

2007

**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
 Bus - Business Route
-  Bypas - Bypass Route
-  Truck - Truck Route
- ALT
 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
2007
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 Lynchburg Hwy	City of Lynchburg (Maint: 15)	1.13	42000	F	93%	0%	1%	1%	5%	0%	F	0.091	F	0.624	44000	F
To: Candler Mountain Rd																
From: Candler Mountain Rd																
29 460 Lynchburg Hwy	City of Lynchburg (Maint: 15)	0.44	36000	F	93%	0%	1%	1%	5%	0%	F	0.092	F	0.616	37000	F
To: US 501																
From: US 501																
29 460 501 Lynchburg Hwy	City of Lynchburg (Maint: 15)	2.36	36000	A	93%	0%	1%	1%	5%	0%	C	0.104	A	0.500	37000	A
To: US 501 Campbell Ave																
From: US 501 Campbell Ave																
29 460 Lynchburg Hwy	City of Lynchburg (Maint: 15)	2.00	34000	F	93%	0%	1%	1%	5%	0%	F	0.084	F	0.505	35000	F
To: US 29																
From: US 29																
29	City of Lynchburg (Maint: 15)	0.33	16000	F	89%	1%	1%	1%	9%	1%	F	0.09	F	0.530	15000	F
To: SCL Lynchburg																
From: SCL Lynchburg																
29	City of Lynchburg (Maint: 15)	0.33	16000	F	89%	1%	1%	1%	9%	1%	F	0.09	F	0.530	15000	F
To: NCL Lynchburg																
From: NCL Lynchburg																
Bus 29 Wards Rd	City of Lynchburg	1.64	37000	G	97%	1%	1%	0%	1%	0%	F	NA		38000	G	
To: US 501; SR 163 Lynchburg Expressway																
From: US 501; SR 163 Lynchburg Expressway																
Bus 29 501 Lynchburg Expressway	City of Lynchburg	0.34	40000	N	97%	1%	1%	0%	1%	0%	N	NA		48000	N	
To: Candler Mt Rd																
From: Candler Mt Rd																
Bus 29 Lynchburg Expressway	City of Lynchburg	1.37	40000	F	97%	1%	1%	0%	1%	0%	F	NA		48000	G	
To: Odd Fellows Rd																
From: Odd Fellows Rd																
Bus 29 Lynchburg Expressway	City of Lynchburg	1.46	45000	F	97%	1%	1%	0%	1%	0%	F	NA		48000	G	
To: Kemper Street																
From: Kemper Street																
Bus 29 Lynchburg Expressway	City of Lynchburg	1.02	40000	F	97%	1%	1%	0%	1%	0%	F	NA		49000	G	
To: Main Street																
From: Main Street																
Bus 29 Lynchburg Expressway	City of Lynchburg	0.22	25000	F	97%	1%	1%	0%	1%	0%	F	0.091	F	0.583	26000	F
To: Amherst County Line																
From: Amherst County Line																
128 Candler Mt Rd	City of Lynchburg	0.29	19000	F	89%	5%	1%	1%	4%	0%	F	0.080	F	0.544	21000	F
To: US 501 Lynchburg Exp																
From: US 501 Lynchburg Exp																
128 501 Candler Mtn Rd	City of Lynchburg	0.40	35000	G	96%	1%	1%	1%	2%	0%	F	NA		39000	G	
To: RT 501 E																
From: RT 501 E																
128 Mayflower Dr	City of Lynchburg	1.30	8000	F	89%	5%	1%	1%	4%	0%	C	0.097	F	0.505	8700	F
To: Odd Fellows Rd																
From: Odd Fellows Rd																
128 Mayflower Dr	City of Lynchburg	1.48	2100	F	96%	2%	1%	1%	0%	0%	C	0.108	F	0.676	2200	F
To: US 501 Bus Campbell Ave																
From: US 501 Bus Campbell Ave																
163 Wards Rd	City of Lynchburg	0.44	19000	F	98%	0%	1%	0%	0%	0%	F	0.077	F	0.517	20000	F
To: SR 128 Candler Mtn Rd																
From: SR 128 Candler Mtn 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						
163 Wards Rd	City of Lynchburg	0.42	29000	F	98%	0%	1%	0%	0%	0%	F	0.074	F	0.522	31000	F
Bus 163 460 Fort Ave	City of Lynchburg	1.19	23000	G	98%	0%	1%	0%	0%	0%	C	0.085	F	0.554	25000	G
163 Memorial Ave	City of Lynchburg	0.60	10000	F	98%	0%	1%	0%	1%	0%	C	0.078	F	0.622	11000	F
163 Memorial Ave	City of Lynchburg	0.47	13000	F	98%	1%	1%	0%	0%	0%	C	0.083	F	0.529	14000	F
163 Memorial Ave	City of Lynchburg	0.33	12000	F	98%	0%	1%	0%	1%	0%	F	0.084	F	0.545	13000	F
163 5th St	City of Lynchburg	0.17	14000	F	98%	1%	1%	0%	0%	0%	C	0.082	F	0.523	15000	F
163 5th St	City of Lynchburg	0.26	14000	F	98%	0%	1%	0%	1%	0%	F	0.082	F	0.547	15000	F
163 5th St	City of Lynchburg	0.27	13000	F	98%	0%	1%	0%	0%	0%	F	0.082	F	0.537	14000	F
163 5th St	City of Lynchburg	0.38	15000	F	98%	0%	1%	0%	0%	0%	F	0.08	F	0.538	16000	F
163 5th St	City of Lynchburg	0.57	15000	F	98%	0%	1%	0%	0%	0%	C	0.088	F	0.6	17000	F
221 Lakeside Dr	City of Lynchburg	0.53	27000	F	98%	0%	1%	0%	1%	0%	C	0.089	F	0.592	29000	F
221 Lakeside Dr	City of Lynchburg	0.94	16000	F	98%	0%	1%	1%	1%	0%	C	0.09	F	0.624	17000	F
221 Lakeside Dr	City of Lynchburg	1.52	13000	F	98%	1%	1%	0%	1%	0%	C	0.089	F	0.556	14000	F
221 Lakeside Dr	City of Lynchburg	0.15	17000	F	98%	1%	1%	0%	0%	0%	C	0.089	F	0.588	18000	F
221 Oakley Ave	City of Lynchburg	0.57	9400	F	98%	1%	1%	0%	0%	0%	C	0.097	F	0.534	10000	F
221 Oakley Ave	City of Lynchburg	0.24	11000	G	98%	0%	1%	0%	1%	0%	F	NA		12000	G	
Bus 221 460 Fort Ave	City of Lynchburg	0.42	10000	F	97%	1%	1%	0%	1%	0%	C	0.092	F	0.559	11000	F

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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: 118-6029 Fort Ave To: Bus US 501 Campbell Ave City of Lynchburg	0.25	10000	N	97%	1%	1%	0%	1%	0%	N	0.092	N	0.559	11000	N	
From: Bus US 501 Campbell Ave To: Kemper St City of Lynchburg	0.18	7300	F	96%	1%	1%	0%	1%	0%	C	0.099	F	0.54	8000	F	
From: Kemper St 12th Street City of Lynchburg	0.41	12000	F	96%	1%	2%	0%	1%	0%	C	0.087	F	0.631	13000	F	
From: US 29 Lynchburg Expressway To: SCL Lynchburg City of Lynchburg (Maint: 15)	1.13	42000	F	93%	0%	1%	1%	5%	0%	F	0.091	F	0.624	44000	F	
From: Candler Mountain Rd To: US 501 City of Lynchburg (Maint: 15)	0.44	36000	F	93%	0%	1%	1%	5%	0%	F	0.092	F	0.616	37000	F	
From: US 501 To: US 501 Campbell Ave City of Lynchburg (Maint: 15)	2.36	36000	A	93%	0%	1%	1%	5%	0%	C	0.104	A	0.500	37000	A	
From: US 501 Campbell Ave To: US 29 City of Lynchburg (Maint: 15)	2.00	34000	F	93%	0%	1%	1%	5%	0%	F	0.084	F	0.505	35000	F	
From: US 29 To: ECL Lynchburg City of Lynchburg (Maint: 15)	0.11	27000	N	93%	0%	1%	1%	5%	0%	N	NA			27000	N	
From: WCL Lynchburg To: Old Graves Mill Rd City of Lynchburg	0.62	31000	G	98%	0%	0%	0%	1%	0%	F	NA			32000	G	
From: Old Graves Mill Rd To: Leesville Rd City of Lynchburg	1.14	24000	F	98%	0%	0%	0%	1%	0%	F	0.091	F	0.536	25000	F	
From: Leesville Rd To: US 501 Lynchburg Expressway City of Lynchburg	0.37	30000	F	98%	0%	0%	0%	1%	0%	F	0.091	F	0.572	32000	F	
From: US 501 Lynchburg Expressway To: Bus US 29 Wards Rd City of Lynchburg	1.15	17000	F	98%	0%	0%	0%	1%	0%	F	0.086	F	0.575	18000	F	
From: Bus US 29 Wards Rd To: Memorial Ave City of Lynchburg	1.19	23000	G	98%	0%	1%	0%	0%	0%	C	0.085	F	0.554	25000	G	
From: Memorial Ave To: Bus US 29 Memorial Ave City of Lynchburg	0.57	24000	G	98%	0%	0%	0%	1%	0%	F	NA			26000	G	
From: Bus US 29 Memorial Ave To: US 221 Oakley Ave City of Lynchburg	0.42	10000	F	97%	1%	1%	0%	1%	0%	C	0.092	F	0.559	11000	F	
From: US 221 Oakley Ave To: 118-6029 Fort Ave City of Lynchburg	0.25	10000	N	97%	1%	1%	0%	1%	0%	N	0.092	N	0.559	11000	N	
From: 118-6029 Fort Ave To: Bus US 501 Campbell Ave																


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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: Bus US 501 Campbell Ave To: 12th St Bus 460 221 501	City of Lynchburg	0.18	7300	F	96%	1%	1%	0%	1%	0%	C	0.099	F	0.54	8000	F
From: 12th Street To: Bus US 29 Lynchburg Expressway Bus 460 221 501	City of Lynchburg	0.41	12000	F	96%	1%	2%	0%	1%	0%	C	0.087	F	0.631	13000	F
From: US 29 Lynchburg Expressway To: Campbell Ave Bus 460 501	City of Lynchburg	0.34	10000	F	96%	1%	1%	1%	2%	0%	C	0.101	F	0.623	11000	F
From: Campbell Ave To: Kemper St Bus 460 501	City of Lynchburg	0.88	17000	F	97%	1%	1%	0%	1%	0%	C	0.1	F	0.66	19000	F
From: Mayflower Dr To: Campbell Ave Bus 460 501	City of Lynchburg	0.48	16000	F	97%	1%	1%	0%	1%	0%	F	0.104	F	0.633	18000	F
From: Florida Ave To: Campbell Ave Bus 460 501	City of Lynchburg	0.23	18000	F	97%	1%	1%	0%	1%	0%	F	0.099	F	0.654	19000	F
From: US 460 Richmond Hwy To: SCL Lynchburg 501	City of Lynchburg	0.99	12000	F	97%	0%	1%	0%	2%	0%	F	0.098	F	0.675	13000	F
From: US 460 To: US 501 501 460 29	City of Lynchburg (Maint: 15)	2.36	36000	A	93%	0%	1%	1%	5%	0%	C	0.104	A	0.500	37000	A
From: US 460 Lynchburg Hwy To: SR 128 Mayflower Dr 501	City of Lynchburg	0.59	26000	G	96%	1%	1%	1%	2%	0%	F	NA		29000	G	
From: SR 128 Mayflower Dr To: US 29 Lynchburg Expressway 501 128	City of Lynchburg	0.40	35000	G	96%	1%	1%	1%	2%	0%	F	NA		39000	G	
From: US 29 Lynchburg Expressway To: Wards Rd Exit 501 29	City of Lynchburg	0.34	40000	N	97%	1%	1%	0%	1%	0%	N	NA		48000	N	
From: Wards Rd Exit To: Timberlake Rd 501	City of Lynchburg	1.51	43000	F	96%	1%	1%	1%	2%	0%	C	0.090	F	0.509	44000	G
From: Timberlake Rd To: Graves Mill Rd 501	City of Lynchburg	1.21	49000	F	96%	1%	1%	1%	2%	0%	F	NA		44000	G	
From: Graves Mill Rd To: Lakeside Dr 501	City of Lynchburg	1.24	32000	F	96%	0%	1%	1%	2%	0%	C	0.088	F	0.505	34000	G
From: Lakeside Dr To: 118-6044 Old Forest Rd 501	City of Lynchburg	0.31	13000	G	96%	0%	1%	1%	2%	0%	C	NA		15000	G	
From: 118-6044 Old Forest Rd To: Wiggington Rd 501	City of Lynchburg	1.23	14000	F	96%	0%	1%	1%	2%	0%	C	NA		34000	G	
From: Wiggington Rd To: Boonsboro Rd 501	City of Lynchburg	1.86	14000	F	96%	0%	1%	1%	2%	0%	F	0.086	F	0.541	15000	F

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							2Axle	3+Axle	1Trail	2Trail							
501 Boonsboro Rd	City of Lynchburg	1.80	9100	F	96%	1%	1%	0%	2%	0%	C	0.098	F	0.616	9900	F	
Bus 501 Bus 460 Campbell Ave	City of Lynchburg	0.23	18000	F	97%	1%	1%	0%	1%	0%	F	0.099	F	0.654	19000	F	
Bus 501 Bus 460 Campbell Ave	City of Lynchburg	0.48	16000	F	97%	1%	1%	0%	1%	0%	F	0.104	F	0.633	18000	F	
Bus 501 Bus 460 Campbell Ave	City of Lynchburg	0.88	17000	F	97%	1%	1%	0%	1%	0%	C	0.1	F	0.66	19000	F	
Bus 501 Bus 460 Kemper St	City of Lynchburg	0.34	10000	F	96%	1%	1%	1%	2%	0%	C	0.101	F	0.623	11000	F	
Bus 501 Bus 221 Bus 460 Kemper St	City of Lynchburg	0.41	12000	F	96%	1%	2%	0%	1%	0%	C	0.087	F	0.631	13000	F	
Bus 501 Bus 221 Bus 460 12th St	City of Lynchburg	0.18	7300	F	96%	1%	1%	0%	1%	0%	C	0.099	F	0.54	8000	F	
Bus 501 Campbell Ave	City of Lynchburg	0.23	9100	F	99%	0%	0%	0%	0%	0%	F	0.098	F	0.634	9800	F	
Bus 501 Langhorne Rd	City of Lynchburg	0.27	9500	F	98%	1%	1%	0%	0%	0%	C	0.095	F	0.543	10000	F	
Bus 501 Langhorne Rd	City of Lynchburg	0.29	18000	F	98%	1%	1%	0%	0%	0%	C	0.084	F	0.532	19000	F	
Bus 501 Langhorne Rd	City of Lynchburg	1.06	13000	F	99%	0%	0%	0%	0%	0%	C	0.098	F	0.731	15000	F	
Bus 501 Langhorne Rd	City of Lynchburg	0.47	13000	F	99%	0%	0%	0%	0%	0%	F	0.098	F	0.705	14000	F	
Bus 501 Langhorne Rd	City of Lynchburg	1.37	8200	F	99%	1%	0%	0%	0%	0%	C	0.09	F	0.515	8900	F	
Bus 501 Rivermont Terrace	City of Lynchburg	0.25	5600	F	99%	1%	0%	0%	0%	0%	F	0.072	F	0.513	6100	F	
Bus 501 Rivermont Ave	City of Lynchburg	0.44	15000	F	98%	0%	1%	1%	1%	0%	F	0.085	F	0.629	16000	F	
Bus 501 Boonsboro Rd	City of Lynchburg	0.76	14000	F	98%	0%	1%	1%	1%	0%	F	0.092	F	0.613	15000	F	

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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  Boonsboro Rd	From: _____ City of Lynchburg To: _____	Trents Ferry Rd	1.75	13000	F	98%	0%	1%	1%	1%	0%	C	0.092	F	0.538	14000	F
		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	0	R								NA		NA			08/22/2007
(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
(F975) Chetnut Creek Dr	0.46	160	R								NA		NA			07/31/2007
(1) Pawnee Dr	0.86	2200	F								0.146	F	0.569	2400	F	2007
(2) 9th St	0.18	1100	F								0.126	F	0.601	1200	F	2007
(3) Alta Lane	0.85	2900	F	98%	1%	1%	0%	0%	0%	C	0.098	F	0.554	3100	F	2007
(4) Del Ray Circle	0.16	3000	F	98%	1%	1%	0%	0%	0%	F	0.102	F	0.511	3300	F	2007
(5) 8th St	0.59	1400	F	97%	1%	2%	0%	0%	0%	C	0.092	F	0.554	1600	F	2007
(6) Langhorne Rd	0.16	2100	F	98%	1%	1%	0%	0%	0%	F	0.104	F	0.806	2300	F	2007
(6) Villa Rd	0.12	2100	F	98%	1%	1%	0%	0%	0%	F	0.103	F	0.737	2200	F	2007
(7) Long Meadow Dr	0.73	2100	F	98%	0%	1%	0%	1%	0%	F	0.122	F	0.561	2300	F	2007
(8) Sussex St	0.79	2500	F	98%	0%	1%	0%	1%	0%	F	0.125	F	0.713	2700	F	2007
(9) University Blvd	0.42	10000	F	94%	0%	5%	0%	0%	0%	C	0.086	F	0.52	11000	F	2007
(6001) V E S Rd	0.92	2900	F	95%	1%	1%	2%	1%	0%	C	0.105	F	0.624	3100	F	2007
(6002) Trents Ferry Rd	1.88	1400	F	97%	1%	1%	0%	0%	0%	C	0.104	F	0.588	1500	F	2007
(6003) Link Rd	0.78	7900	F	98%	1%	1%	0%	0%	0%	F	0.09	F	0.563	8500	F	2007

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
6003	Link Rd	1.32	6700	F	98%	1%	1%	0%	0%	C	0.088	F	0.527	7200	F	2007
6004	Wiggington Rd	1.04	4000	F	98%	1%	1%	0%	0%	F	0.104	F	0.811	4300	F	2007
6004	Wiggington Rd	0.76	3600	F	98%	1%	1%	0%	0%	C	0.108	F	0.645	3900	F	2007
6004	Wiggington Rd	1.82	1400	F	98%	1%	1%	0%	0%	F	0.108	F	0.723	1600	F	2007
6004	Hawkins Mill Rd	0.36	1700	F	97%	2%	1%	0%	0%	C	0.122	F	0.522	1900	F	2007
6004	Coffee Rd	0.89	2300	F	97%	2%	1%	0%	0%	F	0.131	F	0.595	2500	F	2007
6004	Coffee Rd	0.33	3600	F	97%	2%	1%	0%	0%	F	0.108	F	0.704	3900	F	2007
6009	Graves Mill Rd	0.60	5400	G	97%	1%	1%	1%	0%	F	NA			5900	G	2007
6009	Graves Mill Rd	0.66	3300	F	97%	1%	1%	1%	0%	F	0.103	F	0.553	3600	F	2007
6009	Graves Mill Rd	0.27	12000	F	97%	1%	1%	1%	0%	F	0.098	F	0.633	13000	F	2007
6009	Graves Mill Rd	0.18	25000	F	97%	1%	1%	1%	0%	C	0.092	F	0.512	27000	F	2007
6009	Graves Mill Rd	1.04	19000	F	97%	1%	1%	1%	0%	F	0.093	F	0.533	21000	F	2007
6012	Church St	0.30	3800	F	98%	1%	1%	0%	1%	C	0.119	F		4100	F	2007
6012	Church St	0.40	6200	G	98%	0%	1%	0%	1%	F	NA			6800	G	2007
6012	Rivermont Ave	0.90	15000	F	98%	0%	1%	0%	1%	C	0.095	F	0.610	16000	F	2007
6012	Bedford Ave	0.96	4200	F	96%	1%	1%	0%	2%	C	0.089	F	0.507	4500	F	2007
6012	Rivermont Ave	1.01	15000	F	96%	1%	1%	0%	2%	F	0.099	F	0.523	16000	F	2007
6020	Rivermont Ave	1.11	8900	F	96%	1%	1%	0%	2%	F	0.098	F	0.602	9700	F	2007
6022	Hollins Mill Rd	1.16	3200	F	96%	1%	1%	0%	2%	F	0.095	F	0.559	3400	F	2007
6022	Federal St	0.40	4000	F	96%	1%	1%	0%	2%	F	0.097	F	0.534	4300	F	2007
6023	Murrell Rd	0.37	8300	F	98%	1%	0%	0%	0%	C	0.098	F	0.569	9000	F	2007
6027	12th St	0.80	6600	F	98%	0%	1%	0%	0%	F	0.104	F	0.549	7200	F	2007

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6027	12th St	0.25	5300	F	98%	0%	1%	0%	0%	F	0.095	F	0.551	5800	F	2007
6028	Commerce St	0.33	4900	F	98%	0%	1%	0%	0%	F	0.114	F	0.547	5300	F	2007
6028	Commerce St	0.30	3300	F	98%	0%	1%	0%	0%	F	0.133	F	0.809	3600	F	2007
6029	Fort Ave	0.43	5600	F	98%	1%	1%	0%	0%	C	0.088	F	0.577	6100	F	2007
6029	Park Ave	0.28	8000	F	98%	1%	1%	0%	0%	C	0.082	F	0.576	8700	F	2007
6029	Park Ave	0.36	6600	F	98%	0%	1%	0%	0%	F	0.080	F	0.511	7200	F	2007
6031	Lakeside Dr	0.41	12000	F	98%	0%	1%	0%	0%	F	0.093	F	0.587	13000	F	2007
6031	Lakeside Dr	0.34	6100	F	98%	0%	1%	0%	0%	C	0.094	F	0.580	6600	F	2007
6031	Park Ave	0.36	7000	F	98%	1%	1%	0%	0%	C	0.092	F	0.511	7600	F	2007
6031	Park Ave	0.35	9500	F	98%	0%	1%	0%	0%	F	0.081	F	0.547	10000	F	2007
6032	Main St	0.25	2500	F	98%	1%	1%	0%	0%	F	0.095	F	0.510	2800	F	2007
6032	Main St	0.28	6400	G	98%	1%	1%	0%	0%	F	NA			7000	G	2007
6032	Main St	0.55	6400	F	98%	1%	1%	0%	0%	F	0.104	F		6900	F	2007
6033	Florida Ave	1.28	4600	F	98%	1%	1%	0%	0%	C	0.104	F	0.620	5000	F	2007
6033	Florida Ave	0.88	3300	F	98%	1%	1%	0%	0%	F	0.111	F	0.649	3600	F	2007
6034	Martin St	0.58	1100	F	98%	1%	1%	0%	0%	C	0.115	F	0.662	1200	F	2007
6035	Candler Mtn Rd	1.09	3200	F	100%	0%	0%	0%	0%	C	0.105	F	0.701	3500	F	2007
6035	Candler Mtn Rd	0.74	12000	F	100%	0%	0%	0%	0%	F	0.087	F	0.602	13000	F	2007
6036	Clay St	0.50	2200	F	99%	0%	1%	0%	0%	C	0.11	F	0.663	2300	F	2007
6036	Grace St	0.88	3400	F	97%	1%	1%	0%	0%	C	0.106	F	0.702	3700	F	2007
6037	Stadium Dr	0.38	4400	F	97%	1%	1%	0%	0%	F	0.102	F	0.545	4800	F	2007

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City of Lynchburg																
(6038) Wythe St	0.27	7500	F	96%	1%	1%	1%	1%	0%	C	0.102	F	0.511	8100	F	2007
(6040) James St	0.22	3800	F	96%	2%	1%	0%	0%	0%	C	0.099	F	0.543	4100	F	2007
(6042) Cranehill Dr	1.04	2200	F	98%	1%	1%	0%	0%	0%	C	0.141	F	0.788	2400	F	2007
(6044) Old Forest Rd	0.94	20000	F	96%	1%	2%	1%	1%	0%	C	0.088	F	0.528	22000	F	2007
(6044) Old Forest Rd	0.45	19000	F	98%	1%	0%	1%	0%	0%	C	0.089	F	0.508	20000	F	2007
(6044) Old Forest Rd	0.21	15000	F	98%	1%	0%	1%	0%	0%	F	0.093	F	0.564	16000	F	2007
(6044) Old Forest Rd	1.61	9600	G	98%	1%	0%	1%	0%	0%	F	NA			11000	G	2007
(6045) Greenwood Dr	0.38	3900	G	98%	1%	1%	0%	1%	0%	C	NA			4300	G	2007
(6045) Thomas Dr	0.71	5500	G	98%	1%	1%	0%	1%	0%	F	NA			6100	G	2007
(6045) Richmond Rd	0.35	5200	G	98%	0%	1%	0%	1%	0%	C	0.11	F	0.656	5700	G	2007
(6046) Sandusky Dr	0.77	3700	G	98%	1%	1%	0%	0%	0%	C	NA			4100	G	2007
(6046) Sandusky Dr	0.49	4900	G	98%	1%	0%	0%	0%	0%	C	NA			5400	G	2007
(6048) Perrymont Ave	0.84	4700	G	98%	1%	1%	0%	1%	0%	C	NA			5200	G	2007
(6050) Odd Fellows Rd	0.60	8200	F	84%	2%	4%	2%	8%	0%	F	0.103	F	0.522	8800	F	2007
(6050) Odd Fellows Rd	0.67	1500	F	84%	2%	4%	2%	8%	0%	C	0.121	F	0.684	1600	F	2007
(6052) Campbell Ave	0.33	8200	F	98%	0%	1%	0%	0%	0%	C	0.091	F	0.627	8900	F	2007
(6052) Campbell Ave	0.41	8300	F	98%	0%	1%	0%	0%	0%	F	0.09	F	0.641	9000	F	2007
(6054) Fenwick Dr	0.96	4300	G	98%	1%	1%	1%	0%	0%	F	NA			4700	G	2007
(6056) Greenview Dr	1.29	16000	F	98%	1%	1%	1%	0%	0%	C	0.083	F	0.538	18000	F	2007
(6066) Leesville Rd	1.14	8000	F	97%	1%	1%	1%	0%	0%	F	0.102	F	0.590	8700	F	2007
(6066) Leesville Rd	1.15	11000	F	97%	1%	1%	1%	0%	0%	C	0.112	F	0.589	12000	F	2007

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City of Lynchburg																
(6070) Wards Ferry Rd	1.29	10000	F	98%	0%	From: CBusUS 460 Logans Lane To: Harvard St				F	0.094	F	0.59	11000	F	2007
(6070) Wards Ferry Rd	1.06	10000	F	98%	0%	From: Harvard St To: US 29; Wards Rd				C	0.099	F	0.56	11000	F	2007
(6071) Harvard St	0.08	200	F	98%	0%	From: Wards Ferry Rd To: College Park Dr				F	0.095	F	0.81	220	F	2007
(6072) Old Graves Mill Rd	1.70	9900	G	98%	0%	From: Timberlake Rd To: Graves Mill Rd				C	NA			11000	G	2007
(6073) McConville Rd	1.80	4900	F	99%	0%	From: Graves Mill Rd To: Wyndale Dr				C	0.103	F	0.522	5300	F	2007
(6073) Wyndale Dr	0.24	3700	F	99%	0%	From: McConville Rd To: Lakeside Dr				C	0.095	F	0.582	4000	F	2007
(6074) Evergreen Rd	0.33	2300	F	98%	1%	From: Link Rd To: Indian Hill Rd				C	0.116	F	0.743	2500	F	2007
(6074) Indian Hill Rd	0.98	1800	F	98%	1%	From: Evergreen Rd To: Burnt Bridge Rd				F	0.11	F	0.513	2000	F	2007
(6074) Burnt Bridge Rd	0.97	1700	F	98%	1%	From: Indian Hill Rd To: Boonsboro Rd				C	0.119	F	0.557	1900	F	2007
(6075) Langhorne Lane	0.34	2400	F	98%	1%	From: Richmond St To: Eldon St				C	0.090	F	0.528	2600	F	2007
(6075) Eldon St	0.07	2600	F	98%	1%	From: Langhorne Lane To: Memorial Ave				F	0.099	F	0.505	2900	F	2007
(6076) Linkhorne Rd	0.59	5500	F	98%	1%	From: Old Forest Rd To: Cranehill Dr				F	0.105	F	0.556	5900	F	2007
(6077) Jefferson St	0.41	1000	F	98%	1%	From: 7Th St To: Concord Tpk				F	0.15	F	0.5	1100	F	2007
(6078) Washington St	0.11	1200	F	85%	1%	From: Main St To: Jefferson St				F	0.105	F	0.57	1300	F	2007
(6078) Concord Tnpk	1.66	1800	F	85%	1%	From: Jefferson St To: Rockwell Rd				F	0.093	F	0.697	1900	F	2007
(6078) Concord Tnpk	1.07	1900	F	85%	1%	From: Rockwell Rd To: US 460				C	0.1	F	0.739	2000	F	2007
(6080) Court St	0.50	1300	F	85%	1%	From: 12Th St To: 5Th St				F	0.11	F	0.515	1400	F	2007
(6081) Forest Brook Rd	0.92	3600	F	96%	1%	From: Lakeside Dr To: Old Forest Rd				C	0.115	F	0.613	3900	F	2007
(6082) Hill St	0.58	4800	F	99%	0%	From: Old Forest Rd To: Langhorne Rd				F	0.101	F	0.682	5200	F	2007
(6083) Edgewood Ave	0.73	2300	F	99%	0%	From: Fort Ave To: Wards Rd				C	0.098	F	0.542	2500	F	2007

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City of Lynchburg																
4th St		47	F			From: Wise St				0.139	F			50	F	2007
						To: Monroe St										
Caroline St		430	F			From: York St				0.104	F			460	F	2007
						To: Chambers St										
Chambers St		690	F			From: Caroline St				0.093	F			750	F	2007
						To: 2Nd St										
Clayton Ave		480	F			From: Morningside Dr				0.105	F			530	F	2007
						To: Spottswood Pl										
Danridge Dr		1200	F			From: Berkley Pl				0.088	F			1400	F	2007
						To: Craigmont Dr										
Enterprise Dr		14000	G			From: 15-1520				0.1	F	0.593		14000	G	2007
						To: Bedford County Line										
Fairview Ave		340	F			From: Maryland Ave				0.106	F			370	F	2007
						To: Mackel St										
Fleetwood Dr		1000	F			From: Ridgeway Dr				0.09	F			1100	F	2007
						To: Hillwood Dr										
Georgia Ave		360	F			From: Campbell Ave				0.099	F			390	F	2007
						To: Nevada Ave										
Gorman Dr		360	F			From: Glen Oak Lane				0.102	F			390	F	2007
						To: Northwood Cir										
Hawthorne Rd		170	F			From: Montgomery Rd				0.101	F			190	F	2007
						To: Woodcrest Dr										
Hayes Dr		180	F			From: Rhonda Dr				0.117	F			190	F	2007
						To: Crawford Dr										
John Scott Dr		400	G	97%	2%	1%	0%	1%	0%	C	NA		440	G	2007	
																To: Dead End
Leyburn Ave		240	F			From: Mosby Ave				0.108	F			260	F	2007
						To: Sackett St										
Locksview Dr		950	F			From: Bell Tavern Rd				0.103	F			1000	F	2007
						To: Norvell House Ct										
Maryland Ave		240	F			From: Craig St				0.089	F			260	F	2007
						To: Fairview Ave										
McKinney Ave		350	F			From: Clarke St				0.088	F			380	F	2007
						To: Dodd St										
Mimosa Dr		710	F			From: Burnt Bridge Rd				0.091	F			770	F	2007
						To: Woodcrest Dr										
Morningside Dr		300	F			From: McGuffey Lane				0.110	F			330	F	2007
						To: Eastwood Lane										

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City of Lynchburg																
Myrtle St		550	F			From: Westview Dr				0.102	F			600	F	2007
						To: Toledo Ave										
New Hampshire Ave		310	F			From: Oakridge Blvd				0.096	F			340	F	2007
						To: Tremont St										
Oxford St		290	F			From: McKinney Ave				0.126	F			320	F	2007
						To: Radcliffe Ave										
Page St		3200	F			From: Hillcrest Rd				0.105	F			3500	F	2007
						To: 2Nd St										
Rhode Island Ave		110	F			From: Tremont St				0.101	F			120	F	2007
						To: Fort Ave										
Sanhill Dr		410	F			From: Rhonda Dr				0.148	F			440	F	2007
						To: Apache Lane										
Texas Ave		370	F			From: Campbell Ave				0.082	F			400	F	2007
						To: Nevada Ave										
Warren Ave		160	F			From: Wingfield Ave				0.117	F			170	F	2007
						To: Perry Ave										