

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.

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

- North
 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
-  US Route
-  Virginia State Route
-  Frontage Road (F precedes frontage route number)
-  Secondary Route

Special Routes

-  Bus - Business Route
 Bypass - Bypass Route
 Truck - Truck Route
 ALT - Alternate Route
 Wve - Wve 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 Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Traffic Engineering Division
2014
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Lynchburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: SCL Lynchburg															
29 460 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: Candler Mountain Rd															
29 460 29	City of Lynchburg (Maint: 15)	0.49	36000	G	93%	0%	1%	1%	5%	0%	F	0.098	F	0.609	37000	G
	From: US 501															
29 460 29 501	City of Lynchburg (Maint: 15)	1.91	36000	A	93%	0%	1%	1%	5%	0%	C	0.105	A	0.527	37000	A
	To: US 501 Campbell Ave															
	From: Functional Class Change															
29 460 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: US 29															
	From: SCL Lynchburg															
29	City of Lynchburg (Maint: 15)	0.33	16000	G	89%	1%	1%	1%	9%	1%	F	0.092	F	0.511	15000	G
	To: NCL Lynchburg															
	From: SCL Lynchburg															
29 460 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: Candler Mountain Rd															
29 460 29	City of Lynchburg (Maint: 15)	0.49	36000	G	93%	0%	1%	1%	5%	0%	F	0.098	F	0.609	37000	G
	From: US 501															
29 460 29 501	City of Lynchburg (Maint: 15)	1.91	36000	A	93%	0%	1%	1%	5%	0%	C	0.105	A	0.527	37000	A
	To: Bus US 501; US 501 Campbell Ave															
Bus 29 Wards Rd	City of Lynchburg	1.64	39000	G	97%	0%	0%	1%	1%	0%	C	0.078	F	0.513	41000	G
	To: US 501 Lynchburg Expressway; SR 163															
Bus 29 501 Lynchburg Expressway	City of Lynchburg	0.33	38000	N	97%	0%	0%	1%	1%	0%	N	0.096	N	0.538	40000	N
	From: US 501, SR 128 Candler's Mountain Rd															
Bus 29 Lynchburg Expressway	City of Lynchburg	1.33	38000	G	97%	0%	0%	1%	1%	0%	F	0.096	F	0.538	40000	G
	To: Odd Fellows Rd															
Bus 29 Lynchburg Expressway	City of Lynchburg	1.46	38000	G	97%	0%	0%	1%	1%	0%	F	0.094	F	0.538	39000	G
	From: Kemper Street															
Bus 29 Lynchburg Expressway	City of Lynchburg	1.02	37000	G	97%	0%	0%	1%	1%	0%	F	0.092	F	0.526	38000	G
	To: Main Street															
Bus 29 Lynchburg Expressway	City of Lynchburg	0.22	29000	G	97%	0%	0%	1%	1%	0%	F	0.085	F	0.678	30000	G
	To: Amherst County Line															
	From: SR 163 Wards Rd															
128 Candler Mt Rd	City of Lynchburg	0.26	18000	G	91%	2%	1%	2%	4%	0%	F	NA		19000	G	
	To: Bus US 29, US 501 Lynchburg Expwy															
	From: RT 501 W															
128 501 Candler's Mtn Rd	City of Lynchburg	0.43	39000	G	97%	0%	1%	1%	1%	0%	F	0.080	F	0.513	41000	G
	To: RT 501 E															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
128 Mayflower Dr	City of Lynchburg	1.30	7100	G	91%	2%	1%	2%	4%	0%	C	0.092	F	0.639	7500	G
128 Mayflower Dr	City of Lynchburg	1.48	2000	G	95%	1%	1%	3%	1%	0%	C	0.102	F	0.659	2100	G
163 Wards Rd	City of Lynchburg	0.44	17000	G	98%	0%	1%	0%	0%	0%	F	NA		18000	G	
163 Wards Rd	City of Lynchburg	0.42	27000	G	98%	0%	1%	0%	0%	0%	F	NA		28000	G	
163 Bus 460 Fort Ave	City of Lynchburg	1.19	21000	G	98%	0%	1%	0%	0%	0%	C	0.083	F	0.536	22000	G
163 Memorial Ave	City of Lynchburg	0.60	11000	G	99%	0%	1%	0%	0%	0%	C	0.079	F	0.643	11000	G
163 Memorial Ave	City of Lynchburg	0.47	12000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.505	13000	G
163 Memorial Ave	City of Lynchburg	0.33	12000	G	99%	0%	1%	0%	0%	0%	F	NA		13000	G	
163 5th St	City of Lynchburg	0.17	14000	G	99%	0%	1%	0%	0%	0%	F	NA		15000	G	
163 5th St	City of Lynchburg	0.26	13000	G	99%	0%	1%	0%	0%	0%	F	NA		14000	G	
163 5th St	City of Lynchburg	0.27	12000	G	98%	0%	0%	0%	1%	0%	F	NA		13000	G	
163 5th St	City of Lynchburg	0.38	12000	F	98%	0%	1%	0%	0%	0%	C	0.085	F	0.546	13000	F
163 5th St	City of Lynchburg	0.57	14000	F	98%	0%	0%	0%	1%	0%	C	0.093	F	0.632	14000	F
163 North Ramp	City of Lynchburg	0.09	NA									NA		NA		
221 Lakeside Dr	City of Lynchburg	0.53	28000	G	99%	0%	0%	0%	0%	0%	C	0.091	F	0.56	30000	G
221 Lakeside Dr	City of Lynchburg	0.94	16000	G	99%	0%	0%	0%	0%	0%	F	NA		17000	G	
221 Lakeside Dr	City of Lynchburg	1.52	13000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.572	14000	G

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
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: Oakley Ave																
From: 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
To: Bus US 29 Memorial Ave																
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
To: Bus US 460 Fort Ave																
From: Bus US 460 Oakley Ave 221 460 Fort Ave	City of Lynchburg	0.42	9100	G	97%	1%	1%	1%	1%	0%	C	0.082	F	0.506	9600	G
To: 118-6029 Fort Ave																
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
To: Bus US 501 Campbell Ave																
From: Bus US 501 Campbell Ave 221 460 501 12th St	City of Lynchburg	0.18	8500	G	96%	1%	1%	1%	1%	0%	F	NA		9100	G	
To: Kemper St																
From: Kemper St 221 460 501 Kemper St	City of Lynchburg	0.41	9700	G	96%	1%	1%	1%	1%	0%	C	0.081	F	0.552	10000	G
To: US 29 Lynchburg Expressway																
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: Candler Mountain Rd																
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																
From: US 501 460 29 29 501	City of Lynchburg (Maint: 15)	1.91	36000	A	93%	0%	1%	1%	5%	0%	C	0.105	A	0.527	37000	A
To: Bus US 501; US 501 Campbell Ave																
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: US 29																
From: US 29 460 Richmond Hwy	City of Lynchburg (Maint: 15)	0.11	25000	N	93%	0%	1%	1%	4%	0%	N	0.090	N	0.526	26000	N
To: ECL Lynchburg																
From: WCL Lynchburg Bus 460 Timberlake Rd	City of Lynchburg	0.62	30000	G	98%	0%	0%	0%	1%	0%	F	0.084	F	0.526	31000	G
To: Old Graves Mill Rd																
From: Old Graves Mill Rd Bus 460 Timberlake Rd	City of Lynchburg	1.14	24000	G	98%	0%	0%	0%	1%	0%	F	0.082	F	0.521	26000	G
To: Leesville Rd																
From: Leesville Rd Bus 460 Timberlake Rd	City of Lynchburg	0.37	32000	G	98%	0%	0%	0%	1%	0%	F	0.085	F	0.577	34000	G
To: US 501 Lynchburg Expressway																
From: US 501 Lynchburg Expressway Bus 460 Fort Ave	City of Lynchburg	1.15	17000	G	98%	0%	0%	0%	1%	0%	F	0.087	F	0.557	18000	G
To: Bus US 29 Wards Rd																

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 460 163 Fort Ave	From: Wards Rd City of Lynchburg To: Memorial Ave	1.19	21000	G	98%	0%	1%	0%	0%	0%	C	0.083	F	0.536	22000	G
Bus 460 Fort Ave	From: Bus US 29 Memorial Ave City of Lynchburg To: US 221 Oakley Ave	0.57	7900	G	98%	0%	0%	0%	1%	0%	F	0.083	F	0.549	8300	G
Bus 460 221 Fort Ave	From: US 221 Oakley Ave City of Lynchburg To: 118-6029 Fort Ave	0.42	9100	G	97%	1%	1%	1%	1%	0%	C	0.082	F	0.506	9600	G
Bus 460 221 12th St	From: 118-6029 Fort Ave City of Lynchburg To: Bus US 501 Campbell Ave	0.25	9000	G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.504	9500	G
Bus 460 221 501 12th St	From: Bus US 501 Campbell Ave City of Lynchburg To: Kemper St	0.18	8500	G	96%	1%	1%	1%	1%	0%	F	NA		9100	G	
Bus 460 221 501 Kemper St	From: Kemper St City of Lynchburg To: 12th Street	0.41	9700	G	96%	1%	1%	1%	1%	0%	C	0.081	F	0.552	10000	G
Bus 460 501 Kemper St	From: Bus US 29 Lynchburg Expressway City of Lynchburg To: US 29 Lynchburg Expressway	0.34	8500	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.589	9100	G
Bus 460 501 Campbell Ave	From: Campbell Ave City of Lynchburg To: Kemper St	0.88	17000	G	97%	0%	1%	1%	1%	0%	C	0.092	F	0.629	18000	G
Bus 460 501 Campbell Ave	From: Mayflower Dr City of Lynchburg To: Florida Ave	0.48	16000	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.616	17000	G
Bus 460 501 Campbell Ave	From: Florida Ave City of Lynchburg To: US 460, US 501 Richmond Hwy	0.14	19000	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.618	20000	G
Bus 460 501 Campbell Ave	From: Bus US 501 City of Lynchburg To: US 29, US 460	0.15	11000	N	97%	0%	1%	0%	2%	0%	N	0.106	N	0.685	13000	N
501 Campbell Ave	From: SCL Lynchburg City of Lynchburg To: Bus US 460	0.93	11000	G	97%	0%	1%	0%	2%	0%	F	0.106	F	0.685	13000	G
Bus 501 460 Campbell Ave	From: Bus US 460 City of Lynchburg To: US 29, US 460 Richmond Hwy	0.15	11000	N	97%	0%	1%	0%	2%	0%	N	0.106	N	0.685	13000	N
501 460 29 29P	From: US 29, US 460 City of Lynchburg (Maint: 15) To: US 29, US 460	1.91	36000	A	93%	0%	1%	1%	5%	0%	C	0.105	A	0.527	37000	A
501	From: US 29, US 460 Richmond Hwy City of Lynchburg To: SR 128 Mayflower Dr; Candler's Mtn Rd	0.32	16000	G	97%	0%	1%	1%	1%	0%	F	NA		17000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:													16000	G	NA	NA

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: SR 128 Mayflower Dr To: Clanders Mtn Rd	City of Lynchburg	0.43	39000	G	97%	0%	1%	1%	1%	0%	F	0.080	F	0.513	41000	G
From: Bus US 29 Lynchburg Expressway To: SR 128 Clanders Mtn Rd	City of Lynchburg	0.33	38000	N	97%	0%	0%	1%	1%	0%	N	0.096	N	0.538	40000	N
From: Bus US 29 Wards Rd To: Lynchburg Expressway	City of Lynchburg	1.37	44000	G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.521	47000	G
From: Bus 460 Timberlake Rd To: Lynchburg Expressway Ext	City of Lynchburg	1.21	43000	G	97%	0%	1%	1%	1%	0%	F	NA		46000	G	
From: Graves Mill Rd To: Lynchburg Expressway	City of Lynchburg	1.24	33000	G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.525	35000	G
From: Lakeside Dr To: Lynchburg Expressway	City of Lynchburg	0.31	35000	G	97%	0%	1%	1%	1%	0%	C	0.082	F	0.531	37000	G
From: 118-6044 Old Forest Rd To: Lynchburg Expressway	City of Lynchburg	1.23	14000	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.574	14000	G
From: Wigginton Rd To: Lynchburg Expressway	City of Lynchburg	1.86	13000	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.605	14000	G
From: Boonsboro Rd To: Lynchburg Expressway	City of Lynchburg	1.80	8900	G	96%	1%	1%	0%	2%	0%	C	0.097	F	0.64	9400	G
From: WCL Lynchburg To: US 501	City of Lynchburg (Maint: 15)	1.91	36000	A	93%	0%	1%	1%	5%	0%	C	0.105	A	0.527	37000	A
From: Bus US 501; US 501 Campbell Ave To: US 29, US 460 Richmond Hwy	City of Lynchburg	0.32	NA									NA		NA	NA	
Combined Traffic Estimates for Parallel Roadways on this Route:																
From: SR 128 Mayflower Dr; Clanders Mtn Rd To: Bus US 29	City of Lynchburg	0.35	NA									NA		NA	NA	
From: US 501 Lynchburg Expressway To: US 460	City of Lynchburg	0.14	19000	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.618	20000	G
From: Florida Ave To: Campbell Ave	City of Lynchburg	0.48	16000	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.616	17000	G
From: Mayflower Dr To: Campbell Ave	City of Lynchburg	0.88	17000	G	97%	0%	1%	1%	1%	0%	C	0.092	F	0.629	18000	G
From: Kemper St To: Campbell Ave	City of Lynchburg	0.34	8500	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.589	9100	G
From: Lynchburg Expressway To: Kemper St	City of Lynchburg															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: US 221 Bus 501, 221, 460 Kemper St	City of Lynchburg	0.41	9700	G	96%	1%	1%	1%	1%	0%	C	0.081	F	0.552	10000	G
To: 12th St																
From: 118-6027; 118-6031 Bus 501, 221, 460 12th St	City of Lynchburg	0.18	8500	G	96%	1%	1%	1%	1%	0%	F	NA		9100	G	
To: Fort Ave																
From: Fort Ave Bus 501 Campbell Ave	City of Lynchburg	0.23	8300	G	98%	0%	1%	0%	0%	0%	F	NA		8800	G	
To: Park Ave																
From: Park Ave Bus 501 Langhorne Rd	City of Lynchburg	0.27	11000	G	98%	0%	1%	0%	0%	0%	F	0.078	F	0.534	11000	G
To: Memorial Ave																
From: Memorial Ave Bus 501 Langhorne Rd	City of Lynchburg	0.29	17000	G	98%	0%	1%	0%	0%	0%	F	0.078	F	0.574	18000	G
To: Murrell Rd																
From: Murrell Rd Bus 501 Langhorne Rd	City of Lynchburg	1.06	13000	G	98%	0%	1%	0%	0%	0%	C	0.086	F	0.689	14000	G
To: Hill St																
From: Hill St Bus 501 Langhorne Rd	City of Lynchburg	0.47	9600	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.686	10000	G
To: Cranehill Dr																
From: Cranehill Dr Bus 501 Langhorne Rd	City of Lynchburg	1.37	7700	G	99%	0%	0%	0%	0%	0%	C	0.086	F	0.612	8200	G
To: Rivermont Terrace																
From: Rivermont Terrace Bus 501 Rivermont Terrace	City of Lynchburg	0.25	5200	G	99%	0%	0%	0%	0%	0%	F	0.09	F	0.582	5500	G
To: Rivermont Ave																
From: Rivermont Ave Bus 501 Rivermont Ave	City of Lynchburg	0.44	15000	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.577	16000	G
To: Link Rd																
From: Link Rd Bus 501 Boonsboro Rd	City of Lynchburg	0.76	13000	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.589	14000	G
To: Trents Ferry Rd																
From: Trents Ferry Rd Bus 501 Boonsboro Rd	City of Lynchburg	1.75	13000	G	99%	0%	1%	0%	0%	0%	C	0.098	F	0.532	13000	G
To: Lynchburg Expressway																

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
(F794) Top Ridge Rd	1.16	20	R								NA		NA			08/22/2007
(F864) Brown Haven Lane	0.12	10	R								NA		NA			08/14/2007
(F905) Memo Rd	0.20	NA									NA		NA			
(F906) Liberty Mt Dr	0.40	3100	R								NA		NA			08/22/2007
(F907) Liberty Mt Dr	0.78	2500	R								NA		NA			08/22/2007
(F907) Ramp	0.06	NA									NA		NA			
(F975) Chetnut Creek Dr	0.46	160	R								NA		NA			07/31/2007
(1) Pawnee Dr	0.86	370	G	98%	1%	1%	0%	0%	0%	F	NA		390	G		2014
(2) 9th St	0.18	1200	G	98%	1%	1%	0%	0%	0%	C	0.133	F	0.536	1300	G	2014
(3) Alta Lane	0.85	2200	G	99%	1%	0%	0%	0%	0%	C	0.110	F	0.566	2300	G	2014
(4) Del Ray Circle	0.16	2300	G	99%	1%	0%	0%	0%	0%	F	0.103	F	0.545	2500	G	2014
(5) 8th St	0.59	1600	G	96%	1%	3%	0%	0%	0%	C	0.09	F	0.579	1700	G	2014
(6) Langhorne Rd	0.16	2100	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.789	2200	G	2014
(6) Villa Rd	0.12	1900	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.781	2100	G	2014
(7) Long Meadow Dr	0.73	1800	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.566	1900	G	2014
(8) Sussex St	0.79	2400	G	97%	0%	1%	1%	1%	0%	F	0.102	F	0.666	2500	G	2014
(9) University Blvd	0.42	11000	G	93%	3%	4%	0%	0%	0%	C	0.084	F	0.841	12000	G	2014
(10) Pleasant Valley Rd	0.52	650	G	94%	1%	1%	3%	1%	0%	F	0.118	F	0.514	690	G	2014
(10) Pleasant Valley Rd	0.13	650	N	94%	1%	1%	3%	1%	0%	N	0.118	N	0.514	690	N	2014

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
(10) Pleasant Valley Rd	0.15	650	N	94%	1%	1%	3%	1%	0%	N	0.118	N	0.514	690	N	2014
						Functional Class Change										
						ECL Lynchburg: 15-817										
(6001) V E S Rd	0.92	2500	G	97%	1%	2%	0%	0%	0%	C	0.108	F	0.575	2700	G	2014
						CIUS 501										
						Williams Rd										
(6002) Trents Ferry Rd	1.88	1800	G	99%	1%	0%	0%	0%	0%	C	0.106	F	0.703	1900	G	2014
						Boonsboro Rd										
						Bedford County Line										
(6003) Link Rd	0.78	9000	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.61	9600	G	2014
						Old Forest Rd										
						Cranehill Dr										
(6003) Link Rd	1.32	6900	G	99%	0%	1%	0%	0%	0%	C	0.085	F	0.588	7400	G	2014
						Cranehill Rd										
						Rivermont Ave										
(6004) Wiggington Rd	1.04	4300	G	99%	0%	0%	0%	0%	0%	F	0.09	F	0.642	4600	G	2014
						Old Forest Rd										
(6004) Wiggington Rd	0.76	3700	G	99%	0%	0%	0%	0%	0%	C	0.107	F	0.671	3900	G	2014
						Lynchburg Exp										
						Chadwick Dr										
(6004) Wiggington Rd	1.82	1700	G	99%	0%	0%	0%	0%	0%	F	0.115	F	0.725	1800	G	2014
						Hawkins Mill Rd										
						Wiggington Rd										
(6004) Hawkins Mill Rd	0.36	1800	G	99%	0%	0%	0%	0%	0%	C	0.114	F	0.537	1900	G	2014
						Coffee Rd										
						Hawkins Mill Rd										
(6004) Coffee Rd	0.89	2100	G	99%	0%	0%	0%	0%	0%	F	0.105	F	0.527	2200	G	2014
						Walnut Hollow Rd										
(6004) Coffee Rd	0.33	3500	G	99%	0%	0%	0%	0%	0%	F	0.109	F	0.648	3700	G	2014
						US 501 Boonsboro Rd										
(6009) Graves Mill Rd	0.60	6200	G	97%	0%	1%	1%	1%	0%	F	0.111	F	0.531	6600	G	2014
						US 460 Bus Fort Ave										
						Old Mill Rd										
(6009) Graves Mill Rd	0.66	5100	G	97%	0%	1%	1%	1%	0%	F	0.124	F	0.53	5400	G	2014
						Nationwide Dr										
(6009) Graves Mill Rd	0.27	8900	G	97%	0%	1%	1%	1%	0%	F	0.116	F	0.68	9500	G	2014
						US 501 Lynchburg Expressway										
(6009) Graves Mill Rd	0.18	25000	G	97%	0%	1%	1%	1%	0%	C	0.097	F	0.53	27000	G	2014
						Old Graves Mill Rd										
(6009) Graves Mill Rd	1.04	20000	G	97%	0%	1%	1%	1%	0%	F	0.100	F	0.518	22000	G	2014
						WCL Lynchburg 09-1425										
(6012) Church St	0.23	3900	G	96%	1%	2%	0%	1%	0%	C	0.118	F		4100	G	2014
						Pearl St										
						12th St										
(6012) Church St	0.47	6400	G	98%	1%	1%	0%	1%	0%	F	0.098	F		6800	G	2014
						5th St										
(6012) Rivermont Ave	0.90	13000	G	98%	1%	1%	0%	1%	0%	C	0.094	F	0.571	14000	G	2014
						Bedford Ave E INT										
						Rivermont Ave E Int										
(6012) Bedford Ave	0.96	4000	G	95%	1%	2%	1%	2%	0%	C	0.092	F	0.506	4300	G	2014
						Rivermont Ave W Int										
						Bedford Ave W Int										
(6012) Rivermont Ave	1.01	14000	G	95%	1%	2%	1%	2%	0%	F	0.099	F	0.512	15000	G	2014
						Rivermont Terrace										
(6020) Rivermont Ave	0.96	7900	G	95%	1%	2%	1%	2%	0%	F	0.096	F	0.607	8400	G	2014
						Bedford Ave W Int										
						Bedford Ave E Int										

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						2Axle	3+Axle	1Trail	2Trail								
City of Lynchburg																	
6022	Hollins Mill Rd	1.16	3900	G	95%	1%	2%	1%	2%	0%	F	0.089	F	0.573	4200	G	2014
						From: Bedford Ave											
						To: Hollins St											
6022	Federal St	0.40	4400	G	95%	1%	2%	1%	2%	0%	F	0.088	F	0.558	4700	G	2014
						From: 5Th St											
						To: Lakeside Dr											
6023	Murrell Rd	0.37	9200	G	95%	1%	2%	1%	2%	0%	F	0.089	F	0.717	9700	G	2014
						From: Langhorne Rd											
						To: Kemper St											
6027	12th St	0.80	8000	G	97%	0%	2%	0%	0%	0%	F	0.083	F	0.518	8500	G	2014
						From: Clay St											
						To: Commerce St											
6027	12th St	0.25	6800	G	97%	0%	2%	0%	0%	0%	F	0.094	F	0.612	7200	G	2014
						From: 5Th St											
						To: 10Th St											
6028	Commerce St	0.33	4400	G	97%	0%	2%	0%	0%	0%	F	0.107	F	0.671	4700	G	2014
						From: 10Th St											
						To: Main St											
6028	Commerce St	0.30	3700	G	97%	0%	2%	0%	0%	0%	F	0.122	F	0.758	3900	G	2014
						From: Main St											
						To: Wadsworth Ave											
6029	Fort Ave	0.43	5500	G	97%	0%	2%	0%	0%	0%	F	NA		6000	G	2014	
						From: Kemper St											
						To: 9Th St											
6029	Park Ave	0.28	5100	G	97%	0%	2%	0%	0%	0%	F	NA		5500	G	2014	
						From: 9Th St											
						To: 5Th St											
6029	Park Ave	0.36	3600	G	97%	0%	2%	0%	0%	0%	F	0.094	F	0.559	3800	G	2014
						From: 5Th St											
						To: Oakley Ave											
6031	Lakeside Dr	0.41	13000	G	97%	0%	2%	0%	0%	0%	F	0.091	F	0.687	13000	G	2014
						From: Murrell Rd											
						To: Memorial Ave											
6031	Lakeside Dr	0.34	5400	G	97%	0%	2%	0%	0%	0%	C	0.093	F	0.543	5800	G	2014
						From: Memorial Ave											
						To: Langhorne Rd											
6031	Park Ave	0.36	7100	G	97%	1%	2%	0%	0%	0%	F	NA		7500	G	2014	
						From: CIUS 501											
						To: US 221; 118-6027; 12Th St											
6031	Park Ave	0.35	12000	G	97%	0%	2%	0%	0%	0%	F	NA		13000	G	2014	
						From: US 221; 118-6027; 12Th St											
						To: Florida Ave											
6032	Main St	0.25	2200	G	97%	1%	2%	0%	0%	0%	F	0.094	F	0.629	2400	G	2014
						From: Lynchburg Expressway											
						To: Lynchburg Exp											
6032	Main St	0.28	7400	G	97%	1%	2%	0%	0%	0%	F	0.083	F	0.712	7900	G	2014
						From: 12Th St											
						To: 5Th St											
6032	Main St	0.55	6500	G	97%	1%	2%	0%	0%	0%	F	0.097	F	0.690	6900	G	2014
						From: 5Th St											
						To: Campbell Ave											
6033	Florida Ave	1.28	4200	G	97%	1%	2%	0%	0%	0%	C	0.098	F	0.627	4400	G	2014
						From: Augusta St											
						To: Main St											
6033	Florida Ave	0.88	3100	G	97%	1%	2%	0%	0%	0%	F	0.104	F	0.663	3300	G	2014
						From: Main St											
						To: Florida Ave											
6034	Martin St	0.58	1100	G	98%	0%	1%	0%	0%	0%	C	0.107	F	0.581	1100	G	2014
						From: ECL Lynchburg											
						To: SCL Lynchburg											
6035	Candler Mtn Rd	1.09	3700	G	99%	0%	0%	0%	0%	0%	C	0.099	F	0.553	3900	G	2014
						From: SCL Lynchburg											
						To: Ramp From US 460; FR 906											

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
6035 Candler Mtn Rd	0.74	14000	G	99%	0%	From Ramp From US 460; FR 906				F	0.086	F	0.542	15000	G	2014
						To SR 128; Mayflower Drive										
6036 Clay St	0.50	2000	G	95%	0%	From 5Th St				C	0.1	F	0.595	2100	G	2014
						To 12Th St										
6036 Grace St	0.88	3500	G	98%	1%	From 12Th St				C	0.103	F	0.668	3800	G	2014
						To Florida Ave										
6037 Stadium Dr	0.38	5700	G	98%	1%	From Wythe St				F	0.103	F	0.585	6100	G	2014
						To Carroll Ave										
6038 Wythe St	0.27	8500	G	95%	2%	From Fort Ave				C	0.105	F	0.524	9000	G	2014
						To Stadium Dr										
6040 James St	0.22	3300	G	96%	2%	From Stadium Dr				C	0.100	F	0.541	3500	G	2014
						To Carroll Ave										
6042 Cranehill Dr	1.04	1800	G	98%	1%	From Langhorne Rd				C	0.117	F	0.742	1900	G	2014
						To Link Rd										
6044 Old Forest Rd	0.94	20000	G	98%	1%	From US 501 NW Expressway				F	0.086	F	0.509	21000	G	2014
						To Forrest Brook Rd										
6044 Old Forest Rd	0.45	21000	G	98%	1%	From Link Rd				C	0.084	F	0.515	23000	G	2014
						To Link Rd										
6044 Old Forest Rd	0.21	15000	G	98%	1%	From Link Rd				F	0.092	F	0.530	16000	G	2014
						To Link Rd										
6044 Old Forest Rd	1.61	8000	G	98%	1%	From Link Rd				F	0.093	F	0.569	8500	G	2014
						To Link Rd										
6045 Greenwood Dr	0.38	3000	G	97%	1%	From Oakdale Dr				C	0.103	F	0.710	3200	G	2014
						To Perrymont Ave										
6045 Thomas Dr	0.71	4100	G	97%	1%	From Perrymont Ave				F	0.095	F	0.628	4400	G	2014
						To Langhorne Lane										
6045 Richmond Rd	0.35	3700	G	97%	1%	From Langhorne Lane				C	NA		3900	G	2014	
						To Oakley Ave										
6046 Sandusky Dr	0.77	3000	G	97%	1%	From Greenwood Dr				C	0.102	F	0.658	3200	G	2014
						To Pawnee Dr										
6046 Sandusky Dr	0.49	4600	G	97%	2%	From Pawnee Dr				C	0.095	F	0.501	4900	G	2014
						To Fort Ave										
6048 Perrymont Ave	0.84	3700	G	98%	1%	From US 29 Bus Fort Ave				C	0.094	F	0.508	3900	G	2014
						To Greenwood Dr										
6050 Odd Fellows Rd	0.60	7500	G	82%	2%	From Lynchburg Expressway				F	0.093	F	0.597	7900	G	2014
						To Mayflower Dr										
6050 Odd Fellows Rd	0.67	1300	G	82%	2%	From Mayflower Dr				C	0.119	F	0.632	1400	G	2014
						To Dead End										
6052 Campbell Ave	0.33	9600	G	98%	0%	From 12Th St				C	0.085	F	0.568	10000	G	2014
						To 17Th St										
6052 Campbell Ave	0.41	9700	G	98%	0%	From 17Th St				F	0.086	F	0.63	10000	G	2014
						To Kemper St										

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
(6054) Fenwick Dr	0.23	3400	G	99%	0%	0%	0%	0%	0%	F	0.104	F	0.511	3600	G	2014
			From: Bus US 460 Fort Ave													
			To: Sheffield Dr													
(6054) Sheffield Dr	0.73	3100	G	99%	0%	0%	0%	0%	0%	C	0.126	F	0.501	3300	G	2014
			From: Fenwick Dr													
			To: SR 163 Wards Rd													
(6056) Greenview Dr	1.29	18000	G	98%	0%	1%	0%	0%	0%	C	0.086	F	0.515	19000	G	2014
			From: WCL Lynchburg													
			To: Leesville Rd													
(6066) Leesville Rd	1.14	7700	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.514	8200	G	2014
			From: SCL Lynchburg													
			To: North St													
(6066) Leesville Rd	1.15	7400	G	98%	1%	1%	0%	0%	0%	C	0.1	F	0.572	7900	G	2014
			From: North St													
			To: Timberlake Rd													
(6070) Wards Ferry Rd	1.29	11000	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.540	11000	G	2014
			From: CBusUS 460 Logans Lane													
			To: Harvard St													
(6070) Wards Ferry Rd	1.06	9700	G	99%	0%	0%	0%	0%	0%	C	0.097	F	0.521	10000	G	2014
			From: Harvard St													
			To: US 29; Wards Rd													
(6071) Harvard St	0.08	180	G	97%	0%	1%	1%	1%	0%	F	0.109	F	0.667	190	G	2014
			From: Wards Ferry Rd													
			To: College Park Dr													
(6072) Old Graves Mill Rd	1.70	10000	G	97%	0%	1%	1%	1%	0%	C	0.099	F	0.682	11000	G	2014
			From: Timberlake Rd													
			To: Graves Mill Rd													
(6073) McConville Rd	1.80	4800	G	99%	0%	0%	0%	0%	0%	C	0.113	F	0.504	5100	G	2014
			From: Graves Mill Rd													
			To: Wyndale Dr													
(6073) Wyndale Dr	0.24	4300	G	99%	1%	0%	0%	0%	0%	C	0.108	F	0.591	4600	G	2014
			From: McConville Rd													
			To: Lakeside Dr													
(6074) Evergreen Rd	0.33	2100	G	99%	0%	0%	0%	0%	0%	F	NA			2200	G	2014
			From: Link Rd													
			To: Indian Hill Rd													
(6074) Indian Hill Rd	0.98	1800	G	99%	0%	0%	0%	0%	0%	F	0.105	F	0.684	2000	G	2014
			From: Evergreen Rd													
			To: Burnt Bridge Rd													
(6074) Burnt Bridge Rd	0.97	1600	G	99%	0%	0%	0%	0%	0%	C	0.100	F	0.602	1700	G	2014
			From: Indian Hill Rd													
			To: Bus US 501, Boonsboro Rd													
(6075) Langhorne Lane	0.34	2000	G	99%	0%	0%	0%	0%	0%	C	0.092	F	0.532	2100	G	2014
			From: Richmond St													
			To: Eldon St													
(6075) Eldon St	0.07	2200	G	99%	0%	0%	0%	0%	0%	F	0.100	F	0.603	2300	G	2014
			From: Langhorne Lane													
			To: Memorial Ave													
(6076) Linkhorne Rd	0.59	5400	G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.503	5700	G	2014
			From: Old Forest Rd													
			To: Cranchill Dr													
(6077) Jefferson St	0.41	560	G	99%	0%	0%	0%	0%	0%	F	NA			600	G	2014
			From: 7Th St													
			To: Concord Tpke													
(6078) Washington St	0.11	1800	G	91%	0%	2%	2%	5%	0%	F	0.104	F	0.616	1900	G	2014
			From: Main St													
			To: Jefferson St													
(6078) Concord Tpke	1.66	1600	G	91%	0%	2%	2%	5%	0%	F	0.096	F	0.639	1700	G	2014
			From: Jefferson St													
			To: Rockwell Rd													

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
6078 Concord Tpke	1.07	1500	G	91%	0%	Rockwell Rd				C	0.104	F	0.647	1600	G	2014
						US 460										
6080 Court St	0.50	1400	G	91%	0%	12Th St				F	0.12	F	0.521	1500	G	2014
						5Th St										
6081 Forest Brook Rd	0.92	4700	G	97%	1%	Lakeside Dr				C	0.107	F	0.597	5000	G	2014
						Old Forest Rd										
6082 Hill St	0.58	5700	G	99%	0%	Old Forest Rd				F	0.093	F	0.673	6000	G	2014
						Langhorne Rd										
6083 Edgewood Ave	0.73	2000	G	99%	0%	Fort Ave				C	0.095	F	0.509	2200	G	2014
						Wards Rd										
4th St		100	G			Wise St					0.155	F		110	G	2014
						Monroe St										
Caroline St		650	G			York St					0.11	F	0.645	690	G	2014
						Chambers St										
Chambers St		920	G			Caroline St					0.103	F	0.569	980	G	2014
						2Nd St										
Clayton Ave		480	G			Morningside Dr					0.117	F	0.617	510	G	2014
						Spottswood Pl										
Danridge Dr		1300	G			Berkley Pl					0.088	F	0.535	1400	G	2014
						Craigmont Dr										
Enterprise Dr		14000	G			15-1520					NA		14000	G	2014	
						Bedford County Line										
Fairview Ave		280	G			Maryland Ave					0.13	F	0.513	300	G	2014
						Mackel St										
Fleetwood Dr		1200	G			Ridgeway Dr					0.100	F	0.627	1200	G	2014
						Hillwood Dr										
Georgia Ave		220	G			Campbell Ave					0.101	F	0.539	240	G	2014
						Nevada Ave										
Gorman Dr		290	G			Glen Oak Lane					0.143	F	0.505	310	G	2014
						Northwood Cir										
Hawthorne Rd		140	G			Montgomery Rd					0.151	F	0.75	150	G	2014
						Woodcrest Dr										
Hayes Dr		130	G			Rhonda Dr					0.134	F	0.619	130	G	2014
						Crawford Dr										
John Scott Dr		460	G	97%	2%	Old Trents Ferry Rd				C	NA		500	G	2014	
						Dead End										
Leyburn Ave		220	G			Mosby Ave					0.128	F	0.734	230	G	2014
						Sackett St										

Virginia Department of Transportation
 Traffic Engineering Division
 2014
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Lynchburg

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

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(Campbell County)

Prepared By

**Virginia Department of Transportation
Traffic Engineering Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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






QW: Quality of AAWDT:

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








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

Route Shield Legend

Route Systems

- North
 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
-  US Route
-  Virginia State Route
-  Frontage Road (F precedes frontage route number)
-  Secondary Route

Special Routes

-  Bus - Business Route
 Bypass - Bypass Route
 Truck - Truck Route
 ALT - Alternate Route
 Wve - Wve 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 Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Traffic Engineering Division
2014
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Lynchburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: SCL Lynchburg															
29 460 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: Candler Mountain Rd															
29 460 29	City of Lynchburg (Maint: 15)	0.49	36000	G	93%	0%	1%	1%	5%	0%	F	0.098	F	0.609	37000	G
	From: US 501															
29 460 29 501	City of Lynchburg (Maint: 15)	1.91	36000	A	93%	0%	1%	1%	5%	0%	C	0.105	A	0.527	37000	A
	To: US 501 Campbell Ave															
	From: Functional Class Change															
29 460 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: US 29															
	From: SCL Lynchburg															
29	City of Lynchburg (Maint: 15)	0.33	16000	G	89%	1%	1%	1%	9%	1%	F	0.092	F	0.511	15000	G
	To: NCL Lynchburg															
	From: SCL Lynchburg															
29 460 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: Candler Mountain Rd															
29 460 29	City of Lynchburg (Maint: 15)	0.49	36000	G	93%	0%	1%	1%	5%	0%	F	0.098	F	0.609	37000	G
	From: US 501															
29 460 29 501	City of Lynchburg (Maint: 15)	1.91	36000	A	93%	0%	1%	1%	5%	0%	C	0.105	A	0.527	37000	A
	To: Bus US 501; US 501 Campbell Ave															
Bus 29 Wards Rd	City of Lynchburg	1.64	39000	G	97%	0%	0%	1%	1%	0%	C	0.078	F	0.513	41000	G
	To: US 501 Lynchburg Expressway; SR 163															
Bus 29 501 Lynchburg Expressway	City of Lynchburg	0.33	38000	N	97%	0%	0%	1%	1%	0%	N	0.096	N	0.538	40000	N
	From: US 501, SR 128 Candler's Mountain Rd															
Bus 29 Lynchburg Expressway	City of Lynchburg	1.33	38000	G	97%	0%	0%	1%	1%	0%	F	0.096	F	0.538	40000	G
	To: Odd Fellows Rd															
Bus 29 Lynchburg Expressway	City of Lynchburg	1.46	38000	G	97%	0%	0%	1%	1%	0%	F	0.094	F	0.538	39000	G
	To: Kemper Street															
Bus 29 Lynchburg Expressway	City of Lynchburg	1.02	37000	G	97%	0%	0%	1%	1%	0%	F	0.092	F	0.526	38000	G
	To: Main Street															
Bus 29 Lynchburg Expressway	City of Lynchburg	0.22	29000	G	97%	0%	0%	1%	1%	0%	F	0.085	F	0.678	30000	G
	To: Amherst County Line															
	From: SR 163 Wards Rd															
128 Candler Mt Rd	City of Lynchburg	0.26	18000	G	91%	2%	1%	2%	4%	0%	F	NA		19000	G	
	To: Bus US 29, US 501 Lynchburg Expwy															
	From: RT 501 W															
128 501 Candler's Mtn Rd	City of Lynchburg	0.43	39000	G	97%	0%	1%	1%	1%	0%	F	0.080	F	0.513	41000	G
	To: RT 501 E															

Virginia Department of Transportation
Traffic Engineering Division
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Annual Average Daily Traffic Volume Estimates By Section of Route
City of Lynchburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
128 Mayflower Dr	City of Lynchburg	1.30	7100	G	91%	2%	1%	2%	4%	0%	C	0.092	F	0.639	7500	G
128 Mayflower Dr	City of Lynchburg	1.48	2000	G	95%	1%	1%	3%	1%	0%	C	0.102	F	0.659	2100	G
163 Wards Rd	City of Lynchburg	0.44	17000	G	98%	0%	1%	0%	0%	0%	F	NA		18000	G	
163 Wards Rd	City of Lynchburg	0.42	27000	G	98%	0%	1%	0%	0%	0%	F	NA		28000	G	
163 Bus 460 Fort Ave	City of Lynchburg	1.19	21000	G	98%	0%	1%	0%	0%	0%	C	0.083	F	0.536	22000	G
163 Memorial Ave	City of Lynchburg	0.60	11000	G	99%	0%	1%	0%	0%	0%	C	0.079	F	0.643	11000	G
163 Memorial Ave	City of Lynchburg	0.47	12000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.505	13000	G
163 Memorial Ave	City of Lynchburg	0.33	12000	G	99%	0%	1%	0%	0%	0%	F	NA		13000	G	
163 5th St	City of Lynchburg	0.17	14000	G	99%	0%	1%	0%	0%	0%	F	NA		15000	G	
163 5th St	City of Lynchburg	0.26	13000	G	99%	0%	1%	0%	0%	0%	F	NA		14000	G	
163 5th St	City of Lynchburg	0.27	12000	G	98%	0%	0%	0%	1%	0%	F	NA		13000	G	
163 5th St	City of Lynchburg	0.38	12000	F	98%	0%	1%	0%	0%	0%	C	0.085	F	0.546	13000	F
163 5th St	City of Lynchburg	0.57	14000	F	98%	0%	0%	0%	1%	0%	C	0.093	F	0.632	14000	F
163 North Ramp	City of Lynchburg	0.09	NA									NA		NA		
221 Lakeside Dr	City of Lynchburg	0.53	28000	G	99%	0%	0%	0%	0%	0%	C	0.091	F	0.56	30000	G
221 Lakeside Dr	City of Lynchburg	0.94	16000	G	99%	0%	0%	0%	0%	0%	F	NA		17000	G	
221 Lakeside Dr	City of Lynchburg	1.52	13000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.572	14000	G

Virginia Department of Transportation
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2014
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City of Lynchburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
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: Oakley Ave																	
From: 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	
To: Bus US 29 Memorial Ave																	
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	
To: Bus US 460 Fort Ave																	
From: Bus US 460 Oakley Ave 221 460 Fort Ave	City of Lynchburg	0.42	9100	G	97%	1%	1%	1%	1%	0%	C	0.082	F	0.506	9600	G	
To: 118-6029 Fort Ave																	
From: 118-6029 Fort Ave 221 460 Bus 12th St	City of Lynchburg	0.25	9000	G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.504	9500	G	
To: Bus US 501 Campbell Ave																	
From: Bus US 501 Campbell Ave 221 460 Bus 501 12th St	City of Lynchburg	0.18	8500	G	96%	1%	1%	1%	1%	0%	F	NA		9100	G		
To: Kemper St																	
From: Kemper St 221 460 Bus 501 Kemper St	City of Lynchburg	0.41	9700	G	96%	1%	1%	1%	1%	0%	C	0.081	F	0.552	10000	G	
To: US 29 Lynchburg Expressway																	
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: Candler Mountain Rd																	
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																	
From: US 501 460 29 29 501	City of Lynchburg (Maint: 15)	1.91	36000	A	93%	0%	1%	1%	5%	0%	C	0.105	A	0.527	37000	A	
To: Bus US 501; US 501 Campbell Ave																	
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: US 29																	
From: US 29 460 Richmond Hwy	City of Lynchburg (Maint: 15)	0.11	25000	N	93%	0%	1%	1%	4%	0%	N	0.090	N	0.526	26000	N	
To: ECL Lynchburg																	
From: WCL Lynchburg Bus 460 Timberlake Rd	City of Lynchburg	0.62	30000	G	98%	0%	0%	0%	1%	0%	F	0.084	F	0.526	31000	G	
To: Old Graves Mill Rd																	
From: Old Graves Mill Rd Bus 460 Timberlake Rd	City of Lynchburg	1.14	24000	G	98%	0%	0%	0%	1%	0%	F	0.082	F	0.521	26000	G	
To: Leesville Rd																	
From: Leesville Rd Bus 460 Timberlake Rd	City of Lynchburg	0.37	32000	G	98%	0%	0%	0%	1%	0%	F	0.085	F	0.577	34000	G	
To: US 501 Lynchburg Expressway																	
From: US 501 Lynchburg Expressway Bus 460 Fort Ave	City of Lynchburg	1.15	17000	G	98%	0%	0%	0%	1%	0%	F	0.087	F	0.557	18000	G	
To: Bus US 29 Wards Rd																	

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City of Lynchburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 460 163 Fort Ave	From: Wards Rd City of Lynchburg To: Memorial Ave	1.19	21000	G	98%	0%	1%	0%	0%	0%	C	0.083	F	0.536	22000	G
Bus 460 Fort Ave	From: Bus US 29 Memorial Ave City of Lynchburg To: US 221 Oakley Ave	0.57	7900	G	98%	0%	0%	0%	1%	0%	F	0.083	F	0.549	8300	G
Bus 460 221 Fort Ave	From: US 221 Oakley Ave City of Lynchburg To: 118-6029 Fort Ave	0.42	9100	G	97%	1%	1%	1%	1%	0%	C	0.082	F	0.506	9600	G
Bus 460 221 12th St	From: 118-6029 Fort Ave City of Lynchburg To: Bus US 501 Campbell Ave	0.25	9000	G	97%	1%	1%	1%	1%	0%	F	0.085	F	0.504	9500	G
Bus 460 221 501 12th St	From: Bus US 501 Campbell Ave City of Lynchburg To: Kemper St	0.18	8500	G	96%	1%	1%	1%	1%	0%	F	NA		9100	G	
Bus 460 221 501 Kemper St	From: Kemper St City of Lynchburg To: 12th Street	0.41	9700	G	96%	1%	1%	1%	1%	0%	C	0.081	F	0.552	10000	G
Bus 460 501 Kemper St	From: Bus US 29 Lynchburg Expressway City of Lynchburg To: US 29 Lynchburg Expressway	0.34	8500	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.589	9100	G
Bus 460 501 Campbell Ave	From: Campbell Ave City of Lynchburg To: Kemper St	0.88	17000	G	97%	0%	1%	1%	1%	0%	C	0.092	F	0.629	18000	G
Bus 460 501 Campbell Ave	From: Mayflower Dr City of Lynchburg To: Florida Ave	0.48	16000	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.616	17000	G
Bus 460 501 Campbell Ave	From: Florida Ave City of Lynchburg To: US 460, US 501 Richmond Hwy	0.14	19000	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.618	20000	G
Bus 460 501 Campbell Ave	From: Bus US 501 City of Lynchburg To: US 29, US 460	0.15	11000	N	97%	0%	1%	0%	2%	0%	N	0.106	N	0.685	13000	N
501 Campbell Ave	From: SCL Lynchburg City of Lynchburg To: Bus US 460	0.93	11000	G	97%	0%	1%	0%	2%	0%	F	0.106	F	0.685	13000	G
Bus 501 460 Campbell Ave	From: Bus US 460 City of Lynchburg To: US 29, US 460 Richmond Hwy	0.15	11000	N	97%	0%	1%	0%	2%	0%	N	0.106	N	0.685	13000	N
501 460 29 29P	From: US 29, US 460 City of Lynchburg (Maint: 15) To: US 29, US 460	1.91	36000	A	93%	0%	1%	1%	5%	0%	C	0.105	A	0.527	37000	A
501	From: US 29, US 460 Richmond Hwy City of Lynchburg To: SR 128 Mayflower Dr; Candler's Mtn Rd	0.32	16000	G	97%	0%	1%	1%	1%	0%	F	NA		17000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:													16000	G	NA	NA

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: SR 128 Mayflower Dr To: Clanders Mtn Rd	City of Lynchburg	0.43	39000	G	97%	0%	1%	1%	1%	0%	F	0.080	F	0.513	41000	G
From: Bus US 29 Lynchburg Expressway To: SR 128 Clanders Mtn Rd	City of Lynchburg	0.33	38000	N	97%	0%	0%	1%	1%	0%	N	0.096	N	0.538	40000	N
From: Bus US 29 Wards Rd To: Lynchburg Expressway	City of Lynchburg	1.37	44000	G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.521	47000	G
From: Bus 460 Timberlake Rd To: Lynchburg Expressway Ext	City of Lynchburg	1.21	43000	G	97%	0%	1%	1%	1%	0%	F	NA		46000	G	
From: Graves Mill Rd To: Lynchburg Expressway	City of Lynchburg	1.24	33000	G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.525	35000	G
From: Lakeside Dr To: Lynchburg Expressway	City of Lynchburg	0.31	35000	G	97%	0%	1%	1%	1%	0%	C	0.082	F	0.531	37000	G
From: 118-6044 Old Forest Rd To: Lynchburg Expressway	City of Lynchburg	1.23	14000	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.574	14000	G
From: Wiggington Rd To: Lynchburg Expressway	City of Lynchburg	1.86	13000	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.605	14000	G
From: Boonsboro Rd To: Lynchburg Expressway	City of Lynchburg	1.80	8900	G	96%	1%	1%	0%	2%	0%	C	0.097	F	0.64	9400	G
From: WCL Lynchburg To: US 501	City of Lynchburg (Maint: 15)	1.91	36000	A	93%	0%	1%	1%	5%	0%	C	0.105	A	0.527	37000	A
From: Bus US 501; US 501 Campbell Ave To: US 29, US 460 Richmond Hwy	City of Lynchburg	0.32	NA									NA		NA	NA	
Combined Traffic Estimates for Parallel Roadways on this Route:																
From: SR 128 Mayflower Dr; Clanders Mtn Rd To: Bus US 29	City of Lynchburg	0.35	NA									NA		NA	NA	
From: US 501 Lynchburg Expressway To: US 460	City of Lynchburg	0.14	19000	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.618	20000	G
From: Florida Ave To: Campbell Ave	City of Lynchburg	0.48	16000	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.616	17000	G
From: Mayflower Dr To: Campbell Ave	City of Lynchburg	0.88	17000	G	97%	0%	1%	1%	1%	0%	C	0.092	F	0.629	18000	G
From: Kemper St To: Campbell Ave	City of Lynchburg	0.34	8500	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.589	9100	G
From: Lynchburg Expressway To: Kemper St	City of Lynchburg															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: US 221 Bus 501, 221, 460 Kemper St	City of Lynchburg	0.41	9700	G	96%	1%	1%	1%	1%	0%	C	0.081	F	0.552	10000	G
To: 12th St																
From: 118-6027; 118-6031 Bus 501, 221, 460 12th St	City of Lynchburg	0.18	8500	G	96%	1%	1%	1%	1%	0%	F	NA		9100	G	
To: Fort Ave																
From: Fort Ave Bus 501 Campbell Ave	City of Lynchburg	0.23	8300	G	98%	0%	1%	0%	0%	0%	F	NA		8800	G	
To: Park Ave																
From: Park Ave Bus 501 Langhorne Rd	City of Lynchburg	0.27	11000	G	98%	0%	1%	0%	0%	0%	F	0.078	F	0.534	11000	G
To: Memorial Ave																
From: Memorial Ave Bus 501 Langhorne Rd	City of Lynchburg	0.29	17000	G	98%	0%	1%	0%	0%	0%	F	0.078	F	0.574	18000	G
To: Murrell Rd																
From: Murrell Rd Bus 501 Langhorne Rd	City of Lynchburg	1.06	13000	G	98%	0%	1%	0%	0%	0%	C	0.086	F	0.689	14000	G
To: Hill St																
From: Hill St Bus 501 Langhorne Rd	City of Lynchburg	0.47	9600	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.686	10000	G
To: Cranehill Dr																
From: Cranehill Dr Bus 501 Langhorne Rd	City of Lynchburg	1.37	7700	G	99%	0%	0%	0%	0%	0%	C	0.086	F	0.612	8200	G
To: Rivermont Terrace																
From: Rivermont Terrace Bus 501 Rivermont Terrace	City of Lynchburg	0.25	5200	G	99%	0%	0%	0%	0%	0%	F	0.09	F	0.582	5500	G
To: Rivermont Ave																
From: Rivermont Ave Bus 501 Rivermont Ave	City of Lynchburg	0.44	15000	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.577	16000	G
To: Link Rd																
From: Link Rd Bus 501 Boonsboro Rd	City of Lynchburg	0.76	13000	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.589	14000	G
To: Trents Ferry Rd																
From: Trents Ferry Rd Bus 501 Boonsboro Rd	City of Lynchburg	1.75	13000	G	99%	0%	1%	0%	0%	0%	C	0.098	F	0.532	13000	G
To: Lynchburg Expressway																

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
(F794) Top Ridge Rd	1.16	20	R								NA		NA			08/22/2007
(F864) Brown Haven Lane	0.12	10	R								NA		NA			08/14/2007
(F905) Memo Rd	0.20	NA									NA		NA			
(F906) Liberty Mt Dr	0.40	3100	R								NA		NA			08/22/2007
(F907) Liberty Mt Dr	0.78	2500	R								NA		NA			08/22/2007
(F907) Ramp	0.06	NA									NA		NA			
(F975) Chetnut Creek Dr	0.46	160	R								NA		NA			07/31/2007
(1) Pawnee Dr	0.86	370	G	98%	1%	1%	0%	0%	0%	F	NA		390	G		2014
(2) 9th St	0.18	1200	G	98%	1%	1%	0%	0%	0%	C	0.133	F	0.536	1300	G	2014
(3) Alta Lane	0.85	2200	G	99%	1%	0%	0%	0%	0%	C	0.110	F	0.566	2300	G	2014
(4) Del Ray Circle	0.16	2300	G	99%	1%	0%	0%	0%	0%	F	0.103	F	0.545	2500	G	2014
(5) 8th St	0.59	1600	G	96%	1%	3%	0%	0%	0%	C	0.09	F	0.579	1700	G	2014
(6) Langhorne Rd	0.16	2100	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.789	2200	G	2014
(6) Villa Rd	0.12	1900	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.781	2100	G	2014
(7) Long Meadow Dr	0.73	1800	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.566	1900	G	2014
(8) Sussex St	0.79	2400	G	97%	0%	1%	1%	1%	0%	F	0.102	F	0.666	2500	G	2014
(9) University Blvd	0.42	11000	G	93%	3%	4%	0%	0%	0%	C	0.084	F	0.841	12000	G	2014
(10) Pleasant Valley Rd	0.52	650	G	94%	1%	1%	3%	1%	0%	F	0.118	F	0.514	690	G	2014
(10) Pleasant Valley Rd	0.13	650	N	94%	1%	1%	3%	1%	0%	N	0.118	N	0.514	690	N	2014

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
(10) Pleasant Valley Rd	0.15	650	N	94%	1%	1%	3%	1%	0%	N	0.118	N	0.514	690	N	2014
						Functional Class Change										
						ECL Lynchburg: 15-817										
(6001) V E S Rd	0.92	2500	G	97%	1%	2%	0%	0%	0%	C	0.108	F	0.575	2700	G	2014
						CIUS 501										
						Williams Rd										
(6002) Trents Ferry Rd	1.88	1800	G	99%	1%	0%	0%	0%	0%	C	0.106	F	0.703	1900	G	2014
						Boonsboro Rd										
						Bedford County Line										
(6003) Link Rd	0.78	9000	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.61	9600	G	2014
						Old Forest Rd										
						Cranehill Dr										
(6003) Link Rd	1.32	6900	G	99%	0%	1%	0%	0%	0%	C	0.085	F	0.588	7400	G	2014
						Cranehill Rd										
						Rivermont Ave										
(6004) Wiggington Rd	1.04	4300	G	99%	0%	0%	0%	0%	0%	F	0.09	F	0.642	4600	G	2014
						Old Forest Rd										
(6004) Wiggington Rd	0.76	3700	G	99%	0%	0%	0%	0%	0%	C	0.107	F	0.671	3900	G	2014
						Lynchburg Exp										
						Chadwick Dr										
(6004) Wiggington Rd	1.82	1700	G	99%	0%	0%	0%	0%	0%	F	0.115	F	0.725	1800	G	2014
						Hawkins Mill Rd										
						Wiggington Rd										
(6004) Hawkins Mill Rd	0.36	1800	G	99%	0%	0%	0%	0%	0%	C	0.114	F	0.537	1900	G	2014
						Coffee Rd										
						Hawkins Mill Rd										
(6004) Coffee Rd	0.89	2100	G	99%	0%	0%	0%	0%	0%	F	0.105	F	0.527	2200	G	2014
						Walnut Hollow Rd										
(6004) Coffee Rd	0.33	3500	G	99%	0%	0%	0%	0%	0%	F	0.109	F	0.648	3700	G	2014
						US 501 Boonsboro Rd										
(6009) Graves Mill Rd	0.60	6200	G	97%	0%	1%	1%	1%	0%	F	0.111	F	0.531	6600	G	2014
						US 460 Bus Fort Ave										
						Old Mill Rd										
(6009) Graves Mill Rd	0.66	5100	G	97%	0%	1%	1%	1%	0%	F	0.124	F	0.53	5400	G	2014
						Nationwide Dr										
(6009) Graves Mill Rd	0.27	8900	G	97%	0%	1%	1%	1%	0%	F	0.116	F	0.68	9500	G	2014
						US 501 Lynchburg Expressway										
(6009) Graves Mill Rd	0.18	25000	G	97%	0%	1%	1%	1%	0%	C	0.097	F	0.53	27000	G	2014
						Old Graves Mill Rd										
(6009) Graves Mill Rd	1.04	20000	G	97%	0%	1%	1%	1%	0%	F	0.100	F	0.518	22000	G	2014
						WCL Lynchburg 09-1425										
(6012) Church St	0.23	3900	G	96%	1%	2%	0%	1%	0%	C	0.118	F		4100	G	2014
						Pearl St										
						12th St										
(6012) Church St	0.47	6400	G	98%	1%	1%	0%	1%	0%	F	0.098	F		6800	G	2014
						5th St										
(6012) Rivermont Ave	0.90	13000	G	98%	1%	1%	0%	1%	0%	C	0.094	F	0.571	14000	G	2014
						Bedford Ave E INT										
						Rivermont Ave E Int										
(6012) Bedford Ave	0.96	4000	G	95%	1%	2%	1%	2%	0%	C	0.092	F	0.506	4300	G	2014
						Rivermont Ave W Int										
						Bedford Ave W Int										
(6012) Rivermont Ave	1.01	14000	G	95%	1%	2%	1%	2%	0%	F	0.099	F	0.512	15000	G	2014
						Rivermont Terrace										
(6020) Rivermont Ave	0.96	7900	G	95%	1%	2%	1%	2%	0%	F	0.096	F	0.607	8400	G	2014
						Bedford Ave W Int										
						Bedford Ave E Int										

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						2Axle	3+Axle	1Trail	2Trail									
City of Lynchburg																		
6022	Hollins Mill Rd	1.16	3900	G	95%	1%	2%	1%	2%	0%	F	0.089	F	0.573	4200	G	2014	
						From: Bedford Ave												
						To: Hollins St												
6022	Federal St	0.40	4400	G	95%	1%	2%	1%	2%	0%	F	0.088	F	0.558	4700	G	2014	
						From: 5Th St												
						To: Lakeside Dr												
6023	Murrell Rd	0.37	9200	G	95%	1%	2%	1%	2%	0%	F	0.089	F	0.717	9700	G	2014	
						From: Langhorne Rd												
						To: Kemper St												
6027	12th St	0.80	8000	G	97%	0%	2%	0%	0%	0%	F	0.083	F	0.518	8500	G	2014	
						From: Clay St												
						To: Commerce St												
6027	12th St	0.25	6800	G	97%	0%	2%	0%	0%	0%	F	0.094	F	0.612	7200	G	2014	
						From: 5Th St												
						To: 10Th St												
6028	Commerce St	0.33	4400	G	97%	0%	2%	0%	0%	0%	F	0.107	F	0.671	4700	G	2014	
						From: 10Th St												
						To: Main St												
6028	Commerce St	0.30	3700	G	97%	0%	2%	0%	0%	0%	F	0.122	F	0.758	3900	G	2014	
						From: Main St												
						To: Wadsworth Ave												
6029	Fort Ave	0.43	5500	G	97%	0%	2%	0%	0%	0%	F	NA		6000	G	2014		
						From: Kemper St												
						To: 9Th St												
6029	Park Ave	0.28	5100	G	97%	0%	2%	0%	0%	0%	F	NA		5500	G	2014		
						From: 9Th St												
						To: 5Th St												
6029	Park Ave	0.36	3600	G	97%	0%	2%	0%	0%	0%	F	0.094	F	0.559	3800	G	2014	
						From: 5Th St												
						To: Oakley Ave												
6031	Lakeside Dr	0.41	13000	G	97%	0%	2%	0%	0%	0%	F	0.091	F	0.687	13000	G	2014	
						From: Murrell Rd												
						To: Memorial Ave												
6031	Lakeside Dr	0.34	5400	G	97%	0%	2%	0%	0%	0%	C	0.093	F	0.543	5800	G	2014	
						From: Memorial Ave												
						To: Langhorne Rd												
6031	Park Ave	0.36	7100	G	97%	1%	2%	0%	0%	0%	F	NA		7500	G	2014		
						From: CIUS 501												
						To: US 221; 118-6027; 12Th St												
6031	Park Ave	0.35	12000	G	97%	0%	2%	0%	0%	0%	F	NA		13000	G	2014		
						From: US 221; 118-6027; 12Th St												
						To: Florida Ave												
6032	Main St	0.25	2200	G	97%	1%	2%	0%	0%	0%	F	0.094	F	0.629	2400	G	2014	
						From: Lynchburg Expressway												
						To: Lynchburg Exp												
6032	Main St	0.28	7400	G	97%	1%	2%	0%	0%	0%	F	0.083	F	0.712	7900	G	2014	
						From: 12Th St												
						To: 5Th St												
6032	Main St	0.55	6500	G	97%	1%	2%	0%	0%	0%	F	0.097	F	0.690	6900	G	2014	
						From: 5Th St												
						To: Campbell Ave												
6033	Florida Ave	1.28	4200	G	97%	1%	2%	0%	0%	0%	C	0.098	F	0.627	4400	G	2014	
						From: Augusta St												
						To: Main St												
6033	Florida Ave	0.88	3100	G	97%	1%	2%	0%	0%	0%	F	0.104	F	0.663	3300	G	2014	
						From: Main St												
						To: Florida Ave												
6034	Martin St	0.58	1100	G	98%	0%	1%	0%	0%	0%	C	0.107	F	0.581	1100	G	2014	
						From: ECL Lynchburg												
						To: SCL Lynchburg												
6035	Candler Mtn Rd	1.09	3700	G	99%	0%	0%	0%	0%	0%	C	0.099	F	0.553	3900	G	2014	
						From: SCL Lynchburg												
						To: Ramp From US 460; FR 906												

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
(6035) Candler Mtn Rd	0.74	14000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.542	15000	G	2014
(6036) Clay St	0.50	2000	G	95%	0%	3%	1%	1%	0%	C	0.1	F	0.595	2100	G	2014
(6036) Grace St	0.88	3500	G	98%	1%	1%	1%	0%	0%	C	0.103	F	0.668	3800	G	2014
(6037) Stadium Dr	0.38	5700	G	98%	1%	1%	1%	0%	0%	F	0.103	F	0.585	6100	G	2014
(6038) Wythe St	0.27	8500	G	95%	2%	1%	1%	1%	0%	C	0.105	F	0.524	9000	G	2014
(6040) James St	0.22	3300	G	96%	2%	1%	1%	1%	0%	C	0.100	F	0.541	3500	G	2014
(6042) Cranehill Dr	1.04	1800	G	98%	1%	1%	0%	0%	0%	C	0.117	F	0.742	1900	G	2014
(6044) Old Forest Rd	0.94	20000	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.509	21000	G	2014
(6044) Old Forest Rd	0.45	21000	G	98%	1%	1%	0%	0%	0%	C	0.084	F	0.515	23000	G	2014
(6044) Old Forest Rd	0.21	15000	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.530	16000	G	2014
(6044) Old Forest Rd	1.61	8000	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.569	8500	G	2014
(6045) Greenwood Dr	0.38	3000	G	97%	1%	2%	0%	0%	0%	C	0.103	F	0.710	3200	G	2014
(6045) Thomas Dr	0.71	4100	G	97%	1%	2%	0%	0%	0%	F	0.095	F	0.628	4400	G	2014
(6045) Richmond Rd	0.35	3700	G	97%	1%	1%	0%	0%	0%	C	NA			3900	G	2014
(6046) Sandusky Dr	0.77	3000	G	97%	1%	2%	0%	0%	0%	C	0.102	F	0.658	3200	G	2014
(6046) Sandusky Dr	0.49	4600	G	97%	2%	1%	0%	0%	0%	C	0.095	F	0.501	4900	G	2014
(6048) Perrymont Ave	0.84	3700	G	98%	1%	1%	0%	0%	0%	C	0.094	F	0.508	3900	G	2014
(6050) Odd Fellows Rd	0.60	7500	G	82%	2%	4%	4%	8%	0%	F	0.093	F	0.597	7900	G	2014
(6050) Odd Fellows Rd	0.67	1300	G	82%	2%	4%	4%	8%	0%	C	0.119	F	0.632	1400	G	2014
(6052) Campbell Ave	0.33	9600	G	98%	0%	1%	0%	0%	0%	C	0.085	F	0.568	10000	G	2014
(6052) Campbell Ave	0.41	9700	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.63	10000	G	2014

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
(6054) Fenwick Dr	0.23	3400	G	99%	0%	0%	0%	0%	0%	F	0.104	F	0.511	3600	G	2014
			From: Bus US 460 Fort Ave													
			To: Sheffield Dr													
(6054) Sheffield Dr	0.73	3100	G	99%	0%	0%	0%	0%	0%	C	0.126	F	0.501	3300	G	2014
			From: Fenwick Dr													
			To: SR 163 Wards Rd													
(6056) Greenview Dr	1.29	18000	G	98%	0%	1%	0%	0%	0%	C	0.086	F	0.515	19000	G	2014
			From: WCL Lynchburg													
			To: Leesville Rd													
(6066) Leesville Rd	1.14	7700	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.514	8200	G	2014
			From: SCL Lynchburg													
			To: North St													
(6066) Leesville Rd	1.15	7400	G	98%	1%	1%	0%	0%	0%	C	0.1	F	0.572	7900	G	2014
			From: North St													
			To: Timberlake Rd													
(6070) Wards Ferry Rd	1.29	11000	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.540	11000	G	2014
			From: CBusUS 460 Logans Lane													
			To: Harvard St													
(6070) Wards Ferry Rd	1.06	9700	G	99%	0%	0%	0%	0%	0%	C	0.097	F	0.521	10000	G	2014
			From: Harvard St													
			To: US 29; Wards Rd													
(6071) Harvard St	0.08	180	G	97%	0%	1%	1%	1%	0%	F	0.109	F	0.667	190	G	2014
			From: Wards Ferry Rd													
			To: College Park Dr													
(6072) Old Graves Mill Rd	1.70	10000	G	97%	0%	1%	1%	1%	0%	C	0.099	F	0.682	11000	G	2014
			From: Timberlake Rd													
			To: Graves Mill Rd													
(6073) McConville Rd	1.80	4800	G	99%	0%	0%	0%	0%	0%	C	0.113	F	0.504	5100	G	2014
			From: Graves Mill Rd													
			To: Wyndale Dr													
(6073) Wyndale Dr	0.24	4300	G	99%	1%	0%	0%	0%	0%	C	0.108	F	0.591	4600	G	2014
			From: McConville Rd													
			To: Lakeside Dr													
(6074) Evergreen Rd	0.33	2100	G	99%	0%	0%	0%	0%	0%	F	NA			2200	G	2014
			From: Link Rd													
			To: Indian Hill Rd													
(6074) Indian Hill Rd	0.98	1800	G	99%	0%	0%	0%	0%	0%	F	0.105	F	0.684	2000	G	2014
			From: Evergreen Rd													
			To: Burnt Bridge Rd													
(6074) Burnt Bridge Rd	0.97	1600	G	99%	0%	0%	0%	0%	0%	C	0.100	F	0.602	1700	G	2014
			From: Indian Hill Rd													
			To: Bus US 501, Boonsboro Rd													
(6075) Langhorne Lane	0.34	2000	G	99%	0%	0%	0%	0%	0%	C	0.092	F	0.532	2100	G	2014
			From: Richmond St													
			To: Eldon St													
(6075) Eldon St	0.07	2200	G	99%	0%	0%	0%	0%	0%	F	0.100	F	0.603	2300	G	2014
			From: Langhorne Lane													
			To: Memorial Ave													
(6076) Linkhorne Rd	0.59	5400	G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.503	5700	G	2014
			From: Old Forest Rd													
			To: Cranchill Dr													
(6077) Jefferson St	0.41	560	G	99%	0%	0%	0%	0%	0%	F	NA			600	G	2014
			From: 7Th St													
			To: Concord Tpke													
(6078) Washington St	0.11	1800	G	91%	0%	2%	2%	5%	0%	F	0.104	F	0.616	1900	G	2014
			From: Main St													
			To: Jefferson St													
(6078) Concord Tpke	1.66	1600	G	91%	0%	2%	2%	5%	0%	F	0.096	F	0.639	1700	G	2014
			From: Jefferson St													
			To: Rockwell Rd													

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
6078 Concord Tpke	1.07	1500	G	91%	0%	From: Rockwell Rd				C	0.104	F	0.647	1600	G	2014
						To: US 460										
6080 Court St	0.50	1400	G	91%	0%	From: 12Th St				F	0.12	F	0.521	1500	G	2014
						To: 5Th St										
6081 Forest Brook Rd	0.92	4700	G	97%	1%	From: Lakeside Dr				C	0.107	F	0.597	5000	G	2014
						To: Old Forest Rd										
6082 Hill St	0.58	5700	G	99%	0%	From: Old Forest Rd				F	0.093	F	0.673	6000	G	2014
						To: Langhorne Rd										
6083 Edgewood Ave	0.73	2000	G	99%	0%	From: Fort Ave				C	0.095	F	0.509	2200	G	2014
						To: Wards Rd										
4th St		100	G			From: Wise St					0.155	F		110	G	2014
						To: Monroe St										
Caroline St		650	G			From: York St					0.11	F	0.645	690	G	2014
						To: Chambers St										
Chambers St		920	G			From: Caroline St					0.103	F	0.569	980	G	2014
						To: 2Nd St										
Clayton Ave		480	G			From: Morningside Dr					0.117	F	0.617	510	G	2014
						To: Spottswood Pl										
Danridge Dr		1300	G			From: Berkley Pl					0.088	F	0.535	1400	G	2014
						To: Craigmont Dr										
Enterprise Dr		14000	G			From: 15-1520					NA		14000	G	2014	
						To: Bedford County Line										
Fairview Ave		280	G			From: Maryland Ave					0.13	F	0.513	300	G	2014
						To: Mackel St										
Fleetwood Dr		1200	G			From: Ridgeway Dr					0.100	F	0.627	1200	G	2014
						To: Hillwood Dr										
Georgia Ave		220	G			From: Campbell Ave					0.101	F	0.539	240	G	2014
						To: Nevada Ave										
Gorman Dr		290	G			From: Glen Oak Lane					0.143	F	0.505	310	G	2014
						To: Northwood Cir										
Hawthorne Rd		140	G			From: Montgomery Rd					0.151	F	0.75	150	G	2014
						To: Woodcrest Dr										
Hayes Dr		130	G			From: Rhonda Dr					0.134	F	0.619	130	G	2014
						To: Crawford Dr										
John Scott Dr		460	G	97%	2%	From: Old Trents Ferry Rd				C	NA		500	G	2014	
						To: Dead End										
Leyburn Ave		220	G			From: Mosby Ave					0.128	F	0.734	230	G	2014
						To: Sackett St										

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
Locksview Dr		820	G			From: Bell Tavern Rd				0.103	F	0.528	880	G	2014	
						To: Norvell House Ct										
Maryland Ave		250	G			From: Craig St				0.118	F	0.622	270	G	2014	
						To: Fairview Ave										
McKinney Ave		260	G			From: Clarke St				0.130	F	0.589	280	G	2014	
						To: Dodd St										
Mimosa Dr		750	G			From: Burnt Bridge Rd				0.099	F	0.555	800	G	2014	
						To: Woodcrest Dr										
Morningside Dr		470	G			From: McGuffey Lane				0.227	F	0.726	500	G	2014	
						To: Eastwood Lane										
Myrtle St		540	G			From: Westview Dr				0.127	F		570	G	2014	
						To: Toledo Ave										
New Hampshire Ave		340	G			From: Oakridge Blvd				0.109	F	0.507	360	G	2014	
						To: Tremont St										
Oxford St		330	G			From: McKinney Ave				0.101	F	0.615	350	G	2014	
						To: Radcliffe Ave										
Page St		2600	G			From: Hillcrest Rd				0.106	F	0.829	2800	G	2014	
						To: 2Nd St										
Rhode Island Ave		140	G			From: Tremont St				0.143	F	0.698	150	G	2014	
						To: Fort Ave										
Sanhill Dr		450	G			From: Rhonda Dr				0.157	F	0.629	480	G	2014	
						To: Apache Lane										
Texas Ave		290	G			From: Campbell Ave				0.135	F	0.579	300	G	2014	
						To: Nevada Ave										
Warren Ave		170	G			From: Wingfield Ave				0.120	F	0.636	180	G	2014	
						To: Perry Ave										