2017

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	
7	Virginia State Rou	ute

Frontage Road (F precedes frontage route number)

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
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	Pactor QK	Factor	AAWDT	QW
~~~	From:	SCL Lync												
[29] [460] [29]	City of Lynchburg (Maint: 15)	1.38 <b>5000</b>	0 G	93%	0%	1%	1%	5%	0%	F	0.101	0.661	52000	G
$\neg \neg \neg$	City of Lypophyra (Mainty 15)	Candler Mou		000/	00/	10/	10/	E0/	00/	F	0.101	0.500	20000	G
(29) (460) (29)	City of Lynchburg (Maint: 15)	0.49 3800		93%	0%	1%	1%	5%	0%	Г	0.101	0.598	39000	G
(20) (20) (20)	City of Lynchburg (Maint: 15)	1.91 <b>3900</b>		93%	0%	1%	1%	5%	0%	С	0.105	0.531	40000	G
(29) (460) (29) (501)	To:	US 501 Camp		30 /0	0 70		1 /0	370	0 70	J	0.103	0.551	40000	u
~~~~	From:	Functional Cla		2221					221	_				
29 (460) Richmond Hwy	City of Lynchburg (Maint: 15)	2.14 3700 US 29		93%	0%	1%	1%	5%	0%	F	0.093	0.560	38000	G
	From:	SCL Lync												
29)	City of Lynchburg (Maint: 15)	0.33 1800		89%	1%	1%	1%	8%	1%	F	0.089	0.505	17000	G
~	To:	NCL Lync												
	City of Lynchburg (Maint: 15)	SCL Lync		93%	0%	10/	10/	E9/	00/	F	0.101	0.661	E2000	G
29 (460) (29)	City of Lynchburg (Maint. 15)	1.38 5000		93%	0%	1%	1%	5%	0%	Г	0.101	0.661	52000	G
(10)	City of Lynchburg (Maint: 15)	Candler Mou 0.49 3800		93%	0%	1%	1%	5%	0%	F	0.101	0.598	39000	G
29 (460) (29)	only of Lynchburg (Maint: 13)			30 /6	0 /6	1 /0	1 /0	J /6	0 /6	'	0.101	0.530	33000	u
29) (460) (29) (501)	City of Lynchburg (Maint: 15)	1.91 3900		93%	0%	1%	1%	5%	0%	С	0.105	0.531	40000	G
29 [460] [29] [501]	To:	Bus US 501; US 501			0,0		. , 0	0,0	0,0		000	0.00	.0000	<u> </u>
Bus	From:	SCL Lync	hburg											
29 Wards Rd	City of Lynchburg	1.64 4100		97%	0%	0%	1%	1%	0%	С	0.084	0.562	42000	G
Bus	To: From:	US 501 Lynchburg Ex SR 163 Wa		SR 163										
29 \ \(\) \(\) \(\) Lynchburg Expressway	City of Lynchburg	0.33 4400		97%	0%	0%	1%	1%	0%	Ν	0.094	0.538	46000	Ν
\sim	To	US 501, SR 128 Cand	lers Mount	ain Rd										
Bus 29 Lynchburg Expressway	City of Lynchburg	1.33 4400	0 G	97%	0%	0%	1%	1%	0%	F	0.094	0.538	46000	G
29 Lynonoung Expressing,	Tro-	Odd Fellov		07.70	0 70		1 70	1 /0	070	•	0.001	0.000	10000	ŭ
Bus	From:			070/	00/		40/	40/	00/	_	0.007	0.500	40000	_
29 Lynchburg Expressway	City of Lynchburg	1.46 4200	0 G	97%	0%	0%	1%	1%	0%	F	0.097	0.536	43000	G
Bus	To: From:	Kemper S	treet											
29 Lynchburg Expressway	City of Lynchburg	1.02 3800	0 G	97%	0%	0%	1%	1%	0%	F	0.095	0.538	40000	G
Bus	To: From:	Main St	reet											
29 Lynchburg Expressway	City of Lynchburg	0.22 3000	0 G	97%	0%	0%	1%	1%	0%	F	0.085	0.678	32000	G
→	To:	Amherst Cou	nty Line											
	From:	SR 163 Wa								_				
128 Candler Mt Rd	City of Lynchburg	0.26 1600		90%	2%	2%	2%	5%	0%	F	0.087	0.578	17000	G
	From:	Bus US 29, US 501 L RT 501		expwy										
128)(501)Candlers Mtn Rd	City of Lynchburg	0.43 3500	0 G	96%	0%	1%	1%	2%	0%	F	0.081	0.536	37000	G
\sim	To:	RT 501	Е											

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

				_		Truck			K	. Dir		
Route	Jurisdiction	Length AADT QA	4Tire	Bus	2Axle 3+	Axle 1Tra	il 2Trail	QC	Factor Q	K Factor	AAWDT	QV
	From:	US 501 Candlers Mt Rd										
128 Mayflower Dr	City of Lynchburg	1.30 7300 G	90%	2%	2%	2% 5%	0%	С	0.091	0.583	7700	G
<u> </u>	To: From:	Odd Fellows Rd										
128 Mayflower Dr	City of Lynchburg	1.48 2300 G	94%	1%	2%	2% 1%	0%	С	0.118	0.713	2500	G
\smile	То:	Bus US 501 Campbell Av	e									
	From:	Bus US 29, US 501 Lynchburg Ex										
163)Wards Rd	City of Lynchburg	0.44 15000 G	98%	0%	1%	0%	0%	F	0.082	0.537	16000	(
\smile	Τα	SR 128 Candler Mtn Rd										
163)Wards Rd	City of Lynchburg	0.42 25000 G	98%	0%	1% (0%	0%	F	0.082	0.537	27000	C
	To:	Bus US 460 Fort Avenue										
Bus	From:	Wards Rd										
163)(460) Fort Ave	City of Lynchburg	1.19 22000 G	98%	0%	1%	0% 0%	0%	С	0.08	0.511	24000	(
	To:	Memorial Ave										
163) Memorial Ave	City of Lynchburg	Fort Ave 0.60 10000 G	99%	0%	1 % (0% 0%	0%	С	0.079	0.513	11000	
163 Wellional Ave	enty of Lynchburg		3376	0 70		370 070	0 70	J	0.073	0.515	11000	•
	To: From:	Oakley Ave						_				
163 Memorial Ave	City of Lynchburg	0.47 11000 G	99%	0%	1%	0% 0%	0%	F	0.082	0.512	12000	(
<u> </u>	To: From:	Park Ave										
163) Memorial Ave	City of Lynchburg	0.33 9100 G	99%	0%	1%	0%	0%	F	0.086	0.579	9700	(
\smile	To:	Langhorne Rd										
163)5th St	City of Lynchburg	0.17 13000 G	99%	0%	1% (0%	0%	F	0.085	0.566	14000	(
	To	Dolland Ct										
163)5th St	City of Lynchburg	Pollard St 0.26 13000 G	99%	0%	1% (0% 0%	0%	F	0.085	0.605	14000	(
163/3011/01	Oity of Lynchiburg		33 /6	0 70	170	370 070	0 70		0.000	0.003	14000	
	From:	Pierce St						_				
163)5th St	City of Lynchburg	0.27 12000 G	98%	0%	0%	0% 1%	0%	F	0.085	0.598	13000	C
<u> </u>	To: From:	Park Ave										
163)5th St	City of Lynchburg	0.38 12000 G	98%	0%	1%	0%	0%	С	0.084	0.588	13000	(
\smile	To	Clay St										
163)5th St	City of Lynchburg	0.57 15000 G	98%	0%	0%	0% 1%	0%	С	0.093	0.632	16000	(
	To:	Amherst County Line										
	From:	WCL Lynchburg										
221 Lakeside Dr	City of Lynchburg	0.53 29000 G	99%	0%	0%	0% 1%	0%	С	0.091	0.568	31000	(
22.7)	To:	Lynchburg Expressway										
	From:	US 501 Lynchburg Expressy										
221 Lakeside Dr	City of Lynchburg	0.94 16000 G	99%	0%	0%	0% 1%	0%	F	0.09	0.624	18000	C
~	To:	Forest Brook Rd										
221 Lakeside Dr	City of Lynchburg	1.52 14000 G	99%	0%	0%	0% 1%	0%	F	0.086	0.569	15000	C
	Too	Old Forest Rd										
221 Lakeside Dr	City of Lynchburg	0.15 17000 G	99%	0%	0% (0% 1%	0%	F	0.085	0.58	18000	C
>>1 /ravesine di	Oity of Eyrichburg	0.10 1/000 G	JJ /0	U /0	U /0 I	J/O 170	U /0	- 1	0.000	0.56	10000	Ċ

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

							Tru	ıck			K	Dir Dir		
Route	Jurisdiction	Length AAD1	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK Factor	AAWDT	QV
	From:	Lakeside	Dr			1	017.00				· doto.			
221 Oakley Ave	City of Lynchburg	0.57 1100 0) G	99%	0%	0%	0%	1%	0%	F	0.087	0.535	11000	G
)	To:	Bus US 29 Men	norial Ave											
~~~	From:	Memorial								_				_
221 Oakley Ave	City of Lynchburg	0.24 <b>8900</b>		99%	0%	0%	0%	1%	0%	F	0.087	0.536	9500	G
Bus	From:	Bus US 460 F Bus US 460 Oa												
221 (460) Fort Ave	City of Lynchburg	0.42 1000		96%	1%	2%	0%	1%	0%	С	0.084	0.51	11000	G
221 (460). 51.71.5	and a suppose of the			0070	1 70		070	1 70	0 70	Ū	0.001	0.01	11000	
Bus	From:	118-6029 Fo	rt Ave											
221 (460) 12th St	City of Lynchburg	0.25 <b>9700</b>	G	96%	1%	2%	0%	1%	0%	F	0.084	0.51	10000	C
~~~	To:	Bus US 501 Can	nbell Ave			<u> </u>								
Bus Bus	From:		•	050/	10/	00/	00/	10/	00/	F	0.00	0.504	0000	,
221 460 501 12th St	City of Lynchburg	0.18 9300		95%	1%	2%	0%	1%	0%	г	0.09	0.564	9900	C
Bus Bus	From:	Kemper 12th Stre												_
221 (460)(501) Kemper St	City of Lynchburg	0.41 7400		95%	1%	2%	0%	1%	0%	С	0.09	0.61	7900	(
221)(400)(301)	To:	US 29 Lynchburg												
	From:	SCL Lynch												
460 (29) (29)	City of Lynchburg (Maint: 15)	1.38 5000 0		93%	0%	1%	1%	5%	0%	F	0.101	0.661	52000	(
460 (29) (29)							.,.	- , -		-				
	City of Lynchburg (Maint: 15)	Candler Mour 0.49 3800 0		93%	0%	10/	10/	E0/	0%	F	0.101	0.509	20000	(
460 (29) (29)	City of Lynchburg (Maint. 15)	0.49 3800 0	, G	93%	0%	1%	1%	5%	0%	Г	0.101	0.598	39000	
~~~	To: From:	US 501												
460 (29) (29) (501)	City of Lynchburg (Maint: 15)	1.91 <b>3900</b> 0		93%	0%	1%	1%	5%	0%	С	0.105	0.531	40000	C
~ ~ ~ ~	To: From:	Bus US 501; US 501 Functional Clas		Ave										
460 29 Richmond Hwy	City of Lynchburg (Maint: 15)	2.14 <b>3700</b>		93%	0%	1%	1%	5%	0%	F	0.093	0.560	38000	
460 29 Richmond Hwy	Only of Lyndriburg (Maint: 10)			0070	0 70	1 /0	1 70	0 /0	0 /0	•	0.000	0.000	00000	
~~~ Di i	From	US 29		000/	00/		40/	40/	00/		2 222	0.500	00000	_
Richmond Hwy	City of Lynchburg (Maint: 15)	0.11 2700 0		93%	0%	1%	1%	4%	0%	N	0.093	0.560	28000	1
		ECL Lynch												
Bus	From:	WCL Lynci		000/	00/		00/	40/	00/	_	0.00	0.557	00000	,
Timberlake Rd	City of Lynchburg	0.62 3200 0) G	98%	0%	0%	0%	1%	0%	F	0.08	0.557	33000	(
Bus	To: From:	Old Graves N	Aill Rd											
460 Timberlake Rd	City of Lynchburg	1.14 2600 0) G	98%	0%	0%	0%	1%	0%	F	0.080	0.513	28000	(
400)	Tol.													
Bus	From:	Leesville	Rd											
Timberlake Rd	City of Lynchburg	0.37 3400 0) G	98%	0%	0%	0%	1%	0%	F	0.082	0.570	36000	(
	To	US 501 Lynchburg	Expressw	ay		\neg \vdash								
Bus Fort Ave	City of Lynchhy				00/	00/	00/	10/	00/	F	0.007	0.510	10000	,
Fort Ave	City of Lynchburg	1.15 1700 0		98%	0%	0%	0%	1%	0%	F	0.087	0.518	18000	G
Bus	From	Bus US 29 W Wards F												
460 163 Fort Ave	City of Lynchburg	1.19 2200 0		98%	0%	1%	0%	0%	0%	С	0.08	0.511	24000	G
400 (103). 51.7.115	To To	Memorial		5576	0 / 0		0 /0	0 / 0	0 /0	•	0.00	0.011	000	~

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

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle				QC	Factor	QK	Factor	AAWDT	Q'
us	From:		29 Memoria													
Fort Ave	City of Lynchbu	org 0.57	8900	G	98%	0%	0%	0%	1%	0%	F	0.087		0.500	9300	(
us	To- From:	US 2	221 Oakley A	Ave												
60 (221) Fort Ave	City of Lynchbu	ırg 0.42	10000	G	96%	1%	2%	0%	1%	0%	С	0.084		0.51	11000	(
<i></i>	To.	118	-6029 Fort A	ve												
US 10th Ct	City of Lynchbu				069/	10/	20/	00/	10/	00/	F	0.084		0.51	10000	
60 221 12th St	City of Lynchbul	org 0.25	9700	G	96%	1%	2%	0%	1%	0%	Г	0.084		0.51	10000	•
us Bus	To: From:	Bus US	501 Campbe	ell Ave												
50)(221)(501)12th St	City of Lynchbu	org 0.18	9300	G	95%	1%	2%	0%	1%	0%	F	0.09		0.564	9900	
	To:		Kemper St													
s Bus 0 (221) 501 (Kemper St	City of Lynchbu		12th Street 7400	G	95%	1%	2%	0%	1%	0%	С	0.09		0.61	7900	
0)(221)(501) Kemper St	To:	3	Lynchburg Ex			1 /0		0 /0	1 /0	0 /6	C	0.09		0.01	7 900	
s Bus	From:		nchburg Expi	_	_											_
0 501 Kemper St	City of Lynchbu	irg 0.34	7800	G	98%	0%	1%	0%	0%	0%	F	0.109		0.626	8300	
	To:		ampbell Ave	:												
s Bus	City of Lynabhy		Kemper St	G	98%	0%	1%	00/	0%	00/	0	0.100		0.651	17000	
0 501 Campbell Ave	City of Lynchbu		16000		96%	0%	1%	0%	0%	0%	С	0.102		0.651	17000	
ıs Bus	To: From:	M	layflower Dr													_
0 501 Campbell Ave	City of Lynchbu	ırg 0.48	15000	G	98%	0%	1%	0%	0%	0%	F	0.110		0.656	16000	
	To Promi]	Florida Ave													
us Bus 60 \ 501 \ Campbell Ave	City of Lynchbu	ıra 0.14	18000	G	98%	0%	1%	0%	0%	0%	F	0.107		0.667	19000	
501 Campbell Ave	To:	•	S 501 Richme			0 /0		0 70	0 70	0 70	•	0.107		0.007	13000	
IS	From:		Bus US 501		,											
Campbell Ave	City of Lynchbu	•	11000	N	97%	0%	1%	0%	1%	0%	Ν	0.105		0.662	13000	
	To:	U	S 29, US 460)												
~	From:		L Lynchburg													
Campbell Ave	City of Lynchbu	o.93	11000	G	97%	0%	1%	0%	1%	0%	F	0.105		0.662	13000	
Bus	To: From:]	Bus US 460													
Campbell Ave	City of Lynchbu	ıra 0.15	11000	N	97%	0%	1%	0%	1%	0%	N	0.105		0.662	13000	
1)(400)	To:	_	S 460 Richmo	ond Hwy												
~~~ ~ ~	From:		S 29, US 460													
1)(460)(29)(29)	City of Lynchburg (Ma	aint: 15) 1.91	39000	G	93%	0%	1%	1%	5%	0%	С	0.105		0.531	40000	
	To: From:		S 460 Richmo	ond Hwy	/											
1)	City of Lynchbu	•	8300	G	96%	0%	1%	1%	2%	0%	F	0.095			8900	
~	Combined Traffic Estimates for 2 Parallel Ro			G	97%	0%	1%	1%	2%	0%	F	0.094	F	0.513	18000	
	To:	SR 128 Mayflo			tn Rd											
O1 Candlers Mtn Rd	City of Lynchbu		28 Mayflower 35000	r Dr <b>G</b>	96%	0%	1%	1%	2%	0%	F	0.081		0.536	37000	
JI 128 Garidiers With Hu	To I	•	Lynchburg Ex			U /0	1 /0	1 /0	<b>~</b> /0	0 /0	'	0.001		0.000	37000	

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

			-					Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle	_		QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		8 Candlers N													
(501) (29) Lynchburg Express	way City of Lynchi	burg 0.33	44000	N	97%	0%	0%	1%	1%	0%	Ν	0.094		0.538	46000	Ν
~ ~	To: From:	Bus	US 29 Ward	ls Rd												
501 Lynchburg Expressway	City of Lynchi	burg 1.37	46000	G	96%	0%	1%	1%	2%	0%	F	0.091			49000	G
<u> </u>	To:	Bus 4	160 Timberla	ke Rd			<u> </u>									
501 Lynchburg Expressway Ex	ct City of Lynchi	burg 1.21	48000	G	96%	0%	1%	1%	2%	0%	F	0.094		0.524	51000	G
<i></i>	To:	(	Graves Mill R	Rd												
501 Lynchburg Expressway	City of Lynch		35000	G	96%	0%	1%	1%	2%	0%	F	0.090		0.504	37000	G
	To		Lakeside Dr													
501 Lynchburg Expressway	From: City of Lynch	burg 0.31	38000	G	96%	0%	1%	1%	2%	0%	F	0.082		0.531	40000	G
301) = ,	To.						<del></del> i									-
501 Lynchburg Expressway	From: City of Lynch		044 Old For 14000	G	96%	0%	1%	1%	2%	0%	F	0.087		0.578	15000	G
501) Eynonbarg Expressway	Oity of Eyrion				0070	0 70		1 /0	270	070	•	0.007		0.070	10000	ď
	From:		Wiggington R		97%	0%	1%	1%	1%	0%	F	0.091		0 EC1	15000	G
501 Lynchburg Expressway	City of Lynch		14000 Boonsboro R	G	97%	0%	1%	170	170	0%	Г	0.091		0.561	15000	G
	From:		hburg Expres													
501 Boonsboro Rd	City of Lynch	burg 1.80	9400	G	96%	0%	1%	1%	2%	0%	С	0.095		0.625	10000	G
<i>~</i>	To:	V	CL Lynchbu	urg												
	From:		US 501													
5β1 (460) (29) (29)	City of Lynchburg (		39000	G	93%	0%	1%	1%	5%	0%	С	0.105		0.531	40000	G
\$\$\$\$	To:		1; US 501 Ca	_												
501	City of Lynch	· · · · · · · · · · · · · · · · · · ·	S 460 Richm <b>8200</b>	nona Hy G	97%	0%	1%	1%	1%	0%	F	0.092			8800	G
501	Combined Traffic Estimates for 2 Parallel	· ·		G	97%	0%	1%	1%	2%	0%	F	0.094	F	0.513	18000	G
·	To:	SR 128 Mayf				0 76	1/8	1 /0	2.70	0 /6	•	0.034	'	0.515	10000	ď
	From:		Bus US 29													
5β1	City of Lynch		NA									NA			NA	
<del></del>	To:	US 501 I	ynchburg Ex	xpresswa	ay											
Bus Bus	From:		US 460													
501 (460 Campbell Ave	City of Lynch	burg 0.14	18000	G	98%	0%	1%	0%	0%	0%	F	0.107		0.667	19000	G
Bus Bus	To: From:		Florida Ave	,												
501 (460 Campbell Ave	City of Lynch	burg 0.48	15000	G	98%	0%	1%	0%	0%	0%	F	0.110		0.656	16000	G
301)(400)	<b>,</b>															
Bus Bus	From:		Mayflower D													
501 (460) Campbell Ave	City of Lynch	burg 0.88	16000	G	98%	0%	1%	0%	0%	0%	С	0.102		0.651	17000	G
Bus Bus	To:		Kemper St Campbell Av	7 <b>P</b>												
Bus Bus 501 (460 Kemper St	City of Lynch		7800	G	98%	0%	1%	0%	0%	0%	F	0.109		0.626	8300	G
301)(400)	To		hburg Expres			- / -		- / -	- / 0	- / 0	•	200			- 300	_
Bus Bus	From:		US 221													
501 (221) (460 Kemper St	City of Lynch	burg 0.41	7400	G	95%	1%	2%	0%	1%	0%	С	0.09		0.61	7900	G
~~~~	To		12th St													

	1			4.7.	-		Tru	ck		-00	K	Olí Dir	AANAIDT	-0144
Route	Jurisdiction	Length A	ADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	QW
Bus Bus	From:		7; 118-6031											
(501)(221)(460)12th St	City of Lynchburg	0.18 9 :	300 G	95%	1%	2%	0%	1%	0%	F	0.09	0.564	9900	G
Bus	To: From:	For	rt Ave											
(501) Campbell Ave	City of Lynchburg	0.23 9	000 G	98%	1%	1%	0%	0%	0%	F	0.103	0.743	9500	G
Bus	To: From:	Par	k Ave											
501 Langhorne Rd	City of Lynchburg	0.27 11	1000 G	98%	1%	1%	0%	0%	0%	F	0.089	0.669	12000	G
Bus	To: From:	Memo	orial Ave											
501 Langhorne Rd	City of Lynchburg	0.29 18	8000 G	98%	1%	1%	0%	0%	0%	F	0.086	0.594	19000	G
Bus	To- From:	Mur	rell Rd											
(501) Langhorne Rd	City of Lynchburg	1.06 1 4	1000 G	98%	1%	1%	0%	0%	0%	С	0.09	0.677	15000	G
Bus	To: From:	Н	ill St											
501 Langhorne Rd	City of Lynchburg	0.47 11	1000 G	98%	1%	1%	0%	0%	0%	F	0.09	0.705	11000	G
Bus	To: From:	Cran	ehill Dr											
501 Langhorne Rd	City of Lynchburg	1.37 8	100 G	99%	1%	1%	0%	0%	0%	С	0.091	0.61	8600	G
<u> </u>	To:		ont Terrace											
Bus Diverge and Tayre as	From:		norne Rd	000/	10/	10/	00/	00/	00/	F	0.004	0.505	FC00	_
Sol Rivermont Terrace	City of Lynchburg		200 G	99%	1%	1%	0%	0%	0%	F	0.094	0.585	5600	G
Bus	From:		ont Terrace											
(501) Rivermont Ave	City of Lynchburg		5000 G	98%	0%	1%	0%	0%	0%	F	0.091	0.56	16000	G
Bus	To: From:	Lir	nk Rd											
501 Boonsboro Rd	City of Lynchburg	0.76 13	3000 G	98%	0%	1%	0%	0%	0%	F	0.093	0.562	14000	G
Bus	To: From:	Trents	Ferry Rd											
501 Boonsboro Rd	City of Lynchburg		8000 G	98%	0%	1%	0%	0%	0%	С	0.090	0.526	13000	G
<u> </u>	To:	Lynchburg	Expressway											

Route <u>City of Lynchburg</u>	Lenath															
City of Lynchburg	Longin	AADT	QA	4Tire	Bus	2Axle 3		ck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
		From	ı				15.1				ı					
(F794) Top Ridge Rd	1.16	20	R			Dea	d End				NA			NA		07/20/2016
(F794) 1 op 1 mage 1 ta		To				15-837 To	p Ridge l	Rd								0772072010
		From:				Dea	d End				1					
(F864) Brown Haven Lane	0.12	20	R								NA			NA		07/20/2016
\bigcirc		To			11	18-6033 Bro	wn Havei	n Lane								
		From				Dea	d End									
(F906) Liberty Mt Dr	0.40	4900	R								NA			NA		10/27/2016
$\overline{}$		To:			118-603	5; Ramp Fr	US 460 E	Byp Ent To) L		_					
O		From:				Dea	d End									
(F907) Liberty Mt Dr	0.78	5900	R					_			NA			NA		10/29/2013
		To:				FR-906 Li	berty Mt	Dr								
01015	0.40	From:				Dea	d End				ᆜ					00/00/004
(F975) Chetnut Creek Dr	0.46	140	R			ъ	15.1				NA			NA		08/30/2016
		-	l				d End									
1 Pawnee Dr	0.96	From:	_	000/	10/		eadow Di		00/	F	0.126		0.506	420	C	2017
1 Pawriee Dr	0.86	390 To:	G	98%	1%	1%	0% usky Dr	0%	0%	Г	0.126		0.596	420	G	2017
		From:	l				*									
2 9th St	0.18	1300	G	98%	1%	1%	rch St 0%	0%	0%	С	0.133		0.536	1400	G	2017
2 9th St	0.10	To:		30 78	1 /0		rson St	0 70	0 70		0.100		0.550	1400	ч	2017
		From:					ay Circle				ı					
3 Alta Lane	0.85	2300	G	99%	0%	0%	0%	0%	0%	С	0.100		0.577	2400	G	2017
3) / IIId Zuilo	0.00	To:	<u> </u>	0070	0 70		Ferry Rd		0 70				0.077	2100	ŭ	2017
		From					ville Rd				l					
4 Del Ray Circle	0.16	2500	G	99%	0%	0%	0%	0%	0%	F	0.104		0.504	2700	G	2017
,		Tor				Alt	a lane									
		From:				Pari	k Ave									
5 8th St	0.59	1500	G	94%	1%	4%	0%	0%	0%	С	0.087		0.5	1600	G	2017
		To				Co	urt St									
		From:			C	1US 501 Ri	vermont T	Terrace								
6 Langhorne Rd	0.16	2300	G	97%	1%	2%	0%	0%	0%	F	0.109		0.713	2400	G	2017
$\overline{}$		To: From:					la Rd									
6 Villa Rd	0.12		G	97%	1%	Langh 2%	orne Rd 0%	0%	0%	F	0.096		0.720	2200	G	2017
6 Villa Rd	0.12	2100 To:	G	9170	I 70		nont Ave	0%	076	Г	0.096		0.729	2200	G	2017
		From:									1					
7 Long Meadow Dr	0.73	2000	G	97%	0%	1%	0 Fort Av 1%	1%	0%	F	0.108		0.517	2100	G	2017
Long Weadow Bi	0.70	2000 To:		31 /6	0 70		nee Dr	1 /0	0 70		0.100		0.517	2100	ч	2017
		From:					nont Ave				1					
8 Sussex St	0.79	3400	G	97%	0%	1%	1%	1%	0%	F	0.092		0.667	3600	G	2017
(a) 343334 31	00	To:		0.70	0 70		orne Rd	. , ,	0,0	•			0.007	0000	.	
		From:			Fr	ntrance to Li		versity			1					
9 University Blvd	0.42	10000	G	93%	2%	4%	0%	0%	0%	С	0.092		0.51	11000	G	2017
,		To				Candlers I										
		From				118-6078 C	Concord T	pke								
(10) Pleasant Valley Rd	0.52	560	G	94%	0%	1%	3%	2%	0%	F	0.104		0.620	600	G	2017
()		To				Hrban 1	Boundary									
$\overline{}$	0.13	560 From:	N	94%	0%	1%	3%	2%	0%	N	0.104		0.620	600	Ν	2017
$\frac{\bigcirc}{\bigcirc}$		-		/ •	- / -				•							
10 Pleasant Valley Rd		Too					i ince f ha	inge				_				_
10 Pleasant Valley Rd		From:	N	94%	Nº/-	Functional			Nº/-	N	0 104		0 620	600	N	2017
\bigcirc	0.15	560 From:	N	94%	0%	1%	3%	2%	0%	N	0.104		0.620	600	N	2017
10 Pleasant Valley Rd		560	N	94%	0%	1% ECL Lynch	3% aburg; 15-	2%	0%	N	0.104		0.620	600	N	2017
10 Pleasant Valley Rd		560	N G	94%	1%	1% ECL Lynch	3%	2%	0%	N C	0.104 0.101		0.620	3000	N G	2017

						City of	Lynchbi	urg							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK Dir Facto	r AAWDT	QW	Year
City of Lynchburg			1												
Tranta Form, Pd	1 00	1500	G	97%	1%	Boor 1%	nsboro Rd 1%	0%	0%	С	0.106	0.757	1600	G	2017
6002 Trents Ferry Rd	1.88	1500 Te		9770	I 70		County L		0%		0.106	0.757	1600	G	2017
		From	d				Forest Rd	inc			1				
(6003) Link Rd	0.78	9100	G	99%	0%	1%	0%	0%	0%	F	0.087	0.558	9700	G	2017
(6003) 2	0.70	To	<u> </u>	0070	0 70		nehill Dr	070	0 70	•		0.000	0,00	ŭ	2017
		Fron	r				nehill Rd								
6003) Link Rd	1.32	7400	G	99%	0%	1%	0%	0%	0%	С	0.087	0.502	7900	G	2017
<u> </u>		To				Rive	rmont Ave								
O		Fron					Forest Rd								
6004 Wiggington Rd	1.04	4700	G	98%	1%	1%	1%	0%	0%	F	0.115	0.827	5000	G	2017
		Fron					ynchburg hburg Exp	Exp							
6004) Wiggington Rd	0.76	3800	G	98%	1%	1%	1%	0%	0%	С	0.103	0.822	4000	G	2017
0004) 00 0		Te				CI									
6004) Wiggington Rd	1.82	1700 From	G	98%	1%	1%	dwick Dr 1%	0%	0%	F	0.115	0.665	1800	G	2017
wiggington Rd	1.02	To	<u> </u>	0070	1 /0		ins Mill R		0 70	•		0.000	1000	ď	2017
		From					ington Rd								
6004) Hawkins Mill Rd	0.36	2100	G	97%	2%	1%	0%	0%	0%	С	0.122	0.641	2200	G	2017
\smile		To					offee Rd	1			-				
6004) Coffee Rd	0.89	2400	G	97%	2%	Hawk	ins Mill Re	0%	0%	F	0.121	0.59	2600	G	2017
G004) Coffee Rd	0.09	2400		91 /0	2 /0				0 /6	1	0.121	0.59	2000	G	2017
O 0 " D I	0.00	Fron	<u> </u>	070/	00/		Hollow R		00/			0.50	4000		2017
6004 Coffee Rd	0.33	4000	G	97%	2%	1%	0%	0%	0%	F	0.121	0.59	4200	G	2017
							Boonsboro								
Croves Mill Dd	0.00	From		070/	00/		Bus Fort A		00/			0.550	6600	0	2017
Graves Mill Rd	0.60	6200	G	97%	0%	1%	1%	1%	0%	F	0.102	0.550	6600	G	2017
0 0 1411 0 1	0.00	From		070/	00/		Mill Rd	40/	00/			0.540	5000		2017
6009 Graves Mill Rd	0.66	5400	G	97%	0%	1%	1%	1%	0%	F	0.107	0.543	5800	G	2017
<u> </u>		To From	e r				onwide Dr								
6009 Graves Mill Rd	0.27	11000	G	97%	0%	1%	1%	1%	0%	F	0.1	0.631	11000	G	2017
<u> </u>		To From			US	501 Lync	hburg Exp	ressway							
6009) Graves Mill Rd	0.18	27000	G	97%	0%	1%	1%	1%	0%	С	0.100	0.526	29000	G	2017
\bigcup		To	_			Old Gr	aves Mill I	Rd							
6009 Graves Mill Rd	1.04	22000 From	G	97%	0%	1%	1%	1%	0%	F	0.093	0.545	23000	G	2017
		To	С			WCL Lyne	chburg 09-	1425							
		Fron	ıc			P	earl St								
6012) Church St	0.23	4200	G	96%	1%	2%	0%	1%	0%	С	0.118		4400	G	2017
		To				1	2th St								
6012) Church St	0.47	6900 From	G	98%	0%	1%	1%	1%	0%	F	0.098		7300	G	2017
3012		Te													
Rivermont Ave	0.90	14000	G	98%	0%	1%	5th St 1%	1%	0%	С	0.092	0.569	15000	G	2017
6012) Rivermont Ave	0.00	T-000	<u> </u>	0070	0 70		1 Ave E IN		0 70		0.002	0.000	10000	ď	2017
		Fron	r				ont Ave E								
6012 Bedford Ave	0.96	3600	G	96%	1%	2%	0%	1%	0%	С	0.091	0.504	3900	G	2017
$\overline{}$		Tr					ont Ave W								
Rivermont Ave	1.01	15000	<u> </u>	069/	10/		d Ave W I		00/	F		0.517	10000	_	2017
6012) Rivermont Ave	1.01	15000 Tr	G	96%	1%	2% Rivern	0% ont Terrac	1%	0%		0.094	0.517	16000	G	2017
		From	1												
6020 Rivermont Ave	0.96	9000	G	96%	1%	Bedfor 2%	d Ave W I 0%	nt 1%	0%	F	0.095	0.612	9600	G	2017
(6020) Rivermont Ave	0.50	To	<u> </u>	JU /0	1 /0		d Ave E I		U /0		0.093	0.012	. 3000	u	2017
		From													
6022) Hollins Mill Rd	1.16	3500	G	96%	1%	Bed	ford Ave 0%	1%	0%	F	0.1	0.521	3700	G	2017
(6022) Hollins Mill Rd	1.10	3300		JU /0	1 /0			1 /0	U /0	1.	U. I	0.521	3700	G	2017
Code and Ot	0.40	From		0001	401		ollins St	401	00/			0.500	4400		001-
₆₀₂₂ Federal St	0.40	3900	G	96%	1%	2%	0%	1%	0%	F	0.091	0.528	4100	G	2017
		To	1			5	Th St								

						Oity Oi	Lynchbu	ig							
Route	Length	AADT	QA	4Tire	Bus		True 3+Axle	•••		QC	K Factor	QK Dir Facto	AAWDT	QW	Year
City of Lynchburg			,												
Murrell Rd	0.27	11000	G	96%	10/		eside Dr 0%	1%	00/	F	0.086	0.534	1 12000	G	2017
6023) WILLTEII HU	0.37	To		30 /6	1%	2%	ghorne Rd	1 /0	0%	- 1	0.086	0.55	4 12000	G	2017
		From	l								1				
6027) 12th St	0.80	6600	G	97%	0%	2%	mper St 0%	0%	0%	F	0.086	0.533	3 7000	G	2017
6027)	0.00	To						0 70				0.00		<u> </u>	
6027) 12th St	0.25	7300 From:	G	97%	0%	2%	Clay St 0%	0%	0%	F	0.094	0.612	2 7800	G	2017
12th St	0.20	To		01 70	0 70		nmerce St	0 70	0 70	•	0.004	0.012	_ 7000	u	2017
		From					Th St				1				
6028) Commerce St	0.33	4700	G	97%	0%	2%	0%	0%	0%	F	0.107	0.67	1 5000	G	2017
		To				1	0Th St								
6028) Commerce St	0.30	4000 From:	G	97%	0%	2%	0%	0%	0%	F	0.122	0.758	3 4200	G	2017
6028)	0.00	To	r –	0.70	0 70		Iain St	0 70	0,0	-		0.7.0	00	<u> </u>	
		From				Wads	sworth Ave								
Fort Ave	0.43	7900	G	97%	0%	2%	0%	0%	0%	F	0.082	0.56	1 8400	G	2017
		To				Va	mper St								
₆₀₂₉ Park Ave	0.28	5700 From:	G	97%	0%	2%	0%	0%	0%	F	0.084	0.51	1 6000	G	2017
6029		To												-	
6029 Park Ave	0.36	4600 From:	G	97%	0%	2%	OTh St 0%	0%	0%	F	0.085	0.538	3 4900	G	2017
6029 Park Ave	0.00	4000		31 /6	0 70		Th St	0 70	0 70	-	0.000	0.550	3 4300	ч	2017
		From:					kley Ave								
6031) Lakeside Dr	0.41	13000	G	97%	0%	2%	0%	0%	0%	F	0.087	0.656	3 14000	G	2017
6031) =4.100.00 =1.	• • • • • • • • • • • • • • • • • • • •			0.70	0 70			0,0				0.00		<u> </u>	
6031 Lakeside Dr	0.34	5800 From	G	97%	0%	Mı	urrell Rd 0%	0%	0%	С	0.093	0.543	3 6200	G	2017
Lakeside Dr	0.34	3000		31 /6	0 /6	2 /0	0 /6	0 /6	0 /6	U	0.093	0.54	0200	G	2017
Davis Assa	0.00	From		000/	10/		norial Ave	00/	00/			0.5	0000		0017
6031 Park Ave	0.36	7700	G	98%	1%	1%	0%	0%	0%	F	0.083	0.5	8200	G	2017
		From					US 501								
₆₀₃₁₎ Park Ave	0.35	5500	G	97%	0%	2%	0%	0%	0%	F	0.090	0.539	9 5900	G	2017
\bigcirc		To			Ţ	JS 221; 11	8-6027:12	Th St							
		From				Flo	rida Ave								
6032) Main St	0.25	2500	G	98%	1%	1%	0%	0%	0%	F	0.103	0.543	3 2600	G	2017
<u> </u>		To: From:					rg Expressv	vay							
6032) Main St	0.28	7000	G	98%	1%	Lync 1%	hburg Exp 0%	0%	0%	F	0.086	0.75	7 7400	G	2017
6032) IVIAITI St	0.20	7000	<u> </u>	90%	I 70			0%	0%	Г	0.000	0.73	7400	G	2017
<u> </u>		From	<u> </u>				2Th St				<u> </u>			_	
6032 Main St	0.55	7000 _{To}	G	98%	1%	1%		0%	0%	F	0.097		7400	G	2017
							Th St								
Clarida Ava	1 00	From	<u> </u>	000/	10/		pbell Ave	00/	00/		0.102	0.64	5 5000	0	2017
6033 Florida Ave	1.28	4700	G	98%	1%	1%	0%	0%	0%	С	0.103	0.648	3 5000	G	2017
<u> </u>		From	<u> </u>				gusta St				<u> </u>			_	
6033) Florida Ave	0.88	3900	G	98%	1%	1%		0%	0%	F	0.105	0.66	1 4100	G	2017
		To					1ain St								
6034) Martin St	0.50	From	<u> </u>	070/	10/		rida Ave	00/	00/			0.00	010	0	0017
COMMINSIAN (VEUS	0.58	850	G	97%	1%	1%	0% Lynchburg	0%	0%	С	0.107	0.632	2 910	G	2017
8034) 81			<u> </u>												
0034) 01		E	I			SCL	Lynchburg					0 E1	7 7000	_	2017
	1 00	7500		080/	10/	00/		Nº/	00/	\sim	(1 (10.7			(≟	
	1.09	7500	G	98%	1%	0%	1%	0%	0%	С	0.097	0.517	7 7900	G	2017
6035 Candler Mtn Rd		7500			R	amp From	1% US 460; F	R 906			_				
6035 Candler Mtn Rd	1.09 0.74	7500 From 11000	G G	98%	1%	amp From 0%	1% US 460; F 1%	R 906 0%	0%	C F	0.097	0.554		G	
6035 Candler Mtn Rd		7500 From From To			1%	amp From 0% SR 128; M	1% US 460; F 1% Mayflower Γ	R 906 0%			_				
		7500 From 11000			1%	amp From 0% SR 128; M	1% US 460; F 1%	R 906 0%			_		4 12000		2017

						City of Lynchb	urg								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg		From				12Th C									
6036) Grace St	0.88	4300 _{To}	G	98%	1%	12Th St 1% 0%	0%	0%	С	0.091		0.625	4600	G	2017
		From	l			Florida Ave				<u> </u>					
6037) Stadium Dr	0.38	5800 To	G	98%	1%	Wythe St 1% 0%	0%	0%	F	0.094		0.533	6200	G	2017
		From				Carroll Ave									
6038 Wythe St	0.27	8500 To	G	96%	1%	Fort Ave 1% 1%	1%	0%	С	0.094		0.516	9100	G	2017
		From				Stadium Dr				_					
James St	0.22	3700 _{To}	G	96%	2%	Stadium Dr 2% 0%	0%	0%	С	0.093		0.537	3900	G	2017
		From				Carroll Ave									
6042) Cranehill Dr	1.04	1700	G	98%	1%	Langhorne Rd 1% 0% Link Rd	0%	0%	С	0.118		0.767	1900	G	2017
		From				US 501 NW Expres									
Old Forest Rd	0.94	21000	G	98%	1%	1% 0%	0%	0%	F	0.087		0.51	23000	G	2017
Old Forest Rd	0.45	20000 From	G	99%	0%	Forrest Brook R 1% 0%	d 0%	0%	С	0.087		0.501	21000	G	2017
<u> </u>		To From				Link Rd									
Old Forest Rd	0.21	14000	G	99%	0%	1% 0% Linkhorne Dr	0%	0%	F	0.089		0.520	15000	G	2017
6044) Old Forest Rd	1.61	8100 From	G	99%	0%	1% 0%	0%	0%	F	0.090		0.585	8700	G	2017
•••		To				Lakeside Dr									
		From				Oakdale Dr									
Greenwood Dr	0.38	2800	G	97%	1%	2% 0%	0%	0%	С	0.096		0.577	3000	G	2017
		From	<u> </u>			Perrymont Ave				<u> </u>					
6045 Thomas Rd	0.71	4100	G	97%	1%	2% 0%	0%	0%	F	0.099		0.578	4400	G	2017
Distance and Dat	0.05	From	<u> </u>	000/	40/	Langhorne Lan		00/				0.540	4000		0047
Richmond Rd	0.35	3900 _{To}	G	98%	1%	1% 0% Oakley Ave	0%	0%	С	0.102		0.513	4200	G	2017
		From				Greenwood Dr									
6046) Sandusky Dr	0.77	2800	G	98%	0%	1% 0%	0%	0%	С	0.096		0.554	3000	G	2017
		To				Pawnee Dr									
6046) Sandusky Dr	0.49	4400 From	G	97%	2%	1% 0%	0%	0%	С	0.093		0.526	4700	G	2017
		То				Fort Ave									
		From				US 29 Bus Fort A	ve								
6048) Perrymont Ave	0.84	3200	G	98%	1%	1% 0%	0%	0%	С	0.100		0.541	3400	G	2017
<u> </u>		То	<u> </u>			Greenwood Dr									
6050) Odd Fellows Rd	0.60	7400	G	84%	20/	Lynchburg Express 3% 4%		0%	F	0.11		0.628	7900	G	2017
Odd Fellows Rd	0.00	7400	_ G	04%	3%		6%	U 70		U.11		0.020	7 900	G	2017
6050) Odd Fellows Rd	0.67	From		0.40/	20/	Mayflower Dr	69/	00/				0.610	1500	G	2017
Odd Fellows Rd	0.67	1400 To	G	84%	3%	3% 4% Dead End	6%	0%	С	0.1		0.610	1500	G	2017
		From	-			12Th St									
6052) Campbell Ave	0.33	9300	G	99%	0%	1% 0%	0%	0%	С	0.09		0.656	9900	G	2017
' '		To				17Th St						-			
Compbell Asse	0.44	From		000/	00/	Holiday St	00/	00/	_	0.005	· <u> </u>	0.605	10000	_	0017
6052 Campbell Ave	0.41	9700 _{To}	G	99%	0%	1% 0% Kemper St	0%	0%	F	0.095		0.635	10000	G	2017
		From	<u> </u>												
6054) Fenwick Dr	0.23	3400	G	99%	1%	1% 0%	4ve 0%	0%	F	0.107		0.501	3600	G	2017
(6054) Fenwick Dr	0.20	То		30 /0	1 /0	Sheffield Dr	3 /0	3 70				0.001			
$\overline{}$		From				Fenwick Dr									
6054) Sheffield Dr	0.73	2800	G	99%	1%	1% 0%	0%	0%	С	0.112		0.526	3000	G	2017
$\overline{}$		To				SR 163 Wards R	d								

						City of Lynci	nburg								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg															
G056 Greenview Dr	1.29	19000	G	98%	0%	WCL Lynchi	0%	0%	С	0.086		0.515	20000	G	2017
		10	<u> </u>			Leesville F									
(6066) Leesville Rd	1.14	9500	G	98%	0%	SCL Lynchb 1% 0%		0%	F	0.098		0.564	10000	G	2017
(6066) Leesville Rd	1.15	7400	G	98%	0%	North St 1% 0%		0%	С	0.091		0.574	7900	G	2017
		To				Timberlake	Rd								
(6070) Wards Ferry Rd	1.29	11000	G	99%	0%	CBusUS 460 Log 1% 0%		0%	F	0.088		0.518	12000	G	2017
$\overline{}$		To:				Harvard S	St								
(6070) Wards Ferry Rd	1.06	9800 To	G	99%	0%	1% 0% US 29; Ward		0%	С	0.095		0.539	10000	G	2017
		From				Wards Ferry									
(6071) Harvard St	0.08	190	G	97%	0%	1% 1%		0%	F	0.102		0.682	200	G	2017
$\overline{}$		To				College Park	C Dr								
<u> </u>		From				Timberlake								_	
6072 Old Graves Mill Rd	1.70	11000	G	97%	0%	1% 1%		0%	С	0.097		0.658	11000	G	2017
		To	<u> </u>			Graves Mill				_					
(6073) McConville Rd	1.80	5400	G	99%	0%	Graves Mill		0%	С	0.102		0.707	5700	G	2017
60/3) MICOUTVIIIE NU	1.00	To		JJ 70	U /0	Wyndale I		U /o	U	0.102		0.707	3700	G	2017
		From				McConville									
(6073) Wyndale Dr	0.24	4500	G	99%	1%	1% 0%	0%	0%	С	0.111		0.588	4800	G	2017
<u> </u>		To				Lakeside I	Or								
O 5 - 51	2.22	From	<u> </u>	000/	40/	Link Rd		00/				0.070	2222	_	0017
6074 Evergreen Rd	0.33	2100	G	98%	1%	1% 0% Indian Hill		0%	F	0.099		0.676	2200	G	2017
		From				Evergreen 1				+					
(6074) Indian Hill Rd	0.98	2200	G	98%	1%	1% 0%		0%	F	0.111		0.599	2300	G	2017
		To: From:				Burnt Bridge									
6074) Burnt Bridge Rd	0.97	1700	G	98%	1%	Indian Hill 1% 0%		0%	С	0.119		0.632	1800	G	2017
6074) Burnt Bridge Rd	0.37	1700 To:		30 /6		Bus US 501, Boor		0 76		0.119		0.002	1000	u	2017
		From				Richmond									
(6075) Langhorne Lane	0.34	2100	G	97%	1%	2% 0%		0%	С	0.1		0.571	2200	G	2017
		To				Eldon St									
Clder Ct	0.07	From	<u> </u>	070/	10/	Langhorne L		00/				0.014	0500	_	0017
6075 Eldon St	0.07	2400 To	G	97%	1%	2% 0% Memorial A		0%	F	0.102		0.614	2500	G	2017
		From													
(6076) Linkhorne Rd	0.59	5700	G	97%	1%	Old Forest		0%	F	0.102		0.511	6100	G	2017
(0070)		To				Cranehill I									
		From				7Th St									
(6077) Jefferson St	0.41	1100	G	97%	1%	2% 0%	0%	0%	F	0.121		0.561	1100	G	2017
		To				Concord Tp	oke								
		From				Main St									
(6078) Washington St	0.11	2400	G	92%	0%	1% 3%	4%	0%	F	0.11		0.527	2600	G	2017
		To From				Jefferson S	St			\supset					
6078 Concord Tpke	1.66	2100	G	92%	0%	1% 3%	4%	0%	F	0.109		0.545	2300	G	2017
		To:				Rockwell I	Rd								
(6078) Concord Tpke	1.07	2000	G	92%	0%	1% 3%	4%	0%	С	0.114		0.639	2100	G	2017
$\overline{}$		To				US 460									
<u> </u>		From				12Th St			_					_	
6080 Court St	0.50	2200	G	92%	0%	1% 3%	4%	0%	F	0.094		0.635	2400	G	2017
		To	1			5Th St									

						City of Lyrichibu	rg								
Route	Length A	ADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	-		QC	K Factor	OK	Dir actor	AAWDT	QW	Year
ity of Lynchburg		From													
Forest Brook Rd	0.92 4	 900	G	97%	1%	Lakeside Dr	1%	0%	С	0.098	C	0.586	5300	G	2017
. 6.66t 2.66t 1.td	0.02	To				Old Forest Rd			<u> </u>						
		From:				Old Forest Rd									
Hill St	0.58 5	700	G	98%	1%	0% 0%	0%	0%	F	0.095	0	0.697	6100	G	2017
<u> </u>		To:				Langhorne Rd									
<u> </u>	0.70	From		000/	10/	Fort Ave		00/		\Box	0.507			0047	
Edgewood Ave	0.73 1	800 To:	G	98%	1%	0% 0% Wards Rd	0%	0%	С	0.099	0).507	2000	G	2017
		From:	一			Walus Ku Wise St									
4th St		60	G			wise st				0.170			70	G	2017
		To:				Monroe St									
		From:				York St									
Caroline St	7	720	G							0.107	0).528	770	G	2017
		To:				Chambers St									
Chambers St		From:				Caroline St									
	8	840 т.,	G			ONT I G				0.092	(0.59	890	G	2017
			 			2Nd St									
Clayton Ave		From:	<u></u>			Morningside Dr				0.113	•).548	500	G	2017
	4	470 ™	G			Spottswood Pl				0.113	U	.540	500	G	2017
		From:	_			Berkley Pl				$\overline{}$					
Danridge Dr	1	400	G			Beikiey I I				0.107	0).576	1500	G	2017
		To:				Craigmont Dr									
		From				15-1520									
Enterprise Dr	15	5000	G							0.1	0).593	15000	G	2017
		To				Bedford County Li	ne								
Fairview Ave	3	From:				Maryland Ave				\Box		0.532	320	G	2017
		300 то	G			Mackel St				0.093	0				
		From:													
Fleetwood Dr	1	200	G			Ridgeway Dr				0.106	C).712	1200	G	2017
	•	To:	Ť			Hillwood Dr					· ·	.,	1200	Ğ	2017
Georgia Ave		From:				Campbell Ave									
	17	170	G							0.16	0	0.655	180	G	2017
		To:				Nevada Ave									
Gorman Dr		From:				Glen Oak Lane									
	2	270	G							0.151		0.5	280	G	2017
		To:	<u> </u>			Northwood Cir				<u> </u>					
Hawthorne Rd Hayes Dr	_	From:				Montgomery Rd				0.140	c		100	_	2017
		120 ™	G			Woodcrest Dr				0.143	U).622	120	G	2017
		From:				Rhonda Dr									
	130		G			Kilolida Di				0.122	0.682	140	G	2017	
		To				Crawford Dr									
John Scott Dr	440	From:				Old Trents Ferry F	d					0.558	480	G	2017
			G	97%	2%	1% 0%	1%	0%	С	0.111	0				
		To:				Dead End									
Leyburn Ave		From	إ			Mosby Ave									
	2	210 Tol	G			0.10.				0.12	0).815	220	G	2017
			<u> </u>			Sackett St									
Locksview Dr		From: 760	G			Bell Tavern Rd				0.100	r).533	810	G	2017
		76U ™				Norvell House C				0.100	U		010	G	2017
		From:	_			Craig St				$\overline{}$					
Maryland Ave			1			Clair St									
Maryland Ave	:	300	G	<u></u>						0.127	0).517	320	G	2017

						City of Lynchburg							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Tra	()(:	K Factor	QK	Dir Factor	AAWDT	QW	Yea
of Lynchburg													
McKinney Ave		270	<u> </u>			Clarke St		0.101		0.833	290	G	201
			G			Dodd St		0.101					
		From	<u> </u>										
Mimosa Dr		710	G			Burnt Bridge Rd		0.108		0.533	750	G	201
						Woodcrest Dr		0.108					
		From				McGuffey Lane							
Morningside Dr	5	510	G			McGulley Lalle		0.203		0.922	550	G	201
		To:	Ť			Eastwood Lane							
Myrtle St		From: 570				Westview Dr						G	201
			G					0.097		6	610		
						Toledo Ave							
New Hampshire Ave		370				Oakridge Blvd					390	G	201
			G					0.12		0.551			
		To				Tremont St							
Oxford St		310				McKinney Ave				0.578	330	G	201
			G					0.104					
		To				Radcliffe Ave							
Page St		2800				Hillcrest Rd				0.845	3000	G	201
			G					0.109					
		To				2Nd St							
Rhode Island Ave		110				Tremont St				0.516	110	G	201
			G					0.128					
		10				Fort Ave							
Sanhill Dr		510	<u> </u>			Rhonda Dr				0.540	540	G	201
			G			A 1 Y		0.117					
						Apache Lane							
Texas Ave		From: 220 To:	<u> </u>			Campbell Ave		0.114		0.593	230	G	2017
			G			Nevada Ave		0.114					
		From											
Warren Ave		200	G			Wingfield Ave		0.148		0.508	210	G	201
vvailell Ave		200 To				Perry Ave		0.140		0.500	210	G	ا 20
						relly Ave							