

2018
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

-  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
2018
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	52000	G	93%	0%	1%	1%	5%	0%	F	0.101	F	0.661	54000	G
	To: Candler Mountain Rd															
29 460 29	City of Lynchburg (Maint: 15)	0.49	39000	G	93%	0%	1%	1%	5%	0%	F	0.098	F	0.609	41000	G
	From: US 501															
29 460 29 501	City of Lynchburg (Maint: 15)	1.91	39000	G	93%	0%	1%	1%	5%	0%	C	0.105	A	0.531	40000	G
	To: US 501 Campbell Ave															
	From: Functional Class Change															
29 460 Richmond Hwy	City of Lynchburg (Maint: 15)	2.14	38000	G	93%	0%	1%	1%	5%	0%	F	0.090	F	0.526	39000	G
	To: US 29															
	From: SCL Lynchburg															
29	City of Lynchburg (Maint: 15)	0.33	18000	G	90%	1%	1%	1%	8%	0%	F	0.092	F	0.511	17000	G
	To: NCL Lynchburg															
	From: SCL Lynchburg															
29 460 29	City of Lynchburg (Maint: 15)	1.38	52000	G	93%	0%	1%	1%	5%	0%	F	0.101	F	0.661	54000	G
	To: Candler Mountain Rd															
29 460 29	City of Lynchburg (Maint: 15)	0.49	39000	G	93%	0%	1%	1%	5%	0%	F	0.098	F	0.609	41000	G
	From: US 501															
29 460 29 501	City of Lynchburg (Maint: 15)	1.91	39000	G	93%	0%	1%	1%	5%	0%	C	0.105	A	0.531	40000	G
	To: Bus US 501; US 501 Campbell Ave															
Bus 29 Wards Rd	City of Lynchburg	1.64	41000	G	97%	0%	1%	0%	1%	0%	F	0.078	F	0.513	43000	G
	To: US 501 Lynchburg Expressway; SR 163															
Bus 29 501 Lynchburg Expressway	City of Lynchburg	0.33	45000	N	97%	0%	1%	0%	1%	0%	N	0.096	F	0.538	46000	N
	From: US 501, SR 128 Candler's Mountain Rd															
Bus 29 Lynchburg Expressway	City of Lynchburg	1.33	45000	G	97%	0%	1%	0%	1%	0%	F	0.096	F	0.538	46000	G
	To: Odd Fellows Rd															
Bus 29 Lynchburg Expressway	City of Lynchburg	1.46	42000	G	97%	0%	1%	0%	1%	0%	F	0.094	F	0.538	44000	G
	From: Kemper Street															
Bus 29 Lynchburg Expressway	City of Lynchburg	1.02	39000	G	97%	0%	1%	0%	1%	0%	F	0.092	F	0.526	40000	G
	To: Main Street															
Bus 29 Lynchburg Expressway	City of Lynchburg	0.22	31000	G	97%	0%	1%	0%	1%	0%	F	0.085	F	0.678	32000	G
	To: Amherst County Line															
	From: SR 163 Wards Rd															
128 Candler Mt Rd	City of Lynchburg	0.26	16000	G	90%	2%	2%	2%	5%	0%	F	0.092	F	0.544	17000	G
	To: Bus US 29, US 501 Lynchburg Expwy															
	From: RT 501 W															
128 501 Candler's Mtn Rd	City of Lynchburg	0.43	34000	G	96%	0%	1%	1%	2%	0%	F	0.080	F	0.513	37000	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	7000	G	90%	2%	2%	2%	5%	0%	C	0.092	F	0.639	7600	G
128 Mayflower Dr	City of Lynchburg	1.48	2300	G	94%	1%	2%	2%	1%	0%	C	0.102	F	0.659	2500	G
163 Wards Rd	City of Lynchburg	0.44	15000	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.558	16000	G
163 Wards Rd	City of Lynchburg	0.42	24000	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.504	26000	G
163 Bus 460 Fort Ave	City of Lynchburg	1.19	22000	G	98%	0%	1%	0%	0%	0%	C	0.083	F	0.536	24000	G
163 Memorial Ave	City of Lynchburg	0.60	9600	G	99%	0%	1%	0%	0%	0%	C	0.079	F	0.643	10000	G
163 Memorial Ave	City of Lynchburg	0.47	11000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.505	11000	G
163 Memorial Ave	City of Lynchburg	0.33	9000	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.536	9800	G
163 5th St	City of Lynchburg	0.17	13000	G	99%	0%	1%	0%	0%	0%	F	0.084	F	0.531	14000	G
163 5th St	City of Lynchburg	0.26	13000	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.57	14000	G
163 5th St	City of Lynchburg	0.27	12000	G	98%	0%	0%	0%	1%	0%	F	0.09	F	0.569	13000	G
163 5th St	City of Lynchburg	0.38	12000	G	98%	0%	1%	0%	0%	0%	C	0.085	F	0.546	13000	G
163 5th St	City of Lynchburg	0.57	14000	G	98%	0%	0%	0%	1%	0%	C	0.093	F	0.632	15000	G
221 Lakeside Dr	City of Lynchburg	0.53	28000	G	99%	0%	0%	0%	1%	0%	C	0.091	F	0.56	30000	G
221 Lakeside Dr	City of Lynchburg	0.94	16000	G	99%	0%	0%	0%	1%	0%	F	0.086	F	0.576	17000	G
221 Lakeside Dr	City of Lynchburg	1.52	13000	G	99%	0%	0%	0%	1%	0%	F	0.088	F	0.572	15000	G
221 Lakeside Dr	City of Lynchburg	0.15	16000	G	99%	0%	0%	0%	1%	0%	F	0.087	F	0.586	18000	G

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							2Axle	3+Axle	1Trail	2Trail						
221 Oakley Ave	City of Lynchburg	0.57	10000	G	99%	0%	0%	0%	1%	0%	F	0.087	F	0.581	11000	G
221 Oakley Ave	City of Lynchburg	0.24	8600	G	99%	0%	0%	0%	1%	0%	F	0.086	F	0.507	9400	G
221 460 Fort Ave	City of Lynchburg	0.42	9900	G	96%	1%	2%	0%	1%	0%	C	0.082	F	0.506	11000	G
221 460 12th St	City of Lynchburg	0.25	9600	G	96%	1%	2%	0%	1%	0%	F	0.085	F	0.504	10000	G
221 460 501 12th St	City of Lynchburg	0.18	9200	G	95%	1%	2%	0%	1%	0%	F	0.09	F	0.564	9800	G
221 460 501 Kemper St	City of Lynchburg	0.41	7200	G	95%	1%	2%	0%	1%	0%	C	0.081	F	0.552	7800	G
460 29 29	City of Lynchburg (Maint: 15)	1.38	52000	G	93%	0%	1%	1%	5%	0%	F	0.101	F	0.661	54000	G
460 29 29	City of Lynchburg (Maint: 15)	0.49	39000	G	93%	0%	1%	1%	5%	0%	F	0.098	F	0.609	41000	G
460 29 29 501	City of Lynchburg (Maint: 15)	1.91	39000	G	93%	0%	1%	1%	5%	0%	C	0.105	A	0.531	40000	G
460 29 Richmond Hwy	City of Lynchburg (Maint: 15)	2.14	38000	G	93%	0%	1%	1%	5%	0%	F	0.090	F	0.526	39000	G
460 Richmond Hwy	City of Lynchburg (Maint: 15)	0.11	28000	N	93%	0%	1%	1%	4%	0%	N	0.090	F	0.526	29000	N
460 Timberlake Rd	City of Lynchburg	0.62	31000	G	98%	0%	0%	0%	1%	0%	F	0.084	F	0.526	32000	G
460 Timberlake Rd	City of Lynchburg	1.14	26000	G	98%	0%	0%	0%	1%	0%	F	0.082	F	0.521	27000	G
460 Timberlake Rd	City of Lynchburg	0.37	33000	G	98%	0%	0%	0%	1%	0%	F	0.085	F	0.577	35000	G
460 Fort Ave	City of Lynchburg	1.15	17000	G	98%	0%	0%	0%	1%	0%	F	0.087	F	0.557	18000	G
460 163 Fort Ave	City of Lynchburg	1.19	22000	G	98%	0%	1%	0%	0%	0%	C	0.083	F	0.536	24000	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						
Bus 460 Fort Ave	From: Bus US 29 Memorial Ave City of Lynchburg	0.57	8700	G	98%	0%	0%	0%	1%	0%	F	0.083	F	0.549	9100	G
Bus 460 221 Fort Ave	To: US 221 Oakley Ave From: City of Lynchburg	0.42	9900	G	96%	1%	2%	0%	1%	0%	C	0.082	F	0.506	11000	G
Bus 460 221 12th St	To: 118-6029 Fort Ave From: City of Lynchburg	0.25	9600	G	96%	1%	2%	0%	1%	0%	F	0.085	F	0.504	10000	G
Bus Bus 460 221 501 12th St	To: Bus US 501 Campbell Ave From: City of Lynchburg	0.18	9200	G	95%	1%	2%	0%	1%	0%	F	0.09	F	0.564	9800	G
Bus Bus 460 221 501 Kemper St	To: Kemper St From: 12th Street City of Lynchburg	0.41	7200	G	95%	1%	2%	0%	1%	0%	C	0.081	F	0.552	7800	G
Bus Bus 460 501 Kemper St	To: Bus US 29 Lynchburg Expressway From: US 29 Lynchburg Expressway City of Lynchburg	0.34	7700	G	98%	0%	1%	0%	0%	0%	F	0.096	F	0.589	8400	G
Bus Bus 460 501 Campbell Ave	To: Campbell Ave From: Kemper St City of Lynchburg	0.88	16000	G	98%	0%	1%	0%	0%	0%	C	0.092	F	0.629	17000	G
Bus Bus 460 501 Campbell Ave	To: Mayflower Dr From: City of Lynchburg	0.48	15000	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.616	16000	G
Bus Bus 460 501 Campbell Ave	To: Florida Ave From: City of Lynchburg	0.14	17000	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.618	19000	G
Bus 460 501 Campbell Ave	To: US 460, US 501 Richmond Hwy From: Bus US 501 City of Lynchburg	0.15	11000	N	97%	0%	1%	0%	2%	0%	N	0.106	F	0.685	13000	N
501 Campbell Ave	To: SCL Lynchburg From: City of Lynchburg	0.93	11000	G	97%	0%	1%	0%	2%	0%	F	0.106	F	0.685	13000	G
Bus 501 460 Campbell Ave	To: Bus US 460 From: City of Lynchburg	0.15	11000	N	97%	0%	1%	0%	2%	0%	N	0.106	F	0.685	13000	N
501 460 29 29	To: US 29, US 460 Richmond Hwy From: US 29, US 460 City of Lynchburg (Maint: 15)	1.91	39000	G	93%	0%	1%	1%	5%	0%	C	0.105	A	0.531	40000	G
501	To: US 29, US 460 Richmond Hwy From: City of Lynchburg	0.32	8200	G	96%	0%	1%	1%	2%	0%	F	0.095	F		8800	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 16000 G 97% 0% 1% 1% 2% 0%																
501 128 Clanders Mtn Rd	To: SR 128 Mayflower Dr; Clanders Mtn Rd From: SR 128 Mayflower Dr City of Lynchburg	0.43	34000	G	96%	0%	1%	1%	2%	0%	F	0.080	F	0.513	37000	G
To: Bus US 29 Lynchburg Expressway																

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							2Axle	3+Axle	1Trail	2Trail						
From: SR 128 Candler's Mtn Rd Bus 29 501 Lynchburg Expressway	City of Lynchburg	0.33	45000	N	97%	0%	1%	0%	1%	0%	N	0.096	F	0.538	46000	N
To: Bus US 29 Wards Rd																
From: Bus US 29 Wards Rd 501 Lynchburg Expressway	City of Lynchburg	1.37	46000	G	96%	0%	1%	1%	2%	0%	F	0.091	F	0.521	50000	G
To: Bus 460 Timberlake Rd																
From: Bus 460 Timberlake Rd 501 Lynchburg Expressway Ext	City of Lynchburg	1.21	47000	G	96%	0%	1%	1%	2%	0%	F	0.092	F	0.532	51000	G
To: Graves Mill Rd																
From: Graves Mill Rd 501 Lynchburg Expressway	City of Lynchburg	1.24	35000	G	96%	0%	1%	1%	2%	0%	F	0.089	F	0.525	38000	G
To: Lakeside Dr																
From: Lakeside Dr 501 Lynchburg Expressway	City of Lynchburg	0.31	37000	G	96%	0%	1%	1%	2%	0%	F	0.082	F	0.531	40000	G
To: 118-6044 Old Forest Rd																
From: 118-6044 Old Forest Rd 501 Lynchburg Expressway	City of Lynchburg	1.23	14000	G	96%	0%	1%	1%	2%	0%	F	0.082	F	0.531	15000	G
To: Wiggington Rd																
From: Wiggington Rd 501 Lynchburg Expressway	City of Lynchburg	1.86	14000	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.605	15000	G
To: Boonsboro Rd																
From: Boonsboro Rd 501 Boonsboro Rd	City of Lynchburg	1.80	9300	G	96%	0%	1%	1%	2%	0%	C	0.097	F	0.64	10000	G
To: WCL Lynchburg																
From: US 501 501 460 29 29 City of Lynchburg (Maint: 15)	City of Lynchburg (Maint: 15)	1.91	39000	G	93%	0%	1%	1%	5%	0%	C	0.105	A	0.531	40000	G
To: Bus US 501; US 501 Campbell Ave																
From: US 29, US 460 Richmond Hwy 501	City of Lynchburg	0.32	8200	G	97%	0%	1%	1%	1%	0%	F	0.092	F		8800	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 16000																
To: SR 128 Mayflower Dr; Candler's Mtn Rd																
From: Bus US 29 501	City of Lynchburg	0.35	NA									NA			NA	
To: US 501 Lynchburg Expressway																
From: US 460 Bus 501 Bus 460 Campbell Ave	City of Lynchburg	0.14	17000	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.618	19000	G
To: Florida Ave																
From: Florida Ave Bus 501 Bus 460 Campbell Ave	City of Lynchburg	0.48	15000	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.616	16000	G
To: Mayflower Dr																
From: Mayflower Dr Bus 501 Bus 460 Campbell Ave	City of Lynchburg	0.88	16000	G	98%	0%	1%	0%	0%	0%	C	0.092	F	0.629	17000	G
To: Kemper St																
From: Campbell Ave Bus 501 Bus 460 Kemper St	City of Lynchburg	0.34	7700	G	98%	0%	1%	0%	0%	0%	F	0.096	F	0.589	8400	G
To: Lynchburg Expressway																
From: US 221 Bus 501 Bus 221 Bus 460 Kemper St	City of Lynchburg	0.41	7200	G	95%	1%	2%	0%	1%	0%	C	0.081	F	0.552	7800	G
To: 12th St																

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							2Axle	3+Axle	1Trail	2Trail						
From: 118-6027; 118-6031 Bus 501 221 460 12th St	City of Lynchburg	0.18	9200	G	95%	1%	2%	0%	1%	0%	F	0.09	F	0.564	9800	G
To: Fort Ave From: Campbell Ave	City of Lynchburg	0.23	8800	G	98%	1%	1%	0%	0%	0%	F	0.116	F	0.761	9600	G
To: Park Ave From: Langhorne Rd	City of Lynchburg	0.27	11000	G	98%	1%	1%	0%	0%	0%	F	0.078	F	0.534	12000	G
To: Memorial Ave From: Langhorne Rd	City of Lynchburg	0.29	18000	G	98%	1%	1%	0%	0%	0%	F	0.078	F	0.574	20000	G
To: Murrell Rd From: Langhorne Rd	City of Lynchburg	1.06	13000	G	98%	1%	1%	0%	0%	0%	C	0.086	F	0.689	15000	G
To: Hill St From: Langhorne Rd	City of Lynchburg	0.47	10000	G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.686	11000	G
To: Cranchill Dr From: Langhorne Rd	City of Lynchburg	1.37	7900	G	99%	1%	1%	0%	0%	0%	C	0.086	F	0.612	8600	G
To: Rivermont Terrace From: Rivermont Terrace	City of Lynchburg	0.25	5200	G	99%	1%	1%	0%	0%	0%	F	0.09	F	0.582	5600	G
To: Rivermont Ave From: Rivermont Terrace	City of Lynchburg	0.44	15000	G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.577	17000	G
To: Link Rd From: Boonsboro Rd	City of Lynchburg	0.76	13000	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.589	14000	G
To: Trents Ferry Rd From: Boonsboro Rd	City of Lynchburg	1.75	12000	G	98%	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		07/20/2016
(F864) Brown Haven Lane	0.12	20	R								NA			NA		07/20/2016
(F906) Liberty Mt Dr	0.40	4900	R								NA			NA		10/27/2016
(F907) Liberty Mt Dr	0.78	5900	R								NA			NA		10/29/2013
(F975) Chetnut Creek Dr	0.46	140	R								NA			NA		08/30/2016
(1) Pawnee Dr	0.86	380	G	98%	1%	1%	0%	0%	0%	F	0.125	F	0.593	410	G	2018
(2) 9th St	0.18	1300	G	98%	1%	1%	0%	0%	0%	C	0.133	F	0.536	1400	G	2018
(3) Alta Lane	0.85	2200	G	99%	0%	0%	0%	0%	0%	C	0.110	F	0.566	2400	G	2018
(4) Del Ray Circle	0.16	2400	G	99%	0%	0%	0%	0%	0%	F	0.103	F	0.545	2600	G	2018
(5) 8th St	0.59	1400	G	94%	1%	4%	0%	0%	0%	C	0.09	F	0.579	1600	G	2018
(6) Langhorne Rd	0.16	2200	G	97%	1%	2%	0%	0%	0%	F	0.093	F	0.789	2400	G	2018
(6) Villa Rd	0.12	2000	G	97%	1%	2%	0%	0%	0%	F	0.091	F	0.781	2200	G	2018
(7) Long Meadow Dr	0.73	1900	G	97%	0%	1%	1%	1%	0%	F	0.085	F	0.566	2100	G	2018
(8) Sussex St	0.79	3300	G	97%	0%	1%	1%	1%	0%	F	0.102	F	0.666	3500	G	2018
(9) University Blvd	0.42	10000	G	93%	2%	4%	0%	0%	0%	C	0.084	F	0.841	11000	G	2018
(10) Pleasant Valley Rd	0.52	550	G	94%	0%	1%	3%	2%	0%	F	0.118	F	0.514	590	G	2018
(10) Pleasant Valley Rd	0.13	550	N	94%	0%	1%	3%	2%	0%	N	0.118	F	0.514	590	N	2018
(10) Pleasant Valley Rd	0.15	550	N	94%	0%	1%	3%	2%	0%	N	0.118	F	0.514	590	N	2018
(6001) V E S Rd	0.92	2700	G	97%	1%	2%	0%	0%	0%	C	0.108	F	0.575	3000	G	2018

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
6002	Trents Ferry Rd	1.88	1500	G	97%	1%	1%	1%	0%	C	0.106	F	0.703	1600	G	2018
6003	Link Rd	0.78	8800	G	99%	0%	1%	0%	0%	F	0.085	F	0.61	9600	G	2018
6003	Link Rd	1.32	7200	G	99%	0%	1%	0%	0%	C	0.085	F	0.588	7800	G	2018
6004	Wiggington Rd	1.04	4500	G	98%	1%	1%	1%	0%	F	0.09	F	0.642	4900	G	2018
6004	Wiggington Rd	0.76	3700	G	98%	1%	1%	1%	0%	C	0.107	F	0.671	4100	G	2018
6004	Wiggington Rd	1.82	1600	G	98%	1%	1%	1%	0%	F	0.115	F	0.725	1800	G	2018
6004	Hawkins Mill Rd	0.36	2000	G	97%	2%	1%	0%	0%	C	0.114	F	0.537	2200	G	2018
6004	Coffee Rd	0.89	2300	G	97%	2%	1%	0%	0%	F	0.105	F	0.527	2500	G	2018
6004	Coffee Rd	0.33	3800	G	97%	2%	1%	0%	0%	F	0.109	F	0.648	4200	G	2018
6009	Graves Mill Rd	0.60	6000	G	97%	0%	1%	1%	1%	F	0.111	F	0.531	6500	G	2018
6009	Graves Mill Rd	0.66	5200	G	97%	0%	1%	1%	1%	F	0.124	F	0.53	5700	G	2018
6009	Graves Mill Rd	0.27	10000	G	97%	0%	1%	1%	1%	F	0.116	F	0.68	11000	G	2018
6009	Graves Mill Rd	0.18	26000	G	97%	0%	1%	1%	1%	C	0.097	F	0.53	28000	G	2018
6009	Graves Mill Rd	1.04	21000	G	97%	0%	1%	1%	1%	F	0.100	F	0.518	23000	G	2018
6012	Church St	0.23	4100	G	96%	1%	2%	0%	1%	C	0.118	F		4400	G	2018
6012	Church St	0.47	6800	G	98%	0%	1%	1%	1%	F	0.098	F		7300	G	2018
6012	Rivermont Ave	0.90	14000	G	98%	0%	1%	1%	1%	C	0.094	F	0.571	15000	G	2018
6012	Bedford Ave	0.96	3500	G	96%	1%	2%	0%	1%	C	0.092	F	0.506	3800	G	2018
6012	Rivermont Ave	1.01	14000	G	96%	1%	2%	0%	1%	F	0.099	F	0.512	15000	G	2018
6020	Rivermont Ave	0.96	8700	G	96%	1%	2%	0%	1%	F	0.096	F	0.607	9500	G	2018
6022	Hollins Mill Rd	1.16	3400	G	96%	1%	2%	0%	1%	F	0.089	F	0.573	3700	G	2018
6022	Federal St	0.40	3800	G	96%	1%	2%	0%	1%	F	0.088	F	0.558	4100	G	2018

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						2Axle	3+Axle	1Trail	2Trail								
City of Lynchburg																	
6023	Murrell Rd	0.37	11000	G	96%	1%	2%	0%	1%	0%	F	0.089	F	0.717	12000	G	2018
6027	12th St	0.80	6400	G	97%	0%	2%	0%	0%	0%	F	0.083	F	0.518	7000	G	2018
6027	12th St	0.25	7200	G	97%	0%	2%	0%	0%	0%	F	0.094	F	0.612	7700	G	2018
6028	Commerce St	0.33	4700	G	97%	0%	2%	0%	0%	0%	F	0.107	F	0.671	5000	G	2018
6028	Commerce St	0.30	3900	G	97%	0%	2%	0%	0%	0%	F	0.122	F	0.758	4200	G	2018
6029	Fort Ave	0.43	7700	G	97%	0%	2%	0%	0%	0%	F	0.088	F	0.577	8300	G	2018
6029	Park Ave	0.28	5500	G	97%	0%	2%	0%	0%	0%	F	0.081	F	0.502	6000	G	2018
6029	Park Ave	0.36	4400	G	97%	0%	2%	0%	0%	0%	F	0.094	F	0.559	4800	G	2018
6031	Lakeside Dr	0.41	13000	G	97%	0%	2%	0%	0%	0%	F	0.091	F	0.687	14000	G	2018
6031	Lakeside Dr	0.34	5800	G	97%	0%	2%	0%	0%	0%	C	0.093	F	0.543	6100	G	2018
6031	Park Ave	0.36	7600	G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.5	8100	G	2018
6031	Park Ave	0.35	5400	G	97%	0%	2%	0%	0%	0%	F	0.079	F	0.55	5800	G	2018
6032	Main St	0.25	2400	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.629	2600	G	2018
6032	Main St	0.28	6900	G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.712	7500	G	2018
6032	Main St	0.55	6900	G	98%	1%	1%	0%	0%	0%	F	0.097	F		7300	G	2018
6033	Florida Ave	1.28	4600	G	98%	1%	1%	0%	0%	0%	C	0.098	F	0.627	4900	G	2018
6033	Florida Ave	0.88	3700	G	98%	1%	1%	0%	0%	0%	F	0.104	F	0.663	4100	G	2018
6034	Martin St	0.58	840	G	97%	1%	1%	0%	0%	0%	C	0.107	F	0.581	910	G	2018
6035	Candler Mtn Rd	1.09	7200	G	98%	1%	0%	1%	0%	0%	C	0.099	F	0.553	7800	G	2018
6035	Candler Mtn Rd	0.74	11000	G	98%	1%	0%	1%	0%	0%	F	0.086	F	0.542	12000	G	2018
6036	Clay St	0.50	2000	G	97%	1%	2%	0%	0%	0%	C	0.1	F	0.595	2100	G	2018

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
(6036) Grace St	0.88	4200	G	98%	1%	1%	0%	0%	0%	C	0.103	F	0.668	4600	G	2018
(6037) Stadium Dr	0.38	5600	G	98%	1%	1%	0%	0%	0%	F	0.103	F	0.585	6100	G	2018
(6038) Wythe St	0.27	8300	G	96%	1%	1%	1%	1%	0%	C	0.105	F	0.524	9000	G	2018
(6040) James St	0.22	3600	G	96%	2%	2%	0%	0%	0%	C	0.100	F	0.541	3900	G	2018
(6042) Cranehill Dr	1.04	1700	G	98%	1%	1%	0%	0%	0%	C	0.117	F	0.742	1900	G	2018
(6044) Old Forest Rd	0.94	21000	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.509	22000	G	2018
(6044) Old Forest Rd	0.45	19000	G	99%	0%	1%	0%	0%	0%	C	0.084	F	0.515	21000	G	2018
(6044) Old Forest Rd	0.21	14000	G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.530	15000	G	2018
(6044) Old Forest Rd	1.61	7900	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.569	8600	G	2018
(6045) Greenwood Dr	0.38	2700	G	97%	1%	2%	0%	0%	0%	C	0.103	F	0.710	2900	G	2018
(6045) Thomas Rd	0.71	4000	G	97%	1%	2%	0%	0%	0%	F	0.095	F	0.628	4300	G	2018
(6045) Richmond Rd	0.35	3800	G	98%	1%	1%	0%	0%	0%	C	0.115	F	0.513	4200	G	2018
(6046) Sandusky Dr	0.77	2800	G	98%	0%	1%	0%	0%	0%	C	0.102	F	0.658	3000	G	2018
(6046) Sandusky Dr	0.49	4300	G	97%	2%	1%	0%	0%	0%	C	0.095	F	0.501	4700	G	2018
(6048) Perrymont Ave	0.84	3100	G	98%	1%	1%	0%	0%	0%	C	0.094	F	0.508	3400	G	2018
(6050) Odd Fellows Rd	0.60	7200	G	84%	3%	3%	4%	6%	0%	F	0.093	F	0.597	7800	G	2018
(6050) Odd Fellows Rd	0.67	1300	G	84%	3%	3%	4%	6%	0%	C	0.119	F	0.632	1400	G	2018
(6052) Campbell Ave	0.33	9100	G	99%	0%	1%	0%	0%	0%	C	0.085	F	0.568	9900	G	2018
(6052) Campbell Ave	0.41	9600	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.63	10000	G	2018
(6054) Fenwick Dr	0.23	3300	G	99%	1%	1%	0%	0%	0%	F	0.104	F	0.511	3600	G	2018
(6054) Sheffield Dr	0.73	2700	G	99%	1%	1%	0%	0%	0%	C	0.126	F	0.501	3000	G	2018

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
(6056) Greenview Dr	1.29	19000	G	98%	0%	1%	0%	0%	0%	C	0.086	F	0.515	20000	G	2018
						From: WCL Lynchburg										
						To: Leesville Rd										
(6066) Leesville Rd	1.14	9200	G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.514	10000	G	2018
						From: SCL Lynchburg										
						To: North St										
(6066) Leesville Rd	1.15	7300	G	98%	0%	1%	0%	0%	0%	C	0.1	F	0.572	7900	G	2018
						From: North St										
						To: Timberlake Rd										
(6070) Wards Ferry Rd	1.29	11000	G	99%	0%	1%	0%	0%	0%	F	0.092	F	0.540	12000	G	2018
						From: CBusUS 460 Logans Lane										
						To: Harvard St										
(6070) Wards Ferry Rd	1.06	9500	G	99%	0%	1%	0%	0%	0%	C	0.097	F	0.521	10000	G	2018
						From: Harvard St										
						To: US 29; Wards Rd										
(6071) Harvard St	0.08	190	G	97%	0%	1%	1%	1%	0%	F	0.109	F	0.667	200	G	2018
						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	2018
						From: Timberlake Rd										
						To: Graves Mill Rd										
(6073) McConville Rd	1.80	5200	G	99%	0%	0%	0%	0%	0%	C	0.113	F	0.504	5600	G	2018
						From: Graves Mill Rd										
						To: Wyndale Dr										
(6073) Wyndale Dr	0.24	4400	G	99%	1%	1%	0%	0%	0%	C	0.108	F	0.591	4800	G	2018
						From: McConville Rd										
						To: Lakeside Dr										
(6074) Evergreen Rd	0.33	2000	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.68	2200	G	2018
						From: Link Rd										
						To: Indian Hill Rd										
(6074) Indian Hill Rd	0.98	2100	G	98%	1%	1%	0%	0%	0%	F	0.105	F	0.684	2300	G	2018
						From: Evergreen Rd										
						To: Burnt Bridge Rd										
(6074) Burnt Bridge Rd	0.97	1600	G	98%	1%	1%	0%	0%	0%	C	0.100	F	0.602	1700	G	2018
						From: Indian Hill Rd										
						To: Bus US 501, Boonsboro Rd										
(6075) Langhorne Lane	0.34	2000	G	97%	1%	2%	0%	0%	0%	C	0.092	F	0.532	2200	G	2018
						From: Richmond St										
						To: Eldon St										
(6075) Eldon St	0.07	2300	G	97%	1%	2%	0%	0%	0%	F	0.100	F	0.603	2500	G	2018
						From: Langhorne Lane										
						To: Memorial Ave										
(6076) Linkhorne Rd	0.59	5600	G	97%	1%	2%	0%	0%	0%	F	0.096	F	0.503	6100	G	2018
						From: Old Forest Rd										
						To: Cranehill Dr										
(6077) Jefferson St	0.41	1000	G	97%	1%	2%	0%	0%	0%	F	0.128	F	0.651	1100	G	2018
						From: 7Th St										
						To: Concord Tpke										
(6078) Washington St	0.11	2400	G	92%	0%	1%	3%	4%	0%	F	0.104	F	0.616	2600	G	2018
						From: Main St										
						To: Jefferson St										
(6078) Concord Tpke	1.66	2100	G	92%	0%	1%	3%	4%	0%	F	0.096	F	0.639	2300	G	2018
						From: Jefferson St										
						To: Rockwell Rd										
(6078) Concord Tpke	1.07	1900	G	92%	0%	1%	3%	4%	0%	C	0.104	F	0.647	2100	G	2018
						From: Rockwell Rd										
						To: US 460										
(6080) Court St	0.50	2200	G	92%	0%	1%	3%	4%	0%	F	0.12	F	0.521	2400	G	2018
						From: 12Th St										
						To: 5Th St										

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
(6081) Forest Brook Rd	0.92	4900	G	97%	1%	1%	1%	1%	0%	C	0.107	F	0.597	5300	G	2018
(6082) Hill St	0.58	5600	G	98%	1%	0%	0%	0%	0%	F	0.093	F	0.673	6100	G	2018
(6083) Edgewood Ave	0.73	1800	G	98%	1%	0%	0%	0%	0%	C	0.095	F	0.509	2000	G	2018
4th St		60	G								0.155	F		70	G	2018
Caroline St		710	G								0.11	F	0.645	770	G	2018
Chambers St		830	G								0.103	F	0.569	900	G	2018
Clayton Ave		470	G								0.117	F	0.617	510	G	2018
Danridge Dr		1400	G								0.088	F	0.535	1500	G	2018
Enterprise Dr		15000	G								0.1	F	0.593	15000	G	2018
Fairview Ave		300	G								0.13	F	0.513	320	G	2018
Fleetwood Dr		1100	G								0.100	F	0.627	1200	G	2018
Georgia Ave		160	G								0.101	F	0.539	180	G	2018
Gorman Dr		260	G								0.143	F	0.505	290	G	2018
Hawthorne Rd		110	G								0.151	F	0.75	120	G	2018
Hayes Dr		130	G								0.134	F	0.619	140	G	2018
John Scott Dr		430	G	97%	2%	1%	0%	1%	0%	C	0.111	F	0.558	470	G	2018
Leyburn Ave		210	G								0.128	F	0.734	220	G	2018
Locksview Dr		750	G								0.103	F	0.528	810	G	2018
Maryland Ave		300	G								0.118	F	0.622	320	G	2018

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
McKinney Ave		260	G			From: Clarke St				0.130	F	0.589	290	G	2018	
						To: Dodd St										
Mimosa Dr		700	G			From: Burnt Bridge Rd				0.099	F	0.555	760	G	2018	
						To: Woodcrest Dr										
Morningside Dr		500	G			From: McGuffey Lane				0.227	F	0.726	550	G	2018	
						To: Eastwood Lane										
Myrtle St		560	G			From: Westview Dr				0.127	F		610	G	2018	
						To: Toledo Ave										
New Hampshire Ave		360	G			From: Oakridge Blvd				0.109	F	0.507	390	G	2018	
						To: Tremont St										
Oxford St		300	G			From: McKinney Ave				0.101	F	0.615	330	G	2018	
						To: Radcliffe Ave										
Page St		2700	G			From: Hillcrest Rd				0.106	F	0.829	3000	G	2018	
						To: 2Nd St										
Rhode Island Ave		110	G			From: Tremont St				0.143	F	0.698	110	G	2018	
						To: Fort Ave										
Sanhill Dr		500	G			From: Rhonda Dr				0.157	F	0.629	550	G	2018	
						To: Apache Lane										
Texas Ave		220	G			From: Campbell Ave				0.135	F	0.579	240	G	2018	
						To: Nevada Ave										
Warren Ave		200	G			From: Wingfield Ave				0.120	F	0.636	210	G	2018	
						To: Perry Ave										