , 0	. , 0	0 / 0	•				0.00	
Bus	From:		Fort Ave													
Campbell Ave	City of Lynchburg	0.23	8300	G	98%	0%	1%	0%	0%	0%	F	NA			8800	(
~	To		Park Ave													
Bus 01 Langhorne Rd	City of Lynchburg	0.27	11000	G	98%	0%	1%	0%	0%	0%	F	0.078	F	0.534	11000	(
Langhome rid	Only of Eyrichburg				30 /6	0 76	1 /0	0 /6	0 /6	0 /6	'	0.076	'	0.554	11000	
Bus	To: From:	N	Iemorial Av	e												_
601 Langhorne Rd	City of Lynchburg	0.29	17000	G	98%	0%	1%	0%	0%	0%	F	0.078	F	0.574	18000	(
<i>~</i>	То		Murrell Rd													
Bus	From:				000/	20/		00/	00/	00/	_		_	0.000	4 4000	
Langhorne Rd	City of Lynchburg	1.06	13000	G	98%	0%	1%	0%	0%	0%	С	0.086	F	0.689	14000	•
Bus	To: From:		Hill St													
501 Langhorne Rd	City of Lynchburg	0.47	9600	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.686	10000	(
	To		Cranehill Dr													
Bus	From:															
Langhorne Rd	City of Lynchburg	1.37	7700	G	99%	0%	0%	0%	0%	0%	С	0.086	F	0.612	8200	(
Bus	From:		ermont Terr anghorne R													
Rivermont Terrace	City of Lynchburg	0.25	5200	G	99%	0%	0%	0%	0%	0%	F	0.09	F	0.582	5500	(
001)	To:		ivermont Av		0070	0,0		0,0	0 70	0 / 0	•	0.00	•	0.002	0000	
Bus	From:	Riv	ermont Terr	ace												
Rivermont Ave	City of Lynchburg	0.44	15000	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.577	16000	
~ <u></u>	To		Link Rd				\neg \vdash									
Bus 501 Boonsboro Rd	City of Lynchburg	0.76	13000	G	99%	0%	1%	0%	0%	0%	_	0.089	F	0.589	14000	(
Boonsboro Ha	City of Eyrichburg				99 /6	0 /6	1 /0	0 /6	0 /6	0 /6	'	0.009	'	0.569	14000	,
Bus	To: From:	Tr	ents Ferry F	Rd												_
Boonsboro Rd	City of Lynchburg	1.75	13000	G	99%	0%	1%	0%	0%	0%	С	0.098	F	0.532	13000	(
~- <i>-</i>	To:	Lynch	burg Expres	ssway												

						Oity Oi	LYTICTIO	ai g								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		From				D.	15.1				-					
(F794) Top Ridge Rd	1.16	20	R			De	ad End				NA			NA		08/22/200
1734) 17 131		Te).			15-837	Гор Ridge	Rd								
		Fron	1:			De	ead End									
(F864) Brown Haven Lane	0.12	10	R								NA			NA		08/14/200
<u> </u>		To):		1	18-6033 B	rown Have	n Lane								
Mome Dd	0.00	From	1.			US 2	9; 15-758							NIA		
(F905) Memo Rd	0.20	NA To):			D ₆	ad End				NA			NA		
		Fron	1:				ad End									
(F906) Liberty Mt Dr	0.40	3100	R			D	au Liiu				NA			NA		08/22/200
,		To):		118-603	5; Ramp F	r US 460 l	Byp Ent T	Го L							
		Fron	1:			De	ad End									
(F907) Liberty Mt Dr	0.78	2500	R								NA			NA		08/22/200
$\overline{}$		To):			FR-906	Liberty Mt	Dr								
○ p	0.00	Fron	1:			FR-907	Liberty Mt	Dr								
(F907) Ramp	0.06	NA To	,			т	JS 460				NA			NA		
		Fron	1													
(F975) Chetnut Creek Dr	0.46	160	`L			De	ead End				NA			NA		07/31/2007
(F975) Chethut Creek Dr	0.10	To):			De	ad End				Ti``					017017200
		Fron	1:				Meadow D)r								
1 Pawnee Dr	0.86	370	G	98%	1%	1%	0%	0%	0%	F	NA			390	G	2014
\bigcup		To):			San	dusky Dr									
		From	1"			Cl	nurch St									
(2) 9th St	0.18	1200	G	98%	1%	1%	0%	0%	0%	С	0.133	F	0.536	1300	G	2014
		Te),				ferson St									
Alta Lane	0.85	2200	G G	99%	1%	Del I 0%	Ray Circle 0%	0%	0%	С	0.110	F	0.566	2300	G	2014
3 Alta Lane	0.65	2200	, G	99 /o	1 /0		s Ferry Rd		0 /6		0.110	'	0.500	2300	G	2014
		Fron	1:				sville Rd	,								
4 Del Ray Circle	0.16	2300	G	99%	1%	0%	0%	0%	0%	F	0.103	F	0.545	2500	G	2014
,		To):				lta lane									
		Fron	1:			Pa	ırk Ave									
5 8th St	0.59	1600	G	96%	1%	3%	0%	0%	0%	С	0.09	F	0.579	1700	G	2014
$\overline{}$		To):			C	ourt St									
O		Fron	1:	2221		1US 501 R										
6 Langhorne Rd	0.16	2100 To	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.789	2200	G	2014
		Fron	1:				illa Rd shorne Rd									
6 Villa Rd	0.12	1900	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.781	2100	G	2014
<u> </u>		To):			Rive	rmont Ave									
		Fron					460 Fort A									
7 Long Meadow Dr	0.73	1800	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.566	1900	G	2014
		To):				wnee Dr									
O Ct	0.70	Pron	Щ_	070/	00/		mont Ave	10/	00/			_	0.000	0500	_	0014
8 Sussex St	0.79	2400 Tr	G	97%	0%	1%	1% thorne Rd	1%	0%	F	0.102	F	0.666	2500	G	2014
		Fron	1:		D-	ntrance to		ivercity								
9 University Blvd	0.42	11000	G	93%	3%	4%	0%	0%	0%	С	0.084	F	0.841	12000	G	2014
.,		To):				Mountain		- / -			-				
		Fron	1:				Concord 7									
(10) Pleasant Valley Rd	0.52	650	G	94%	1%	1%	3%	1%	0%	F	0.118	F	0.514	690	G	2014
\bigcirc		T	-			Urhai	Boundary	7			\neg —					
(10) Pleasant Valley Rd	0.13	650 From	N	94%	1%	1%	3%	1%	0%	N	0.118	Ν	0.514	690	Ν	2014
		To				Functions	l Class Ch	ange								

						City of Lync	hburg								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		From				F : 101	CI								
10 Pleasant Valley Rd	0.15	650	N	94%	1%	Functional Class		0%	N	0.118	N	0.514	690	N	2014
10 Pleasant Valley Rd	0.10	To		0.170	170	ECL Lynchburg		070			.,	0.011	000		2011
		From				C1US 50									
6001) V E S Rd	0.92	2500	G	97%	1%	2% 0%		0%	С	0.108	F	0.575	2700	G	2014
		To				Williams	Rd								
		From	1			Boonsboro	Rd								
6002 Trents Ferry Rd	1.88	1800	G	99%	1%	0% 0%	6 0%	0%	С	0.106	F	0.703	1900	G	2014
$\overline{}$		To				Bedford Coun	ty Line								
		From				Old Forest									
6003 Link Rd	0.78	9000	G	99%	0%	1% 0%		0%	F	0.085	F	0.61	9600	G	2014
<u> </u>		To: From:				Cranehill Cranehill									
6003) Link Rd	1.32	6900	G	99%	0%	1% 0%		0%	С	0.085	F	0.588	7400	G	2014
0000		To				Rivermont									
		From:				Old Forest	Rd								
Wiggington Rd	1.04	4300	G	99%	0%	0% 0%		0%	F	0.09	F	0.642	4600	G	2014
$\overline{}$		To				Lynchburg	Exp			_					
Wiggington Rd	0.76	3700 From:	G	99%	0%	0% 0%		0%	С	0.107	F	0.671	3900	G	2014
		To				Chadwick									
6004) Wiggington Rd	1.82	1700 From:	G	99%	0%	0% 0%		0%	F	0.115	F	0.725	1800	G	2014
6004) 11.999		To		0070	0 70	Hawkins M		0,0	•		•	00	.000	<u> </u>	
		From				Wiggington									
6004 Hawkins Mill Rd	0.36	1800	G	99%	0%	0% 0%		0%	С	0.114	F	0.537	1900	G	2014
<u> </u>		To: From:				Coffee R Hawkins Mi									
6004) Coffee Rd	0.89	2100	G	99%	0%	0% 0%		0%	F	0.105	F	0.527	2200	G	2014
6004) 661166 114	0.00	 		0070	0 70			070			•	0.027	2200	ū	
Coffee Rd	0.33	3500 From	G	99%	0%	Walnut Hollo		0%	F	0.109	F	0.648	3700	G	2014
Good Coffee Rd	0.00	To:	Ĕ	0070	0 70	US 501 Boons		070		0.100	•	0.040	0700	u	2017
		From:				US 460 Bus F									
Graves Mill Rd	0.60	6200	G	97%	0%	1% 19		0%	F	0.111	F	0.531	6600	G	2014
00009		To													
Graves Mill Rd	0.66	5100	G	97%	0%	Old Mill 1 1% 19		0%	F	0.124	F	0.53	5400	G	2014
Graves Mill Rd	0.00	0100		07.70	0 70						•	0.00	0.100	ū	
Graves Mill Rd	0.27	8900	G	97%	Λ0/	Nationwide 1% 19		0%	F	0.116	F	0.60	0500	G	2014
Graves Mill Rd	0.27	0900		91 /0	0%	1% 1%	0 1/0	0 /6	'	0.110	•	0.68	9500	G	2014
O Mill D.I	0.40	From:	<u> </u>	070/		5 501 Lynchburg		00/				0.50	07000		004.4
Graves Mill Rd	0.18	25000	G	97%	0%	1% 1%	6 1%	0%	С	0.097	F	0.53	27000	G	2014
<u> </u>		From:				Old Graves M									
6009 Graves Mill Rd	1.04	20000	G	97%	0%	1% 19		0%	F	0.100	F	0.518	22000	G	2014
<u> </u>		To				WCL Lynchburg	99-1425								
Okamak Ok	0.00	From	<u> </u>	000/	40/	Pearl S		00/			_		4400	0	004.4
6012 Church St	0.23	3900	G	96%	1%	2% 0%	6 1%	0%	С	0.118	F		4100	G	2014
<u> </u>		From				12th St				_					
6012 Church St	0.47	6400	G	98%	1%	1% 0%	6 1%	0%	F	0.098	F		6800	G	2014
<u> </u>		To: From:				5th St									
Rivermont Ave	0.90	13000	G	98%	1%	1% 0%		0%	С	0.094	F	0.571	14000	G	2014
<u> </u>		To: From:	<u> </u>			Bedford Ave									
6012) Bedford Ave	0.96	4000	G	95%	1%	Rivermont Av 2% 19		0%	С	0.092	F	0.506	4300	G	2014
6012 Bediord Ave	0.00	To:	Ĕ	20/0	. 70	Rivermont Av		0,0		7.002	•	5.000	1000	~	_517
		From:				Bedford Ave									
6012) Rivermont Ave	1.01	14000	G	95%	1%	2% 1%		0%	F	0.099	F	0.512	15000	G	2014
\ /		To	1			Rivermont T	errace								
											_				
		From				Bedford Ave	W Int								
6020) Rivermont Ave	0.96	7900	G	95%	1%		W Int	0%	F	0.096	F	0.607	8400	G	2014

						City of Lyfichia									
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg															
Halling Mill Pd	1 16	2000	᠆	0E9/	10/	Bedford Ave		09/	F	0.000	_	0.572	4200	G	2014
6022 Hollins Mill Rd	1.16	3900		95%	1%	2% 1%	2%	0%	Г	0.089	F	0.573	4200	G	2014
<u> </u>	0.40	From	Ļ	050/	40/	Hollins St	201	00/				0.550	4700		0044
6022 Federal St	0.40	4400 _{To}	G	95%	1%	2% 1%	2%	0%	F	0.088	F	0.558	4700	G	2014
		From				5Th St									
Murrell Rd	0.37	9200	G	95%	1%	Lakeside Dr 2% 1%	2%	0%	F	0.089	F	0.717	9700	G	2014
6023 Murrell Rd	0.07	3200		33 /6	1 /0	Langhorne Ro		0 70	'	0.003	•	0.717	3700	u	2017
		From				Kemper St				1					
(6027) 12th St	0.80	8000	G	97%	0%	2% 0%	0%	0%	F	0.083	F	0.518	8500	G	2014
		To				Clay St									
6027) 12th St	0.25	6800 From	G	97%	0%	2% 0%	0%	0%	F	0.094	F	0.612	7200	G	2014
6027)	0.20	To	Ť	0.70	0 70	Commerce S		0 70	•		•	0.0.2	00	<u>.</u>	
		From				5Th St									
6028) Commerce St	0.33	4400	G	97%	0%	2% 0%	0%	0%	F	0.107	F	0.671	4700	G	2014
		To				10Th St									
6028) Commerce St	0.30	3700 From	G	97%	0%	2% 0%	0%	0%	F	0.122	F	0.758	3900	G	2014
6028)		To	Ť			Main St								-	
		From				Wadsworth A	ve						,		
6029 Fort Ave	0.43	5500	G	97%	0%	2% 0%	0%	0%	F	NA			6000	G	2014
		Te				Kemper St									
6029 Park Ave	0.28	5100	G	97%	0%	2% 0%	0%	0%	F	NA			5500	G	2014
0029		To												-	
6029 Park Ave	0.36	3600	G	97%	0%	9Th St 2% 0%	0%	0%	F	0.094	F	0.559	3800	G	2014
Park Ave	0.50	To	_	31 /6	0 76	5Th St	0 78	0 /6	'	0.034	'	0.559	3000	u	2014
		From				Oakley Ave				l					
6031) Lakeside Dr	0.41	13000	G	97%	0%	2% 0%	0%	0%	F	0.091	F	0.687	13000	G	2014
0031) =0	••••	To												-	
6031 Lakeside Dr	0.34	5400 From	G	97%	0%	Murrell Rd 2% 0%	0%	0%	С	0.093	F	0.543	5800	G	2014
(6031) Lakeside Dr	0.04	3400		31 76	0 70			0 70		0.000	•	0.545	3000	u	2017
Port Ave	0.06	From	<u> </u>	070/	10/	Memorial Av		00/					7500		201.4
6031 Park Ave	0.36	7100	G	97%	1%	2% 0%	0%	0%	F	NA			7500	G	2014
		From				C1US 501	Ц								
₆₀₃₁ Park Ave	0.35	12000	G	97%	0%	2% 0%	0%	0%	F	NA			13000	G	2014
\bigcirc		To			Ţ	JS 221; 118-6027:1	2Th St								
_		From				Florida Ave									
6032) Main St	0.25	2200	G	97%	1%	2% 0%	0%	0%	F	0.094	F	0.629	2400	G	2014
\smile		To				Lynchburg Expres									
6032) Main St	0.28	7400	G	97%	1%	Lynchburg Ex	р 0%	0%	F	0.083	F	0.712	7900	G	2014
(6032) Main St	0.20	7400		91 /6	1 /0		0 /6	0 /6	'	0.003	'	0.712	7 900	G	2014
-		From	<u> </u>	070/	40/	12Th St	20/	00/			_		0000	_	201.4
Main Ot		6500	G	97%	1%	2% 0%	0%	0%	F	0.097	F		6900	G	2014
6032 Main St	0.55	To				5Th St									
6032 Main St	0.55	To													
		From		070/	10/	Campbell Av		00/		0.009	_	0.627	4400	G	201.4
	1.28		G	97%	1%	Campbell Av	e 0%	0%	С	0.098	F	0.627	4400	G	2014
6033) Florida Ave	1.28	4200 Te				2% 0% Augusta St	0%								2014
6033) Florida Ave		4200 Te From 3100	G G	97%	1%	2% 0% Augusta St 2% 0%		0%	C	0.098	F	0.627 0.663	4400 3300	G G	
6033) Florida Ave	1.28	4200 From 3100				2% 0% Augusta St 2% 0% Main St	0%								
6033) Florida Ave	1.28	4200 To From 3100 To From From From From From From From Fro	G	97%	1%	2% 0% Augusta St 2% 0% Main St Florida Ave	0%	0%	F	0.104	F	0.663	3300	G	2014
6033) Florida Ave	1.28	4200 From 3100				2% 0% Augusta St 2% 0% Main St Florida Ave 1% 0%	0%								2014
6033) Florida Ave	1.28	4200 To From 3100 To From 1100 To T	G	97%	1%	2% 0% Augusta St 2% 0% Main St Florida Ave 1% 0% ECL Lynchbu	0% 0% 0%	0%	F	0.104	F	0.663	3300	G	2014
6033 Florida Ave	1.28	4200 3100 To From 1100	G	97%	1%	2% 0% Augusta St 2% 0% Main St Florida Ave 1% 0%	0% 0% 0%	0%	F	0.104	F	0.663	3300	G	2014

						City of Ly	nchburg								
Route	Length	AADT	QA	4Tire	Bus		Truck -Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg															
Consillar Mars Del	0.74	4 4000	<u> </u>	000/		amp From US		00/			_	0.540	15000	_	0014
6035 Candler Mtn Rd	0.74	14000	G	99%	0%	0% SR 128; Mayf	0% 0%	0%	F	0.086	F	0.542	15000	G	2014
		From:													
6036) Clay St	0.50	2000	G	95%	0%	5Th	1% 1%	0%	С	0.1	F	0.595	2100	G	2014
<u> </u>		From:	<u> </u>			12Th				<u> </u>					
6036 Grace St	0.88	3500 To	G	98%	1%		1% 0%	0%	С	0.103	F	0.668	3800	G	2014
			<u> </u>			Florida									
Ota di una Du	0.00	From:	<u> </u>	000/	10/	Wyth		00/	F		_	0.505	0100	_	0014
6037 Stadium Dr	0.38	5700	G	98%	1%		1% 0%	0%		0.103	F	0.585	6100	G	2014
			<u> </u>			Carroll									
N/Labor Ca	0.07	From:		050/	00/	Fort A		00/			_	0.504	0000	_	0014
6038 Wythe St	0.27	8500 To:	G	95%	2%		1% 1%	0%	С	0.105	F	0.524	9000	G	2014
			<u> </u>			Stadiu	m Dr								
<u> </u>	•	From:	ــــــــــــــــــــــــــــــــــــــ	0000		Stadiu				_ 	_	0 = ::		_	
₆₀₄₀ James St	0.22	3300	G	96%	2%		1% 1%	0%	С	0.100	F	0.541	3500	G	2014
		To:	<u> </u>			Carroll	Ave								
$\overline{}$		From:				Langhor					_			_	
6042 Cranehill Dr	1.04	1800	G	98%	1%	1%	0% 0%	0%	С	0.117	F	0.742	1900	G	2014
\smile		To	Щ_			Link	Rd								
_		From:				US 501 NW 1	Expressway								
6044) Old Forest Rd	0.94	20000	G	98%	1%	1%	0% 0%	0%	F	0.086	F	0.509	21000	G	2014
		To	_			Forrest Br	rook Rd								
Old Forest Rd	0.45	21000	G	98%	1%		0% 0%	0%	С	0.084	F	0.515	23000	G	2014
6044	0.10	2.000			1 /0						•	0.010	20000	G	2011
O 0115 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2.04	From	<u> </u>		40/	Link						0.500	10000		0011
Old Forest Rd	0.21	15000	G	98%	1%	1%	0% 0%	0%	F	0.092	F	0.530	16000	G	2014
		To: From:				Linkhor									
6044) Old Forest Rd	1.61	8000	G	98%	1%	1%	0% 0%	0%	F	0.093	F	0.569	8500	G	2014
		To:				Lakesio	de Dr								
		From:				Oakda	le Dr								
Greenwood Dr	0.38	3000	G	97%	1%	2%	0% 0%	0%	С	0.103	F	0.710	3200	G	2014
\bigcirc		To	_			Perrymo	nt Ava			\neg —					
6045) Thomas Dr	0.71	4100 From:	G	97%	1%		0% 0%	0%	F	0.095	F	0.628	4400	G	2014
6045) · · · · · · · · · · · · · · · · · · ·	• • • • • • • • • • • • • • • • • • • •		<u> </u>		. , ,	= / 0	0,0				•	0.020		.	_0
Dishmand Dd	0.05	From:	_	070/	10/	Langhorr		00/		\dashv			0000		0014
Richmond Rd	0.35	3700	G	97%	1%		0% 0%	0%	С	NA NA			3900	G	2014
_		10.	\sqsubseteq			Oakley				<u> </u>					
0	<u> </u>	From:	<u> </u>	0761	401	Greenwo					_	0.050	0000	^	0011
6046 Sandusky Dr	0.77	3000	G	97%	1%	2%	0% 0%	0%	С	0.102	F	0.658	3200	G	2014
<u>~</u>		To- From:				Pawne	e Dr			\Box —	—				
6046) Sandusky Dr	0.49	4600	G	97%	2%	1%	0% 0%	0%	С	0.095	F	0.501	4900	G	2014
\smile		To				Fort A	Ave								
		From:		·		US 29 Bus	Fort Ave								
6048) Perrymont Ave	0.84	3700	G	98%	1%		0% 0%	0%	С	0.094	F	0.508	3900	G	2014
\bigcirc		To				Greenwo	ood Dr								_
		From:				Lynchburg E	xpressway								
6050 Odd Fellows Rd	0.60	7500	G	82%	2%		4% 8%	0%	F	0.093	F	0.597	7900	G	2014
		То	_												
6050 Odd Fellows Rd	0.67	1300 From:		82%	2%	Mayflov 4%		0%	С	0.119	F	0.632	1400	G	2014
6050) Odd Fellows Rd	0.07	1300 To:	G	0270	Z-70	H% Dead		U 7/0		0.119	Г	0.032	1400	G	2014
			<u> </u>												
0		From:	<u> </u>	0000	001	12Th		201			_	0.500	40000	^	0011
₆₀₅₂ Campbell Ave	0.33	9600	G	98%	0%	1%	0% 0%	0%	С	0.085	F	0.568	10000	G	2014
		From				17Th	St								
(6052) Campbell Ave	0.41	9700	G	98%	0%	1%	0% 0%	0%	F	0.086	F	0.63	10000	G	2014

						City of	Lynchbur	ď								
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		From														
6054) Fenwick Dr	0.23	3400 _{To}	G	99%	0%	0%	460 Fort Av 0% ffield Dr	0%	0%	F	0.104	F	0.511	3600	G	2014
(6054) Sheffield Dr	0.73	3100	G	99%	0%	Fen 0%	wick Dr 0%	0%	0%	С	0.126	F	0.501	3300	G	2014
<u> </u>		To	1			SR 163	Wards Rd									
Gose Greenview Dr	1.29	18000 To	G	98%	0%	1%	Lynchburg 0% sville Rd	0%	0%	С	0.086	F	0.515	19000	G	2014
		From	1				Lynchburg				1					
(6066) Leesville Rd	1.14	7700	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.514	8200	G	2014
6066) Leesville Rd	1.15	7400 From	G	98%	1%	1%	orth St 0% erlake Rd	0%	0%	С	0.1	F	0.572	7900	G	2014
		From	:		(CBusUS 46	60 Logans L	Lane								
(6070) Wards Ferry Rd	1.29	11000	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.540	11000	G	2014
(6070) Wards Ferry Rd	1.06	9700 From	G	99%	0%	0%	0% Wards Rd	0%	0%	С	0.097	F	0.521	10000	G	2014
		From				Wards	Ferry Rd									
(6071) Harvard St	0.08	180 To	G	97%	0%	1% Colleg	1% ge Park Dr	1%	0%	F	0.109	F	0.667	190	G	2014
\sim		From					erlake Rd									
(6072) Old Graves Mill Rd	1.70	10000	G	97%	0%	1%	1%	1%	0%	С	0.099	F	0.682	11000	G	2014
		10	1				s Mill Rd									
6073 McConville Rd	1.80	4800 To	G	99%	0%	0%	os Mill Rd 0% ndale Dr	0%	0%	С	0.113	F	0.504	5100	G	2014
		From					onville Rd									
6073 Wyndale Dr	0.24	4300 To	G	99%	1%	0%	0% eside Dr	0%	0%	С	0.108	F	0.591	4600	G	2014
		From					nk Rd									
(6074) Evergreen Rd	0.33	2100	G	99%	0%	0%	0%	0%	0%	F	NA			2200	G	2014
		To					n Hill Rd									
(6074) Indian Hill Rd	0.98	1800	L	99%	0%	Ever	green Rd 0%	0%	0%	F	0.105	F	0.684	2000	G	2014
6074 Malari Tilli Tid	0.00	To	Ť	00 70	0 70		Bridge Rd	0 70	070	•	0.100		0.004	2000	ď	2014
<u> </u>	0.0=	From		0000	0-1	India	n Hill Rd	201	251			_	0.000	1=00		0011
6074 Burnt Bridge Rd	0.97	1600 _{To}	G	99%	0%	0%	0% , Boonsbore	0%	0%	С	0.100	F	0.602	1700	G	2014
		From	1		1		mond St	. Ku								
(6075) Langhorne Lane	0.34	2000	G	99%	0%	0%	0%	0%	0%	С	0.092	F	0.532	2100	G	2014
0 1 11		To					don St						-		-	
Fiden Ct	0.07	From		000/	00/		orne Lane	00/	00/		0.100	_	0.600	2200	6	2014
6075 Eldon St	0.07	2200 To	G	99%	0%	0% Mem	0% orial Ave	0%	0%	F	0.100	F	0.603	2300	G	2014
		From	-				Forest Rd									
6076 Linkhorne Rd	0.59	5400 _{то}	G	99%	0%	0%	0% nehill Dr	0%	0%	F	0.096	F	0.503	5700	G	2014
		From	1				Th St									
6077) Jefferson St	0.41	560	G	99%	0%	0%	0% ord Tpke	0%	0%	F	NA			600	G	2014
		From	1				ain St				i					
(6078) Washington St	0.11	1800 To	G	91%	0%	2%	2% erson St	5%	0%	F	0.104	F	0.616	1900	G	2014
6078 Concord Tpke	1.66	1600 From	G	91%	0%	2%	2% kwell Rd	5%	0%	F	0.096	F	0.639	1700	G	2014
						Roci	cii itu									

						City Oi	Lynchbu	ırg								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	_		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg																
G078 Concord Tpke	1.07	1500	L	91%	0%	2%	kwell Rd 2%	5%	0%	С	0.104	F	0.647	1600	G	2014
Concord Tpke	1.07	To	Ť	0170	0 70		S 460	0 70	0 70		10-1	•	0.047	1000	u	2017
		From				12	2Th St									
6080) Court St	0.50	1400	G	91%	0%	2%	2%	5%	0%	F	0.12	F	0.521	1500	G	2014
$\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}_{\mathcal{L}}}}}}}}}}$		То				5	Th St									
Carract Drawle Del	0.00	From	_	070/	10/		eside Dr	10/	00/	0	0.107	_	0.507	F000	•	0014
Forest Brook Rd	0.92	4700 To	G	97%	1%	1%	1% Forest Rd	1%	0%	С	0.107	F	0.597	5000	G	2014
		From					Forest Rd									
Hill St	0.58	5700	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.673	6000	G	2014
		To				Lang	horne Rd									
		From				Fo	ort Ave									
Edgewood Ave	0.73	2000	G	99%	0%	0%	0%	0%	0%	С	0.095	F	0.509	2200	G	2014
		To	1				ards Rd									
4th St		100	G			W	ise St				0.155	F		110	G	2014
701 0 0		To				Mo	onroe St					•		110	J	2014
		From	4				ork St				ĺ					
Caroline St		650	G								0.11	F	0.645	690	G	2014
		To				Cha	mbers St									
		From	<u> </u>			Car	roline St									
Chambers St		920 To	G			2	N1 C4				0.103	F	0.569	980	G	2014
		From	<u> </u>				Nd St									
Clayton Ave		480	G			Morn	ingside Dr				0.117	F	0.617	510	G	2014
o.ayto/tio		To	Ť			Spott	swood Pl					•	0.0	0.0		
		From	1			Be	rkley Pl									
Danridge Dr		1300	G								0.088	F	0.535	1400	G	2014
		To				Crai	gmont Dr									
Frata varia a Du		From	<u> </u>			15	5-1520							14000	0	001
Enterprise Dr		14000	G			Redford	County Li	ine			NA			14000	G	2014
		From					land Ave	inc								
Fairview Ave		280	G			Mary	land Ave				0.13	F	0.513	300	G	2014
		To				Ma	ickel St									
		From				Ridg	eway Dr									
Fleetwood Dr		1200	G								0.100	F	0.627	1200	G	2014
		То					wood Dr									
Georgia Ave		From				Cam	pbell Ave				0.101	F	0.539	240	G	2014
Georgia Ave		220	G			Nev	ada Ave				0.101	Г	0.559	240	G	2012
		From					Oak Lane									
Gorman Dr		290	G			Gien	Oak Lanc				0.143	F	0.505	310	G	2014
		To	1			North	nwood Cir									
		From				Montg	gomery Rd									
Hawthorne Rd		140	G								0.151	F	0.75	150	G	2014
		To	1				dcrest Dr									
Hayes Dr		130	G			Rhe	onda Dr				0.134	F	0.619	130	G	2014
Hayes DI		To				Crav	wford Dr				0.134	Г	0.019	130	G	2012
		From	1				nts Ferry F	Rd								
John Scott Dr		460	G	97%	2%	1%	0%	1%	0%	С	NA			500	G	2014
		To					ad End									
		From				Mo	sby Ave									
Leyburn Ave		220	G								0.128	F	0.734	230	G	2014
		To	1			Sa	ckett St									

						City of Lynchburg							
Route	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Lynchburg													
		From				Bell Tavern Rd							
Locksview Dr		820	G			N HH C		0.103	F	0.528	880	G	2014
						Norvell House Ct							
Mandand Ava		From:				Craig St		0.110	F	0.000	070	G	0014
Maryland Ave		250 To:	G			Fairview Ave		0.118	Г	0.622	270	G	2014
		From:											
McKinney Ave		260	G			Clarke St		0.130	F	0.589	280	G	2014
Working 7.vc		To:				Dodd St		1	•	0.000	200	u	201
		From:				Burnt Bridge Rd							
Mimosa Dr		750	G			Burnt Bridge Ru		0.099	F	0.555	800	G	2014
		To:				Woodcrest Dr							-
		From:				McGuffey Lane							
Morningside Dr		470	G					0.227	F	0.726	500	G	2014
		To:				Eastwood Lane							
		From:				Westview Dr							
Myrtle St		540	G					0.127	F		570	G	2014
		To:				Toledo Ave							
		From:				Oakridge Blvd							
New Hampshire Ave		340	G					0.109	F	0.507	360	G	2014
		To:				Tremont St							
		From:				McKinney Ave							
Oxford St		330	G					0.101	F	0.615	350	G	201
		To:				Radcliffe Ave							
		From				Hillcrest Rd							
Page St		2600	G					0.106	F	0.829	2800	G	201
		To				2Nd St							
5		From:				Tremont St		<u></u>	_				
Rhode Island Ave		140	G					0.143	F	0.698	150	G	2014
		10.				Fort Ave							
0 1315		From:				Rhonda Dr			_	0.000	400	•	004
Sanhill Dr		450 To:	G					0.157	F	0.629	480	G	2014
						Apache Lane							
Taura Aug		From:				Campbell Ave			_	0.570	000	_	004
Texas Ave		290 To:	G			N 1 4		0.135	F	0.579	300	G	201
						Nevada Ave							
Manua A		From:	_			Wingfield Ave			_	0.000	100	_	004
Warren Ave		170	G			D 4		0.120	F	0.636	180	G	2014
		To:				Perry Ave							