

2012

**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

Bypas - 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
2012
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	43000	G	93%	0%	1%	1%	5%	0%	F	0.096	F	0.641	44000	G
	To: Candler Mountain Rd															
29 460 29	City of Lynchburg (Maint: 15)	0.49	33000	G	93%	0%	1%	1%	5%	0%	F	0.092	F	0.615	34000	G
	To: US 501															
29 460 29 501	City of Lynchburg (Maint: 15)	1.91	35000	A	93%	0%	1%	1%	5%	0%	C	0.103	A	0.513	36000	A
	To: US 501 Campbell Ave															
	From: Functional Class Change															
29 460 Richmond Hwy	City of Lynchburg (Maint: 15)	2.14	32000	G	93%	0%	1%	1%	5%	0%	F	0.086	F	0.542	33000	G
	To: US 29															
	From: SCL Lynchburg															
29	City of Lynchburg (Maint: 15)	0.33	17000	G	89%	1%	1%	1%	9%	0%	F	0.084	F	0.513	17000	G
	To: NCL Lynchburg															
	From: SCL Lynchburg															
29 460 29	City of Lynchburg (Maint: 15)	1.38	43000	G	93%	0%	1%	1%	5%	0%	F	0.096	F	0.641	44000	G
	To: Candler Mountain Rd															
29 460 29	City of Lynchburg (Maint: 15)	0.49	33000	G	93%	0%	1%	1%	5%	0%	F	0.092	F	0.615	34000	G
	To: US 501															
29 460 29 501	City of Lynchburg (Maint: 15)	1.91	35000	A	93%	0%	1%	1%	5%	0%	C	0.103	A	0.513	36000	A
	To: Bus US 501; US 501 Campbell Ave															
Bus 29 Wards Rd	City of Lynchburg	1.64	40000	G	98%	0%	1%	0%	1%	0%	C	0.079	F	0.548	41000	G
	To: US 501; SR 163 Lynchburg Expressway															
Bus 29	City of Lynchburg	0.12	NA									NA		NA		
	To: SR 163 Wards Rd															
Bus 29 501 Lynchburg Expressway	City of Lynchburg	0.33	39000	N	98%	0%	1%	0%	1%	0%	N	0.091	N	0.530	41000	N
	To: US 501, SR 128															
Bus 29 Lynchburg Expressway	City of Lynchburg	1.33	39000	G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.530	41000	G
	To: Odd Fellows Rd															
Bus 29 Lynchburg Expressway	City of Lynchburg	1.46	37000	G	98%	0%	1%	0%	1%	0%	F	0.086	F	0.540	38000	G
	To: Kemper Street															
Bus 29 Lynchburg Expressway	City of Lynchburg	1.02	37000	G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.518	38000	G
	To: Main Street															
Bus 29 Lynchburg Expressway	City of Lynchburg	0.22	23000	G	98%	0%	1%	0%	1%	0%	F	0.082	F	0.589	24000	G
	To: Amherst County Line															
	From: SR 163 Wards Rd															
128 Candler Mt Rd	City of Lynchburg	0.26	18000	G	89%	4%	2%	1%	3%	0%	F	0.092	F	0.544	19000	G
	To: Bus US 29, US 501 Lynchburg Expwy															

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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						
128 501 Candler Mtn Rd	From: RT 501 W	0.43	35000	G	97%	0%	1%	1%	1%	0%	F	0.083	F	0.515	37000	G
	To: RT 501 E															
128 Mayflower Dr	From: US 501 Candler Mt Rd	1.30	7100	G	89%	4%	2%	1%	3%	0%	C	0.102	F	0.542	7500	G
	To: Odd Fellows Rd															
128 Mayflower Dr	From: City of Lynchburg	1.48	1800	G	97%	1%	1%	1%	0%	0%	C	0.096	F	0.649	1900	G
	To: Bus US 501 Campbell Ave															
163 Wards Rd	From: Bus US 29, US 501 Lynchburg Expressway	0.44	16000	G	99%	0%	1%	0%	0%	0%	F	0.081	F	0.558	17000	G
	To: SR 128 Candler Mtn Rd															
163 Wards Rd	From: City of Lynchburg	0.42	26000	G	99%	0%	1%	0%	0%	0%	F	0.081	F	0.504	28000	G
	To: Bus US 460 Fort Avenue															
163 460 Fort Ave	From: Wards Rd	1.19	22000	G	99%	0%	1%	0%	0%	0%	C	0.083	F	0.546	24000	G
	To: Memorial Ave															
163 Memorial Ave	From: Fort Ave	0.60	11000	G	99%	0%	0%	0%	0%	0%	C	0.08	F	0.540	12000	G
	To: Oakley Ave															
163 Memorial Ave	From: City of Lynchburg	0.47	13000	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.503	14000	G
	To: Park Ave															
163 Memorial Ave	From: City of Lynchburg	0.33	12000	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.536	13000	G
	To: Langhorne Rd															
163 5th St	From: City of Lynchburg	0.17	14000	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.531	15000	G
	To: Pollard St															
163 5th St	From: City of Lynchburg	0.26	13000	G	99%	0%	0%	0%	0%	0%	F	0.089	F	0.57	14000	G
	To: Pierce St															
163 5th St	From: City of Lynchburg	0.27	12000	G	98%	0%	0%	0%	1%	0%	F	0.09	F	0.569	13000	G
	To: Park Ave															
163 5th St	From: City of Lynchburg	0.38	13000	G	98%	0%	0%	0%	1%	0%	F	0.09	F	0.579	13000	G
	To: Clay St															
163 5th St	From: City of Lynchburg	0.57	13000	G	98%	0%	0%	0%	1%	0%	C	0.102	F	0.632	14000	G
	To: Amherst County Line															
North 163 Ramp	From: SR 163 Wards Rd	0.09	NA									NA		NA		
	To: US 501; Bus US 29															
221 Lakeside Dr	From: WCL Lynchburg	0.53	26000	G	99%	0%	0%	0%	1%	0%	C	0.093	F	0.568	28000	G
	To: Lynchburg Expressway															
221 Lakeside Dr	From: City of Lynchburg	0.94	16000	G	99%	0%	0%	0%	1%	0%	F	0.086	F	0.576	17000	G
	To: Forest Brook Rd															

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							2Axle	3+Axle	1Trail	2Trail						
221 Lakeside Dr	City of Lynchburg	1.52	13000	G	99%	0%	0%	0%	1%	0%	F	0.086	F	0.554	14000	G
221 Lakeside Dr	City of Lynchburg	0.15	16000	G	99%	0%	0%	0%	1%	0%	F	0.085	F	0.547	17000	G
221 Oakley Ave	City of Lynchburg	0.57	8600	G	99%	0%	0%	0%	1%	0%	F	0.088	F	0.509	9200	G
221 Oakley Ave	City of Lynchburg	0.24	7400	G	99%	0%	0%	0%	1%	0%	F	0.089	F	0.505	7900	G
221 460 Fort Ave	City of Lynchburg	0.42	9400	G	97%	1%	1%	0%	1%	0%	C	0.089	F	0.543	10000	G
221 460 12th St	City of Lynchburg	0.25	8200	G	97%	1%	1%	0%	1%	0%	F	0.091	F	0.533	8700	G
221 460 501 12th St	City of Lynchburg	0.18	8400	G	97%	1%	1%	0%	1%	0%	F	0.09	F	0.564	8900	G
221 460 501 Kemper St	City of Lynchburg	0.41	11000	G	97%	1%	1%	0%	1%	0%	C	0.085	F	0.601	12000	G
460 29 29	City of Lynchburg (Maint: 15)	1.38	43000	G	93%	0%	1%	1%	5%	0%	F	0.096	F	0.641	44000	G
460 29 29	City of Lynchburg (Maint: 15)	0.49	33000	G	93%	0%	1%	1%	5%	0%	F	0.092	F	0.615	34000	G
460 29 29 501	City of Lynchburg (Maint: 15)	1.91	35000	A	93%	0%	1%	1%	5%	0%	C	0.103	A	0.513	36000	A
460 29 Richmond Hwy	City of Lynchburg (Maint: 15)	2.14	32000	G	93%	0%	1%	1%	5%	0%	F	0.086	F	0.542	33000	G
460 Richmond Hwy	City of Lynchburg (Maint: 15)	0.11	26000	N	93%	0%	1%	1%	4%	0%	N	0.087	N	0.573	27000	N
460 Timberlake Rd	City of Lynchburg	0.62	29000	G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.555	31000	G
460 Timberlake Rd	City of Lynchburg	1.14	25000	G	98%	0%	0%	0%	1%	0%	F	0.081	F	0.517	26000	G
460 Timberlake Rd	City of Lynchburg	0.37	32000	G	98%	0%	0%	0%	1%	0%	F	0.083	F	0.565	33000	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: US 501 Lynchburg Expressway To: City of Lynchburg	1.15	17000	G	98%	0%	0%	0%	1%	0%	F	0.087	F	0.540	18000	G
Bus 460 163 Fort Ave	From: Bus US 29 Wards Rd To: City of Lynchburg	1.19	22000	G	99%	0%	1%	0%	0%	0%	C	0.083	F	0.546	24000	G
Bus 460 Fort Ave	From: Bus US 29 Memorial Ave To: City of Lynchburg	0.57	8300	G	98%	0%	0%	0%	1%	0%	F	0.082	F	0.506	8800	G
Bus 460 221 Fort Ave	From: US 221 Oakley Ave To: City of Lynchburg	0.42	9400	G	97%	1%	1%	0%	1%	0%	C	0.089	F	0.543	10000	G
Bus 460 221 12th St	From: 118-6029 Fort Ave To: City of Lynchburg	0.25	8200	G	97%	1%	1%	0%	1%	0%	F	0.091	F	0.533	8700	G
Bus 460 221 501 12th St	From: Bus US 501 Campbell Ave To: City of Lynchburg	0.18	8400	G	97%	1%	1%	0%	1%	0%	F	0.09	F	0.564	8900	G
Bus 460 221 501 Kemper St	From: Kemper St To: 12th Street City of Lynchburg	0.41	11000	G	97%	1%	1%	0%	1%	0%	C	0.085	F	0.601	12000	G
Bus 460 501 Kemper St	From: Bus US 29 Lynchburg Expressway To: City of Lynchburg	0.34	9600	G	97%	1%	1%	0%	1%	0%	F	0.086	F	0.618	10000	G
Bus 460 501 Campbell Ave	From: Campbell Ave To: Kemper St City of Lynchburg	0.88	17000	G	97%	1%	1%	0%	1%	0%	C	0.093	F	0.664	18000	G
Bus 460 501 Campbell Ave	From: Mayflower Dr To: City of Lynchburg	0.48	15000	G	97%	1%	1%	0%	1%	0%	F	0.095	F	0.639	16000	G
Bus 460 501 Campbell Ave	From: Florida Ave To: City of Lynchburg	0.14	17000	G	97%	1%	1%	0%	1%	0%	F	0.098	F	0.670	18000	G
Bus 460 501 Campbell Ave	From: US 460, US 501 Richmond Hwy To: Bus US 501 City of Lynchburg	0.15	12000	N	97%	0%	1%	0%	2%	0%	N	0.098	N	0.68	13000	N
501 Campbell Ave	From: SCL Lynchburg To: City of Lynchburg	0.93	12000	G	97%	0%	1%	0%	2%	0%	F	0.098	F	0.68	13000	G
501 460 Campbell Ave	From: Bus US 460 To: City of Lynchburg	0.15	12000	N	97%	0%	1%	0%	2%	0%	N	0.098	N	0.68	13000	N
501 460 29 29	From: US 29, US 460 Richmond Hwy To: US 29, US 460 City of Lynchburg (Maint: 15)	1.91	35000	A	93%	0%	1%	1%	5%	0%	C	0.103	A	0.513	36000	A
501	From: US 29, US 460 Richmond Hwy To: City of Lynchburg	0.50	15000	G	97%	0%	1%	1%	1%	0%	F	0.094	F	0.513	16000	G
	To: SR 128 Mayflower Dr															

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							2Axle	3+Axle	1Trail	2Trail						
From: SR 128 Mayflower Dr To: Candler Mtn Rd	City of Lynchburg	0.43	35000	G	97%	0%	1%	1%	1%	0%	F	0.083	F	0.515	37000	G
From: Bus US 29 Lynchburg Expressway To: US 29 Lynchburg Expressway	City of Lynchburg	0.33	39000	N	98%	0%	1%	0%	1%	0%	N	0.091	N	0.530	41000	N
From: Wards Rd Exit To: Wards Rd	City of Lynchburg	1.37	41000	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.521	44000	G
From: Timberlake Rd To: Lynchburg Expressway Ext	City of Lynchburg	1.21	43000	G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.544	46000	G
From: Graves Mill Rd To: Lynchburg Expressway	City of Lynchburg	1.24	30000	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.518	32000	G
From: Lakeside Dr To: Lynchburg Expressway	City of Lynchburg	0.31	32000	G	97%	0%	1%	1%	1%	0%	C	0.083	F	0.538	34000	G
From: 118-6044 Old Forest Rd To: Lynchburg Expressway	City of Lynchburg	1.23	14000	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.542	14000	G
From: Wiggington Rd To: Lynchburg Expressway	City of Lynchburg	1.86	13000	G	97%	0%	1%	1%	1%	0%	F	0.09	F	0.571	14000	G
From: Boonsboro Rd To: Lynchburg Expressway	City of Lynchburg	1.80	8800	G	96%	0%	1%	0%	2%	0%	C	0.094	F	0.645	9400	G
From: WCL Lynchburg To: US 501	City of Lynchburg (Maint: 15)	1.91	35000	A	93%	0%	1%	1%	5%	0%	C	0.103	A	0.513	36000	A
From: Bus US 501; US 501 Campbell Ave To: US 460	City of Lynchburg	0.62	NA									NA			NA	
From: SR 128 Mayflower Dr To: Bus US 29	City of Lynchburg	0.35	NA									NA			NA	
From: US 501 Lynchburg Expressway To: US 460	City of Lynchburg	0.14	17000	G	97%	1%	1%	0%	1%	0%	F	0.098	F	0.670	18000	G
From: Florida Ave To: Campbell Ave	City of Lynchburg	0.48	15000	G	97%	1%	1%	0%	1%	0%	F	0.095	F	0.639	16000	G
From: Mayflower Dr To: Campbell Ave	City of Lynchburg	0.88	17000	G	97%	1%	1%	0%	1%	0%	C	0.093	F	0.664	18000	G
From: Kemper St To: Campbell Ave	City of Lynchburg	0.34	9600	G	97%	1%	1%	0%	1%	0%	F	0.086	F	0.618	10000	G
From: Lynchburg Expressway To: Lynchburg Expressway	City of Lynchburg															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: US 221 Bus 501, 221, 460 Kemper St	City of Lynchburg	0.41	11000	G	97%	1%	1%	0%	1%	0%	C	0.085	F	0.601	12000	G
To: 12th St																
From: 118-6027; 118-6031 Bus 501, 221, 460 12th St	City of Lynchburg	0.18	8400	G	97%	1%	1%	0%	1%	0%	F	0.09	F	0.564	8900	G
To: Fort Ave																
From: Fort Ave Bus 501 Campbell Ave	City of Lynchburg	0.23	8100	G	99%	0%	1%	0%	0%	0%	F	0.116	F	0.761	8700	G
To: Park Ave																
From: Park Ave Bus 501 Langhorne Rd	City of Lynchburg	0.27	9700	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.561	10000	G
To: Memorial Ave																
From: Memorial Ave Bus 501 Langhorne Rd	City of Lynchburg	0.29	17000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.522	18000	G
To: Murrell Rd																
From: Murrell Rd Bus 501 Langhorne Rd	City of Lynchburg	1.06	13000	G	99%	0%	1%	0%	0%	0%	C	0.088	F	0.654	14000	G
To: Hill St																
From: Hill St Bus 501 Langhorne Rd	City of Lynchburg	0.47	11000	G	99%	0%	1%	0%	0%	0%	F	0.084	F	0.573	11000	G
To: Cranehill Dr																
From: Cranehill Dr Bus 501 Langhorne Rd	City of Lynchburg	1.37	8000	G	99%	0%	0%	0%	0%	0%	C	0.080	F	0.531	8500	G
To: Rivermont Terrace Langhorne Rd																
From: Rivermont Terrace Bus 501 Rivermont Terrace	City of Lynchburg	0.25	5500	G	99%	0%	0%	0%	0%	0%	F	0.096	F	0.579	5800	G
To: Rivermont Ave Rivermont Terrace																
From: Rivermont Ave Bus 501 Rivermont Ave	City of Lynchburg	0.44	14000	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.593	15000	G
To: Link Rd																
From: Link Rd Bus 501 Boonsboro Rd	City of Lynchburg	0.76	13000	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.602	14000	G
To: Trents Ferry Rd																
From: Trents Ferry Rd Bus 501 Boonsboro Rd	City of Lynchburg	1.75	13000	G	99%	0%	0%	0%	0%	0%	C	0.092	F	0.530	14000	G
To: Lynchburg Expressway																

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
(F794) Top Ridge Rd	1.16	20	R									NA		NA		08/22/2007
From: Dead End																
To: 15-837 Top Ridge Rd																
(F864) Brown Haven Lane	0.12	10	R									NA		NA		08/14/2007
From: Dead End																
To: 118-6033 Brown Haven Lane																
(F905) Memo Rd	0.20	NA										NA		NA		
From: US 29; 15-758																
To: Dead End																
(F906) Liberty Mt Dr	0.40	3100	R									NA		NA		08/22/2007
From: Dead End																
To: 118-6035; Ramp Fr US 460 Byp Ent To L																
(F907) Liberty Mt Dr	0.78	2500	R									NA		NA		08/22/2007
From: Dead End																
To: FR-906 Liberty Mt Dr																
(F907) Ramp	0.06	NA										NA		NA		
From: FR-907 Liberty Mt Dr																
To: US 460																
(F975) Chetnut Creek Dr	0.46	160	R									NA		NA		07/31/2007
From: Dead End																
To: Dead End																
(1) Pawnee Dr	0.86	360	G	98%	1%	1%	0%	0%	0%	F	0.125	F	0.593	390	G	2012
From: Long Meadow Dr																
To: Sandusky Dr																
(2) 9th St	0.18	1100	G	98%	1%	1%	0%	0%	0%	C	0.128	F	0.603	1200	G	2012
From: Church St																
To: Jefferson St																
(3) Alta Lane	0.85	2100	G	99%	0%	0%	0%	0%	0%	C	0.111	F	0.62	2300	G	2012
From: Del Ray Circle																
To: Wards Ferry Rd																
(4) Del Ray Circle	0.16	2200	G	99%	0%	0%	0%	0%	0%	F	0.106	F	0.616	2400	G	2012
From: Leesville Rd																
To: Alta lane																
(5) 8th St	0.59	1500	G	96%	1%	2%	0%	0%	0%	C	0.082	F	0.541	1600	G	2012
From: Park Ave																
To: Court St																
(6) Langhorne Rd	0.16	2200	G	98%	0%	2%	0%	0%	0%	F	0.083	F	0.732	2300	G	2012
From: CIUS 501 Rivermont Terrace																
To: Villa Rd																
(6) Villa Rd	0.12	2000	G	98%	0%	2%	0%	0%	0%	F	0.085	F	0.735	2200	G	2012
From: Langhorne Rd																
To: Rivermont Ave																
(7) Long Meadow Dr	0.73	2100	G	98%	0%	1%	0%	1%	0%	F	0.111	F	0.54	2300	G	2012
From: CBUS 460 Fort Ave																
To: Pawnee Dr																
(8) Sussex St	0.79	2500	G	98%	0%	1%	0%	1%	0%	F	0.102	F	0.686	2600	G	2012
From: Perrymont Ave																
To: Langhorne Rd																
(9) University Blvd	0.42	11000	G	94%	1%	5%	0%	0%	0%	C	0.089	F	0.591	12000	G	2012
From: Entrance to Liberty University																
To: Candler Mountain Rd																
(10) Pleasant Valley Rd	0.52	790	G	96%	1%	1%	1%	1%	0%	F	0.112	F	0.540	850	G	2012
From: 118-6078 Concord Tpke																
To: Urban Boundary																
(10) Pleasant Valley Rd	0.13	790	N	96%	1%	1%	1%	1%	0%	N	0.112	N	0.540	850	N	2012
From: Functional Class Change																
To: Functional Class Change																

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
(10) Pleasant Valley Rd	0.15	790	N	96%	1%	Functional Class Change ECL Lynchburg; 15-817				N	0.112	N	0.540	850	N	2012
(6001) V E S Rd	0.92	2500	G	97%	0%	CIUS 501 Williams Rd				C	0.098	F	0.543	2700	G	2012
(6002) Trents Ferry Rd	1.88	1600	G	99%	0%	Boonsboro Rd Bedford County Line				C	0.101	F	0.623	1700	G	2012
(6003) Link Rd	0.78	7400	G	99%	1%	Old Forest Rd Cranehill Dr Cranehill Rd				F	0.089	F	0.539	7900	G	2012
(6003) Link Rd	1.32	6300	G	99%	1%	Rivermont Ave				C	0.092	F	0.508	6700	G	2012
(6004) Wiggington Rd	1.04	3600	G	99%	0%	Old Forest Rd Lynchburg Exp				F	0.097	F	0.667	3900	G	2012
(6004) Wiggington Rd	0.76	3400	G	99%	0%	Chadwick Dr				C	0.099	F	0.635	3700	G	2012
(6004) Wiggington Rd	1.82	1400	G	99%	0%	Hawkins Mill Rd Wiggington Rd				F	0.108	F	0.641	1500	G	2012
(6004) Hawkins Mill Rd	0.36	1600	G	99%	1%	Coffee Rd				C	0.118	F	0.534	1700	G	2012
(6004) Coffee Rd	0.89	1900	G	99%	1%	Hawkins Mill Rd				F	0.12	F	0.609	2000	G	2012
(6004) Coffee Rd	0.33	3300	G	99%	1%	Walnut Hollow Rd				F	0.101	F	0.72	3500	G	2012
(6009) Graves Mill Rd	0.60	5900	G	97%	1%	US 501 Boonsboro Rd				F	0.100	F	0.597	6300	G	2012
(6009) Graves Mill Rd	0.66	5000	G	97%	1%	US 460 Bus Fort Ave Old Mill Rd				F	0.108	F	0.571	5300	G	2012
(6009) Graves Mill Rd	0.27	9400	G	97%	1%	Nationwide Dr				F	0.101	F	0.639	10000	G	2012
(6009) Graves Mill Rd	0.18	24000	G	97%	1%	US 501 Lynchburg Expressway				C	0.094	F	0.55	26000	G	2012
(6009) Graves Mill Rd	1.04	19000	G	97%	1%	Old Graves Mill Rd WCL Lynchburg 09-1425				F	0.093	F	0.528	20000	G	2012
(6012) Church St	0.23	3800	G	98%	1%	Pearl St				C	0.126	F		4000	G	2012
(6012) Church St	0.47	6300	G	97%	1%	12th St				F	0.089	F		6800	G	2012
(6012) Rivermont Ave	0.90	15000	G	97%	1%	5th St				C	0.097	F	0.583	16000	G	2012
(6012) Bedford Ave	0.96	2600	G	94%	1%	Bedford Ave E INT Rivermont Ave E Int				C	0.084	F	0.625	2700	G	2012
(6012) Rivermont Ave	1.01	13000	G	94%	1%	Rivermont Ave W Int Bedford Ave W Int				F	0.104	F	0.507	14000	G	2012
(6020) Rivermont Ave	0.96	11000	G	94%	1%	Rivermont Terrace Bedford Ave W Int				F	0.104	F	0.608	11000	G	2012
						Bedford Ave E Int										

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						2Axle	3+Axle	1Trail	2Trail								
City of Lynchburg																	
6022	Hollins Mill Rd	1.16	2000	G	94%	1%	2%	1%	2%	0%	F	0.093	F	0.539	2100	G	2012
			From: Bedford Ave														
			To: Hollins St														
6022	Federal St	0.40	2500	G	94%	1%	2%	1%	2%	0%	F	0.088	F	0.517	2700	G	2012
			From: 5Th St														
			To: Lakeside Dr														
6023	Murrell Rd	0.37	7800	G	94%	1%	2%	1%	2%	0%	F	0.087	F	0.561	8300	G	2012
			From: Langhorne Rd														
			To: Kemper St														
6027	12th St	0.80	7700	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.505	8300	G	2012
			From: Clay St														
			To: Commerce St														
6028	Commerce St	0.33	4000	G	99%	0%	1%	0%	0%	0%	F	0.107	F	0.651	4300	G	2012
			From: 5Th St														
			To: 10Th St														
6028	Commerce St	0.30	3400	G	99%	0%	1%	0%	0%	0%	F	0.121	F	0.789	3600	G	2012
			From: Main St														
			To: Wadsworth Ave														
6029	Fort Ave	0.43	5400	G	99%	0%	1%	0%	0%	0%	F	NA		5900	G	2012	
			From: Kemper St														
			To: 9Th St														
6029	Park Ave	0.28	5000	G	99%	0%	1%	0%	0%	0%	F	0.081	F	0.502	5400	G	2012
			From: 9Th St														
			To: 5Th St														
6029	Park Ave	0.36	4100	G	99%	0%	1%	0%	0%	0%	F	0.083	F	0.527	4400	G	2012
			From: Oakley Ave														
			To: Murrell Rd														
6031	Lakeside Dr	0.41	12000	G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.577	13000	G	2012
			From: Murrell Rd														
			To: Memorial Ave														
6031	Lakeside Dr	0.34	6200	G	99%	0%	1%	0%	0%	0%	C	0.093	F	0.563	6600	G	2012
			From: Memorial Ave														
			To: Langhorne Rd														
6031	Park Ave	0.36	7000	G	97%	1%	2%	0%	0%	0%	F	0.083	F	0.5	7400	G	2012
			From: Langhorne Rd														
			To: CIUS 501														
6031	Park Ave	0.35	12000	G	99%	0%	1%	0%	0%	0%	F	0.079	F	0.55	12000	G	2012
			From: US 221; 118-6027:12Th St														
			To: Florida Ave														
6032	Main St	0.25	2300	G	97%	1%	2%	0%	0%	0%	F	0.092	F	0.509	2500	G	2012
			From: Florida Ave														
			To: Lynchburg Expressway														
6032	Main St	0.28	6400	G	97%	1%	2%	0%	0%	0%	F	0.089	F	0.884	6800	G	2012
			From: Lynchburg Exp														
			To: 12Th St														
6032	Main St	0.55	6100	G	97%	1%	2%	0%	0%	0%	F	0.093	F		6500	G	2012
			From: 12Th St														
			To: 5Th St														
6033	Florida Ave	1.28	4000	G	97%	1%	2%	0%	0%	0%	C	0.1	F	0.61	4300	G	2012
			From: Campbell Ave														
			To: Augusta St														
6033	Florida Ave	0.88	3100	G	97%	1%	2%	0%	0%	0%	F	0.106	F	0.667	3300	G	2012
			From: Augusta St														
			To: Main St														
6034	Martin St	0.58	1200	G	98%	1%	1%	0%	0%	0%	C	0.112	F	0.635	1300	G	2012
			From: Florida Ave														
			To: ECL Lynchburg														
6035	Candler Mtn Rd	1.09	3000	G	100%	0%	0%	0%	0%	0%	C	0.108	F	0.586	3200	G	2012
			From: SCL Lynchburg														
			To: Ramp From US 460; FR 906														

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
(6035) Candler Mtn Rd	0.74	11000	G	100%	0%	0%	0%	0%	0%	F	0.090	F	0.572	12000	G	2012
(6036) Clay St	0.50	2000	G	97%	1%	2%	1%	0%	0%	C	0.096	F	0.639	2200	G	2012
(6036) Grace St	0.88	3300	G	97%	1%	1%	1%	0%	0%	C	0.099	F	0.670	3500	G	2012
(6037) Stadium Dr	0.38	4400	G	97%	1%	1%	1%	0%	0%	F	0.095	F	0.558	4700	G	2012
(6038) Wythe St	0.27	6800	G	96%	2%	1%	1%	1%	0%	C	0.092	F	0.504	7300	G	2012
(6040) James St	0.22	3200	G	96%	2%	1%	1%	0%	0%	C	0.100	F	0.514	3400	G	2012
(6042) Cranehill Dr	1.04	2200	G								NA		2400	G	2012	
(6044) Old Forest Rd	0.94	18000	G								0.086	F	0.518	20000	G	2012
(6044) Old Forest Rd	0.45	18000	G	99%	0%	0%	0%	0%	0%	C	0.088	F	0.500	19000	G	2012
(6044) Old Forest Rd	0.21	13000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.55	14000	G	2012
(6044) Old Forest Rd	1.61	7600	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.563	8200	G	2012
(6045) Greenwood Dr	0.38	2600	G	97%	1%	2%	0%	0%	0%	C	0.108	F	0.589	2800	G	2012
(6045) Thomas Dr	0.71	3800	G	97%	1%	2%	0%	0%	0%	F	0.096	F	0.575	4100	G	2012
(6045) Richmond Rd	0.35	3600	G	97%	1%	1%	0%	0%	0%	C	0.115	F	0.513	3900	G	2012
(6046) Sandusky Dr	0.77	2600	G	98%	1%	1%	0%	0%	0%	C	0.106	F	0.562	2800	G	2012
(6046) Sandusky Dr	0.49	4400	G	97%	2%	1%	0%	0%	0%	C	0.095	F	0.506	4600	G	2012
(6048) Perrymont Ave	0.84	4000	G	97%	1%	1%	0%	0%	0%	C	0.094	F	0.613	4200	G	2012
(6050) Odd Fellows Rd	0.60	7400	G	84%	3%	3%	4%	7%	0%	F	0.098	F	0.556	7900	G	2012
(6050) Odd Fellows Rd	0.67	1400	G	84%	3%	3%	4%	7%	0%	C	0.113	F	0.655	1500	G	2012
(6052) Campbell Ave	0.33	7700	G	98%	0%	1%	0%	0%	0%	C	0.100	F	0.703	8300	G	2012
(6052) Campbell Ave	0.41	7900	G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.645	8400	G	2012

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
6054 Fenwick Dr	0.23	3400	G			From: Bus US 460 Fort Ave				0.118	F	0.543	3700	G	2012	
						To: Sheffield Dr										
6054 Sheffield Dr	0.73	NA				From: Fenwick Dr				NA			NA			
						To: SR 163 Wards Rd										
6056 Greenview Dr	1.29	16000	G	99%	0%	From: WCL Lynchburg				0.084	F	0.699	17000	G	2012	
						To: Leesville Rd										
6066 Leesville Rd	1.14	7300	G			From: SCL Lynchburg				0.096	F	0.565	7800	G	2012	
						To: North St										
6066 Leesville Rd	1.15	11000	G			From: North St				NA			12000	G	2012	
						To: Timberlake Rd										
6070 Wards Ferry Rd	1.29	10000	G	99%	0%	From: CBus US 460 Logans Lane				F	0.096	F	0.533	11000	G	2012
						To: Harvard St										
6070 Wards Ferry Rd	1.06	8700	G	99%	0%	From: Harvard St				C	0.102	F	0.565	9300	G	2012
						To: US 29; Wards Rd										
6071 Harvard St	0.08	200	G	98%	0%	From: Wards Ferry Rd				F	0.112	F	0.519	220	G	2012
						To: College Park Dr										
6072 Old Graves Mill Rd	1.70	9100	G	98%	0%	From: Timberlake Rd				C	0.098	F	0.639	9700	G	2012
						To: Graves Mill Rd										
6073 McConville Rd	1.80	4500	G	99%	0%	From: Graves Mill Rd				C	0.110	F	0.517	4900	G	2012
						To: Wyndale Dr										
6073 Wyndale Dr	0.24	4000	G	98%	0%	From: McConville Rd				C	0.106	F	0.530	4200	G	2012
						To: Lakeside Dr										
6074 Evergreen Rd	0.33	4100	G	99%	0%	From: Link Rd				F	0.091	F	0.68	4400	G	2012
						To: Indian Hill Rd										
6074 Indian Hill Rd	0.98	1800	G	99%	0%	From: Evergreen Rd				F	0.093	F	0.687	1900	G	2012
						To: Burnt Bridge Rd										
6074 Burnt Bridge Rd	0.97	1800	G	99%	0%	From: Indian Hill Rd				C	0.096	F	0.604	1900	G	2012
						To: Boonsboro Rd										
6075 Langhorne Lane	0.34	1900	G	98%	0%	From: Richmond St				C	0.096	F	0.559	2100	G	2012
						To: Eldon St										
6075 Eldon St	0.07	2200	G	98%	0%	From: Langhorne Lane				F	0.09	F	0.573	2300	G	2012
						To: Memorial Ave										
6076 Linkhorne Rd	0.59	5400	G	98%	0%	From: Old Forest Rd				F	0.101	F	0.512	5800	G	2012
						To: Cranchill Dr										
6077 Jefferson St	0.41	550	G	98%	0%	From: 7Th St				F	0.128	F	0.651	590	G	2012
						To: Concord Tpke										
6078 Washington St	0.11	1800	G	83%	0%	From: Main St				F	0.079	F	0.649	2000	G	2012
						To: Jefferson St										
6078 Concord Tpke	1.66	1600	G	83%	0%	From: Jefferson St				F	0.091	F	0.601	1800	G	2012
						To: Rockwell Rd										

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
(6078) Concord Tpke	1.07	1800	G	83%	0%	2%	10%	5%	0%	C	0.092	F	0.615	2000	G	2012
(6080) Court St	0.50	1200	G	83%	0%	2%	10%	5%	0%	F	0.103	F	0.553	1300	G	2012
(6081) Forest Brook Rd	0.92	3900	G	97%	1%	1%	1%	1%	0%	C	0.109	F	0.588	4200	G	2012
(6082) Hill St	0.58	5200	G	99%	0%	0%	0%	0%	0%	F	0.095	F	0.67	5500	G	2012
(6083) Edgewood Ave	0.73	2100	G	99%	0%	0%	0%	0%	0%	C	0.103	F	0.576	2200	G	2012
4th St		70	G								0.102	F		70	G	2012
Caroline St		590	G								0.104	F	0.623	630	G	2012
Chambers St		790	G								0.091	F	0.635	840	G	2012
Clayton Ave		510	G								0.122	F	0.647	540	G	2012
Danridge Dr		1300	G								0.086	F	0.640	1300	G	2012
Enterprise Dr		13000	G								NA			14000	G	2012
Fairview Ave		240	G								0.134	F	0.616	260	G	2012
Fleetwood Dr		960	G								0.119	F	0.653	1000	G	2012
Georgia Ave		210	G								0.137	F	0.597	220	G	2012
Gorman Dr		350	G								0.098	F	0.519	370	G	2012
Hawthorne Rd		130	G								0.124	F	0.684	140	G	2012
Hayes Dr		130	G								0.107	F	0.548	130	G	2012
John Scott Dr		450	G								NA			490	G	2012
Leyburn Ave		200	G								0.121	F	0.618	210	G	2012

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

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
Locksview Dr		900	G			From: Bell Tavern Rd				0.106	F	0.568	960	G	2012	
						To: Norvell House Ct										
Maryland Ave		220	G			From: Craig St				0.130	F	0.516	230	G	2012	
						To: Fairview Ave										
McKinney Ave		400	G			From: Clarke St				0.119	F	0.564	430	G	2012	
						To: Dodd St										
Mimosa Dr		650	G			From: Burnt Bridge Rd				0.106	F	0.554	690	G	2012	
						To: Woodcrest Dr										
Morningside Dr		420	G			From: McGuffey Lane				0.210	F	0.505	450	G	2012	
						To: Eastwood Lane										
Myrtle St		490	G			From: Westview Dr				0.096	F		520	G	2012	
						To: Toledo Ave										
New Hampshire Ave		340	G			From: Oakridge Blvd				0.103	F	0.519	360	G	2012	
						To: Tremont St										
Oxford St		140	G			From: McKinney Ave				0.102	F		150	G	2012	
						To: Radcliffe Ave										
Page St		2600	G			From: Hillcrest Rd				0.111	F	0.835	2800	G	2012	
						To: 2Nd St										
Rhode Island Ave		120	G			From: Tremont St				0.109	F	0.6	130	G	2012	
						To: Fort Ave										
Sanhill Dr		460	G			From: Rhonda Dr				0.145	F	0.52	490	G	2012	
						To: Apache Lane										
Texas Ave		320	G			From: Campbell Ave				0.094	F	0.514	350	G	2012	
						To: Nevada Ave										
Warren Ave		230	G			From: Wingfield Ave				0.106	F	0.571	240	G	2012	
						To: Perry Ave										