

2008

**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
2008
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	41000	G	93%	0%	1%	1%	5%	0%	F	0.091	F	0.624	42000	G
	To: Candler Mountain Rd															
(29) (460) Lynchburg Hwy	City of Lynchburg (Maint: 15)	0.44	35000	G	93%	0%	1%	1%	5%	0%	F	0.092	F	0.616	36000	G
	To: US 501															
(29) (460) (501) Lynchburg Hwy	City of Lynchburg (Maint: 15)	2.36	35000	A	93%	0%	1%	1%	5%	0%	C	0.104	A		36000	A
	To: US 501 Campbell Ave															
	From: Functional Class Change															
(29) (460) Lynchburg Hwy	City of Lynchburg (Maint: 15)	1.90	33000	G	93%	0%	1%	1%	5%	0%	F	0.084	F	0.505	34000	G
	To: US 29															
	From: SCL Lynchburg															
(29)	City of Lynchburg (Maint: 15)	0.33	15000	G	93%	0%	0%	0%	6%	0%	F	0.09	F	0.530	15000	G
	To: NCL Lynchburg															
	From: SCL Lynchburg															
Bus (29) Wards Rd	City of Lynchburg	1.64	35000	G	97%	1%	1%	0%	1%	0%	F	NA		36000	G	
	To: US 501; SR 163 Lynchburg Expressway															
	From: SR 163 Wards Rd															
Bus (29) (501) Lynchburg Expressway	City of Lynchburg	0.34	39000	N	97%	1%	1%	0%	1%	0%	N	NA		46000	N	
	To: Candler Mt Rd															
	From: Candler Mt Rd															
Bus (29) Lynchburg Expressway	City of Lynchburg	1.37	39000	G	97%	1%	1%	0%	1%	0%	F	NA		46000	G	
	To: Odd Fellows Rd															
	From: Odd Fellows Rd															
Bus (29) Lynchburg Expressway	City of Lynchburg	1.46	44000	G	97%	1%	1%	0%	1%	0%	F	NA		46000	G	
	To: Kemper Street															
	From: Kemper Street															
Bus (29) Lynchburg Expressway	City of Lynchburg	1.02	39000	G	97%	1%	1%	0%	1%	0%	F	NA		47000	G	
	To: Main Street															
	From: Main Street															
Bus (29) Lynchburg Expressway	City of Lynchburg	0.22	25000	G	97%	1%	1%	0%	1%	0%	F	0.091	F	0.583	26000	G
	To: Amherst County Line															
	From: US 29 Bus Wards Rd															
(128) Candler Mt Rd	City of Lynchburg	0.29	20000	G	89%	5%	1%	1%	4%	0%	F	0.080	F	0.544	22000	G
	To: US 501 Lynchburg Exp															
	From: RT 501 W															
(128) (501) Candler Mtn Rd	City of Lynchburg	0.40	41000	G	96%	1%	1%	1%	2%	0%	F	NA		45000	G	
	To: RT 501 E															
	From: US 501 Candler Mt Rd															
(128) Mayflower Dr	City of Lynchburg	1.30	8400	G	89%	5%	1%	1%	4%	0%	C	0.097	F	0.505	9100	G
	To: Odd Fellows Rd															
	From: Odd Fellows Rd															
(128) Mayflower Dr	City of Lynchburg	1.48	2200	G	96%	2%	1%	1%	0%	0%	C	0.108	F	0.676	2300	G
	To: US 501 Bus Campbell Ave															
	From: Bus US 29, US 501 Lynchburg Expressway															
(163) Wards Rd	City of Lynchburg	0.44	19000	G	98%	0%	1%	0%	0%	0%	F	0.077	F	0.517	21000	G
	To: 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	3000	G	98%	0%	1%	0%	0%	0%	F	0.074	F	0.522	33000	G
163 460 Fort Ave	City of Lynchburg	1.19	25000	G	98%	0%	1%	0%	0%	0%	C	NA		28000	G	
163 Memorial Ave	City of Lynchburg	0.60	11000	G	98%	0%	1%	0%	1%	0%	C	0.078	F	0.622	11000	G
163 Memorial Ave	City of Lynchburg	0.47	14000	G	98%	1%	1%	0%	0%	0%	C	0.083	F	0.529	15000	G
163 Memorial Ave	City of Lynchburg	0.33	13000	G	98%	0%	1%	0%	1%	0%	F	0.084	F	0.545	14000	G
163 5th St	City of Lynchburg	0.17	15000	G	98%	1%	1%	0%	0%	0%	C	0.082	F	0.523	16000	G
163 5th St	City of Lynchburg	0.26	15000	G	98%	0%	1%	0%	1%	0%	F	0.082	F	0.547	16000	G
163 5th St	City of Lynchburg	0.27	14000	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.537	15000	G
163 5th St	City of Lynchburg	0.38	15000	G	98%	0%	1%	0%	0%	0%	F	0.08	F	0.538	17000	G
163 5th St	City of Lynchburg	0.57	16000	G	98%	0%	1%	0%	0%	0%	C	0.088	F	0.6	18000	G
221 Lakeside Dr	City of Lynchburg	0.53	28000	G	98%	0%	1%	0%	1%	0%	C	0.089	F	0.592	30000	G
221 Lakeside Dr	City of Lynchburg	0.94	16000	G	98%	0%	1%	1%	1%	0%	C	0.09	F	0.624	18000	G
221 Lakeside Dr	City of Lynchburg	1.52	14000	G	98%	1%	1%	0%	1%	0%	C	0.089	F	0.556	15000	G
221 Lakeside Dr	City of Lynchburg	0.15	17000	G	98%	1%	1%	0%	0%	0%	C	0.089	F	0.588	19000	G
221 Oakley Ave	City of Lynchburg	0.57	9800	G	98%	1%	1%	0%	0%	0%	C	0.097	F	0.534	11000	G
221 Oakley Ave	City of Lynchburg	0.24	13000	G	98%	0%	1%	0%	1%	0%	F	NA		14000	G	
221 460 Fort Ave	City of Lynchburg	0.42	11000	G	97%	1%	1%	0%	1%	0%	C	0.092	F	0.559	12000	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 221 460 12th St	City of Lynchburg	0.25	118-6029 Fort Ave 11000	N	97%	1%	1%	0%	1%	0%	N	0.092	N	0.559	12000	N
Bus 221 460 501 12th St	City of Lynchburg	0.18	Bus US 501 Campbell Ave 7700	G	96%	1%	1%	0%	1%	0%	C	0.099	F	0.54	8300	G
Bus 221 460 501 Kemper St	City of Lynchburg	0.41	Kemper St 12th Street 12000	G	96%	1%	2%	0%	1%	0%	C	0.087	F	0.631	13000	G
460 29 Lynchburg Hwy	City of Lynchburg (Maint: 15)	1.13	US 29 Lynchburg Expressway SCL Lynchburg	G	93%	0%	1%	1%	5%	0%	F	0.091	F	0.624	42000	G
460 29 Lynchburg Hwy	City of Lynchburg (Maint: 15)	0.44	Candler Mountain Rd 35000	G	93%	0%	1%	1%	5%	0%	F	0.092	F	0.616	36000	G
460 29 501 Lynchburg Hwy	City of Lynchburg (Maint: 15)	2.36	US 501 35000	A	93%	0%	1%	1%	5%	0%	C	0.104	A		36000	A
460 29 Lynchburg Hwy	City of Lynchburg (Maint: 15)	1.90	US 501 Campbell Ave Functional Class Change	G	93%	0%	1%	1%	5%	0%	F	0.084	F	0.505	34000	G
460 Lynchburg Hwy	City of Lynchburg (Maint: 15)	0.11	US 29 26000	N	93%	0%	1%	1%	5%	0%	N	NA		26000	N	
Bus 460 Timberlake Rd	City of Lynchburg	0.62	ECL Lynchburg WCL Lynchburg	G	98%	0%	0%	0%	1%	0%	F	NA		32000	G	
Bus 460 Timberlake Rd	City of Lynchburg	1.14	Old Graves Mill Rd 24000	G	98%	0%	0%	0%	1%	0%	F	0.091	F	0.536	25000	G
Bus 460 Timberlake Rd	City of Lynchburg	0.37	Leesville Rd 30000	G	98%	0%	0%	0%	1%	0%	F	0.091	F	0.572	32000	G
Bus 460 Fort Ave	City of Lynchburg	1.15	US 501 Lynchburg Expressway 17000	G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.575	18000	G
Bus 460 163 Fort Ave	City of Lynchburg	1.19	Bus US 29 Wards Rd Wards Rd 25000	G	98%	0%	1%	0%	0%	0%	C	NA		28000	G	
Bus 460 Fort Ave	City of Lynchburg	0.57	Memorial Ave Bus US 29 Memorial Ave 24000	G	98%	0%	0%	0%	1%	0%	F	NA		26000	G	
Bus 460 221 Fort Ave	City of Lynchburg	0.42	US 221 Oakley Ave 11000	G	97%	1%	1%	0%	1%	0%	C	0.092	F	0.559	12000	G
Bus 460 221 12th St	City of Lynchburg	0.25	118-6029 Fort Ave 11000	N	97%	1%	1%	0%	1%	0%	N	0.092	N	0.559	12000	N
			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	7700	G	96%	1%	1%	0%	1%	0%	C	0.099	F	0.54	8300	G
From: 12th Street To: Bus US 29 Lynchburg Expressway Bus 460 221 501	City of Lynchburg	0.41	12000	G	96%	1%	2%	0%	1%	0%	C	0.087	F	0.631	13000	G
From: US 29 Lynchburg Expressway To: Campbell Ave Bus 460 501	City of Lynchburg	0.34	11000	G	96%	1%	1%	1%	2%	0%	C	0.101	F	0.623	12000	G
From: Campbell Ave To: Kemper St Bus 460 501	City of Lynchburg	0.88	18000	G	97%	1%	1%	0%	1%	0%	C	0.1	F	0.66	20000	G
From: Mayflower Dr To: Campbell Ave Bus 460 501	City of Lynchburg	0.48	17000	G	97%	1%	1%	0%	1%	0%	F	0.104	F	0.633	18000	G
From: Florida Ave To: Campbell Ave Bus 460 501	City of Lynchburg	0.23	18000	G	97%	1%	1%	0%	1%	0%	F	0.099	F	0.654	20000	G
From: US 460 Richmond Hwy To: SCL Lynchburg 501	City of Lynchburg	0.99	12000	G	97%	0%	1%	0%	2%	0%	F	0.098	F	0.675	13000	G
From: US 460 To: US 501 501 460 29	City of Lynchburg (Maint: 15)	2.36	35000	A	93%	0%	1%	1%	5%	0%	C	0.104	A		36000	A
From: US 460 Lynchburg Hwy To: SR 128 Mayflower Dr 501	City of Lynchburg	0.59	31000	G	96%	1%	1%	1%	2%	0%	F	NA		34000	G	
From: SR 128 Mayflower Dr To: US 29 Lynchburg Expressway 501 128	City of Lynchburg	0.40	41000	G	96%	1%	1%	1%	2%	0%	F	NA		45000	G	
From: US 29 Lynchburg Expressway To: Wards Rd Exit 501 29	City of Lynchburg	0.34	39000	N	97%	1%	1%	0%	1%	0%	N	NA		46000	N	
From: Wards Rd Exit To: Timberlake Rd 501	City of Lynchburg	1.51	45000	G	96%	1%	1%	1%	2%	0%	C	NA		46000	G	
From: Timberlake Rd To: Graves Mill Rd 501	City of Lynchburg	1.21	51000	G	96%	1%	1%	1%	2%	0%	F	NA		46000	G	
From: Graves Mill Rd To: Lakeside Dr 501	City of Lynchburg	1.24	34000	G	96%	0%	1%	1%	2%	0%	C	NA		35000	G	
From: Lakeside Dr To: 118-6044 Old Forest Rd 501	City of Lynchburg	0.31	16000	G								NA		17000	G	
From: 118-6044 Old Forest Rd To: Wiggington Rd 501	City of Lynchburg	1.23	14000	G								NA		35000	G	
From: Wiggington Rd To: Boonsboro Rd 501	City of Lynchburg	1.86	14000	G								0.086	F	0.541	16000	G

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							2Axle	3+Axle	1Trail	2Trail						
501 Boonsboro Rd	City of Lynchburg	1.80	9500	G	96%	1%	1%	0%	2%	0%	C	0.098	F	0.616	10000	G
Bus 501 Bus 460 Campbell Ave	City of Lynchburg	0.23	18000	G	97%	1%	1%	0%	1%	0%	F	0.099	F	0.654	20000	G
Bus 501 Bus 460 Campbell Ave	City of Lynchburg	0.48	17000	G	97%	1%	1%	0%	1%	0%	F	0.104	F	0.633	18000	G
Bus 501 Bus 460 Campbell Ave	City of Lynchburg	0.88	18000	G	97%	1%	1%	0%	1%	0%	C	0.1	F	0.66	20000	G
Bus 501 Bus 460 Kemper St	City of Lynchburg	0.34	11000	G	96%	1%	1%	1%	2%	0%	C	0.101	F	0.623	12000	G
Bus 501 Bus 221 Bus 460 Kemper St	City of Lynchburg	0.41	12000	G	96%	1%	2%	0%	1%	0%	C	0.087	F	0.631	13000	G
Bus 501 Bus 221 Bus 460 12th St	City of Lynchburg	0.18	7700	G	96%	1%	1%	0%	1%	0%	C	0.099	F	0.54	8300	G
Bus 501 Campbell Ave	City of Lynchburg	0.23	9500	G	99%	0%	0%	0%	0%	0%	F	0.098	F	0.634	10000	G
Bus 501 Langhorne Rd	City of Lynchburg	0.27	9900	G	98%	1%	1%	0%	0%	0%	C	0.095	F	0.543	11000	G
Bus 501 Langhorne Rd	City of Lynchburg	0.29	19000	G	98%	1%	1%	0%	0%	0%	C	0.084	F	0.532	20000	G
Bus 501 Langhorne Rd	City of Lynchburg	1.06	14000	G	99%	0%	0%	0%	0%	0%	C	0.098	F	0.731	15000	G
Bus 501 Langhorne Rd	City of Lynchburg	0.47	13000	G	99%	0%	0%	0%	0%	0%	F	0.098	F	0.705	15000	G
Bus 501 Langhorne Rd	City of Lynchburg	1.37	8500	G	99%	1%	0%	0%	0%	0%	C	0.09	F	0.515	9300	G
Bus 501 Rivermont Terrace	City of Lynchburg	0.25	5900	G	99%	1%	0%	0%	0%	0%	F	0.072	F	0.513	6400	G
Bus 501 Rivermont Ave	City of Lynchburg	0.44	16000	G	98%	0%	1%	1%	1%	0%	F	0.085	F	0.629	17000	G
Bus 501 Boonsboro Rd	City of Lynchburg	0.76	15000	G	98%	0%	1%	1%	1%	0%	F	0.092	F	0.613	16000	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							
<div style="border: 1px solid black; border-radius: 50%; padding: 2px; display: inline-block;">Bus 501</div> Boonsboro Rd	From: _____ City of Lynchburg To: _____																
		Trents Ferry Rd	1.75	14000	G	98%	0%	1%	1%	1%	0%	C	0.092	F	0.538	15000	G
		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		08/22/2007
(F864) Brown Haven Lane	0.12	10	R											NA		08/14/2007
(F905) Memo Rd	0.20	0	R											NA		08/22/2007
(F906) Liberty Mt Dr	0.40	3100	R											NA		08/22/2007
(F907) Liberty Mt Dr	0.78	2500	R											NA		08/22/2007
(F975) Chetnut Creek Dr	0.46	160	R											NA		07/31/2007
(1) Pawnee Dr	0.86	2300	G							0.146	F	0.569	2500	G		2008
(2) 9th St	0.18	1200	G							0.126	F	0.601	1300	G		2008
(3) Alta Lane	0.85	3000	G	98%	1%	1%	0%	0%	0%	C	0.098	F	0.554	3300	G	2008
(4) Del Ray Circle	0.16	3100	G	98%	1%	1%	0%	0%	0%	F	0.102	F	0.511	3400	G	2008
(5) 8th St	0.59	1500	G	97%	1%	2%	0%	0%	0%	C	0.092	F	0.554	1600	G	2008
(6) Langhorne Rd	0.16	2200	G	98%	1%	1%	0%	0%	0%	F	0.104	F	0.806	2400	G	2008
(6) Villa Rd	0.12	2100	G	98%	1%	1%	0%	0%	0%	F	0.103	F	0.737	2300	G	2008
(7) Long Meadow Dr	0.73	2200	G								0.122	F	0.561	2400	G	2008
(8) Sussex St	0.79	2600	G								0.125	F	0.713	2800	G	2008
(9) University Blvd	0.42	11000	G	94%	0%	5%	0%	0%	0%	C	0.086	F	0.52	11000	G	2008
(6001) V E S Rd	0.92	3000	G	95%	1%	1%	2%	1%	0%	C	0.105	F	0.624	3200	G	2008
(6002) Trents Ferry Rd	1.88	1500	G	97%	1%	1%	0%	0%	0%	C	0.104	F	0.588	1600	G	2008
(6003) Link Rd	0.78	8200	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.563	8900	G	2008

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
6003 Link Rd	1.32	7000	G	98%	1%	1%	0%	0%	0%	C	0.088	F	0.527	7600	G	2008
6004 Wiggington Rd	1.04	4200	G	98%	1%	1%	0%	0%	0%	F	0.104	F	0.811	4500	G	2008
6004 Wiggington Rd	0.76	3800	G	98%	1%	1%	0%	0%	0%	C	0.108	F	0.645	4100	G	2008
6004 Wiggington Rd	1.82	1500	G	98%	1%	1%	0%	0%	0%	F	0.108	F	0.723	1600	G	2008
6004 Hawkins Mill Rd	0.36	1800	G	97%	2%	1%	0%	0%	0%	C	0.122	F	0.522	1900	G	2008
6004 Coffee Rd	0.89	2400	G	97%	2%	1%	0%	0%	0%	F	0.131	F	0.595	2600	G	2008
6004 Coffee Rd	0.33	3700	G	97%	2%	1%	0%	0%	0%	F	0.108	F	0.704	4100	G	2008
6009 Graves Mill Rd	0.60	6300	G	97%	1%	1%	1%	1%	0%	F	NA			6900	G	2008
6009 Graves Mill Rd	0.66	3400	G	97%	1%	1%	1%	1%	0%	F	0.103	F	0.553	3700	G	2008
6009 Graves Mill Rd	0.27	12000	G	97%	1%	1%	1%	1%	0%	F	0.098	F	0.633	13000	G	2008
6009 Graves Mill Rd	0.18	26000	G	97%	1%	1%	1%	1%	0%	C	0.092	F	0.512	28000	G	2008
6009 Graves Mill Rd	1.04	20000	G	97%	1%	1%	1%	1%	0%	F	0.093	F	0.533	22000	G	2008
6012 Church St	0.23	3900	G								0.119	F		4300	G	2008
6012 Church St	0.47	7300	G	98%	0%	1%	0%	1%	0%	F	NA			8000	G	2008
6012 Rivermont Ave	0.90	16000	G	98%	0%	1%	0%	1%	0%	C	0.095	F	0.610	17000	G	2008
6012 Bedford Ave	0.96	4300	G	96%	1%	1%	0%	2%	0%	C	0.089	F	0.507	4700	G	2008
6012 Rivermont Ave	1.01	15000	G	96%	1%	1%	0%	2%	0%	F	0.099	F	0.523	17000	G	2008
6020 Rivermont Ave	0.96	9300	G	96%	1%	1%	0%	2%	0%	F	0.098	F	0.602	10000	G	2008
6022 Hollins Mill Rd	1.16	3300	G	96%	1%	1%	0%	2%	0%	F	0.095	F	0.559	3600	G	2008
6022 Federal St	0.40	4200	G	96%	1%	1%	0%	2%	0%	F	0.097	F	0.534	4500	G	2008
6023 Murrell Rd	0.37	8700	G	98%	1%	0%	0%	0%	0%	C	0.098	F	0.569	9400	G	2008
6027 12th St	0.80	6900	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.549	7500	G	2008

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City of Lynchburg																
6027	12th St	0.25	5500	G	98%	0%	1%	0%	0%	F	0.095	F	0.551	6000	G	2008
6028	Commerce St	0.33	5100	G	98%	0%	1%	0%	0%	F	0.114	F	0.547	5500	G	2008
6028	Commerce St	0.30	3400	G	98%	0%	1%	0%	0%	F	0.133	F	0.809	3700	G	2008
6029	Fort Ave	0.43	5800	G	98%	1%	1%	0%	0%	C	0.088	F	0.577	6300	G	2008
6029	Park Ave	0.28	8400	G	98%	1%	1%	0%	0%	C	0.082	F	0.576	9100	G	2008
6029	Park Ave	0.36	6900	G	98%	0%	1%	0%	0%	F	0.080	F	0.511	7500	G	2008
6031	Lakeside Dr	0.41	12000	G	98%	0%	1%	0%	0%	F	0.093	F	0.587	14000	G	2008
6031	Lakeside Dr	0.34	6300	G	98%	0%	1%	0%	0%	C	0.094	F	0.580	6900	G	2008
6031	Park Ave	0.36	7300	G	98%	1%	1%	0%	0%	C	0.092	F	0.511	8000	G	2008
6031	Park Ave	0.35	9900	G	98%	0%	1%	0%	0%	F	0.081	F	0.547	11000	G	2008
6032	Main St	0.25	2700	G	98%	1%	1%	0%	0%	F	0.095	F	0.510	2900	G	2008
6032	Main St	0.28	7400	G	98%	1%	1%	0%	0%	F	NA			8100	G	2008
6032	Main St	0.55	6700	G	98%	1%	1%	0%	0%	F	0.104	F		7200	G	2008
6033	Florida Ave	1.28	4800	G	98%	1%	1%	0%	0%	C	0.104	F	0.620	5200	G	2008
6033	Florida Ave	0.88	3500	G	98%	1%	1%	0%	0%	F	0.111	F	0.649	3800	G	2008
6034	Martin St	0.58	1200	G	98%	1%	1%	0%	0%	C	0.115	F	0.662	1300	G	2008
6035	Candler Mtn Rd	1.09	3400	G	100%	0%	0%	0%	0%	C	0.105	F	0.701	3600	G	2008
6035	Candler Mtn Rd	0.74	13000	G	100%	0%	0%	0%	0%	F	0.087	F	0.602	14000	G	2008
6036	Clay St	0.50	2200	G	99%	0%	1%	0%	0%	C	0.11	F	0.663	2400	G	2008
6036	Grace St	0.88	3600	G	97%	1%	1%	0%	0%	C	0.106	F	0.702	3900	G	2008
6037	Stadium Dr	0.38	4600	G	97%	1%	1%	0%	0%	F	0.102	F	0.545	5000	G	2008

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City of Lynchburg																
(6038) Wythe St	0.27	7800	G	96%	1%	1%	1%	1%	0%	C	0.102	F	0.511	8500	G	2008
(6040) James St	0.22	3900	G	96%	2%	1%	0%	0%	0%	C	0.099	F	0.543	4300	G	2008
(6042) Cranehill Dr	1.04	2300	G	98%	1%	1%	0%	0%	0%	C	0.141	F	0.788	2500	G	2008
(6044) Old Forest Rd	0.94	21000	G	96%	1%	2%	1%	1%	0%	C	0.088	F	0.528	22000	G	2008
(6044) Old Forest Rd	0.45	20000	G	98%	1%	0%	1%	0%	0%	C	0.089	F	0.508	21000	G	2008
(6044) Old Forest Rd	0.21	15000	G	98%	1%	0%	1%	0%	0%	F	0.093	F	0.564	17000	G	2008
(6044) Old Forest Rd	1.61	11000	G	98%	1%	0%	1%	0%	0%	F	NA			12000	G	2008
(6045) Greenwood Dr	0.38	4600	G								NA			5000	G	2008
(6045) Thomas Dr	0.71	6400	G								NA			7100	G	2008
(6045) Richmond Rd	0.35	5800	G	98%	0%	1%	0%	1%	0%	C	NA			6400	G	2008
(6046) Sandusky Dr	0.77	4300	G								NA			4700	G	2008
(6046) Sandusky Dr	0.49	5700	G								NA			6300	G	2008
(6048) Perrymont Ave	0.84	5500	G								NA			6000	G	2008
(6050) Odd Fellows Rd	0.60	8500	G	84%	2%	4%	2%	8%	0%	F	0.103	F	0.522	9200	G	2008
(6050) Odd Fellows Rd	0.67	1600	G	84%	2%	4%	2%	8%	0%	C	0.121	F	0.684	1700	G	2008
(6052) Campbell Ave	0.33	8600	G	98%	0%	1%	0%	0%	0%	C	0.091	F	0.627	9300	G	2008
(6052) Campbell Ave	0.41	8700	G	98%	0%	1%	0%	0%	0%	F	0.09	F	0.641	9400	G	2008
(6054) Fenwick Dr	0.23	5000	G								NA			5500	G	2008
(6054) Sheffield Dr	0.73	NA									NA			NA		
(6056) Greenview Dr	1.29	17000	G	98%	1%	1%	1%	0%	0%	C	0.083	F	0.538	19000	G	2008
(6066) Leesville Rd	1.14	8400	G	97%	1%	1%	1%	0%	0%	F	0.102	F	0.590	9100	G	2008

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
6066 Leesville Rd	1.15	12000	From: North St													
			G	97%	1%	1%	1%	0%	0%	C	0.112	F	0.589	13000	G	2008
			To: Timberlake Rd													
6070 Wards Ferry Rd	1.29	11000	From: CBusUS 460 Logans Lane													
			G	98%	0%	0%	1%	0%	0%	F	0.094	F	0.59	12000	G	2008
			To: Harvard St													
6070 Wards Ferry Rd	1.06	11000	From: Harvard St													
			G	98%	0%	0%	1%	0%	0%	C	0.099	F	0.56	12000	G	2008
			To: US 29; Wards Rd													
6071 Harvard St	0.08	210	From: Wards Ferry Rd													
			G								0.095	F	0.81	230	G	2008
			To: College Park Dr													
6072 Old Graves Mill Rd	1.70	12000	From: Timberlake Rd													
			G								NA			13000	G	2008
			To: Graves Mill Rd													
6073 McConville Rd	1.80	5100	From: Graves Mill Rd													
			G	99%	0%	0%	0%	0%	0%	C	0.103	F	0.522	5500	G	2008
			To: Wyndale Dr													
6073 Wyndale Dr	0.24	3900	From: McConville Rd													
			G	99%	0%	1%	0%	0%	0%	C	0.095	F	0.582	4200	G	2008
			To: Lakeside Dr													
6074 Evergreen Rd	0.33	2400	From: Link Rd													
			G	98%	1%	1%	0%	0%	0%	C	0.116	F	0.743	2600	G	2008
			To: Indian Hill Rd													
6074 Indian Hill Rd	0.98	1900	From: Evergreen Rd													
			G	98%	1%	0%	0%	0%	0%	F	0.11	F	0.513	2000	G	2008
			To: Burnt Bridge Rd													
6074 Burnt Bridge Rd	0.97	1800	From: Indian Hill Rd													
			G	98%	1%	0%	0%	0%	0%	C	0.119	F	0.557	2000	G	2008
			To: Boonsboro Rd													
6075 Langhorne Lane	0.34	2500	From: Richmond St													
			G	98%	1%	1%	0%	0%	0%	C	0.090	F	0.528	2700	G	2008
			To: Eldon St													
6075 Eldon St	0.07	2800	From: Langhorne Lane													
			G	98%	1%	1%	0%	0%	0%	F	0.099	F	0.505	3000	G	2008
			To: Memorial Ave													
6076 Linkhorne Rd	0.59	5700	From: Old Forest Rd													
			G	98%	1%	1%	0%	0%	0%	F	0.105	F	0.556	6200	G	2008
			To: Cranehill Dr													
6077 Jefferson St	0.41	1100	From: 7Th St													
			G	98%	1%	1%	0%	0%	0%	F	0.15	F	0.5	1200	G	2008
			To: Concord Tpke													
6078 Washington St	0.11	1200	From: Main St													
			G	85%	1%	3%	7%	4%	0%	F	0.105	F	0.57	1400	G	2008
			To: Jefferson St													
6078 Concord Tpke	1.66	1900	From: Jefferson St													
			G	85%	1%	3%	7%	4%	0%	F	0.093	F	0.697	2000	G	2008
			To: Rockwell Rd													
6078 Concord Tpke	1.07	1900	From: Rockwell Rd													
			G	85%	1%	3%	7%	4%	0%	C	0.1	F	0.739	2100	G	2008
			To: US 460													
6080 Court St	0.50	1400	From: 12Th St													
			G	85%	1%	3%	7%	4%	0%	F	0.11	F	0.515	1500	G	2008
			To: 5Th St													
6081 Forest Brook Rd	0.92	3800	From: Lakeside Dr													
			G	96%	1%	1%	1%	0%	0%	C	0.115	F	0.613	4100	G	2008
			To: Old Forest Rd													
6082 Hill St	0.58	5100	From: Old Forest Rd													
			G	99%	0%	1%	0%	0%	0%	F	0.101	F	0.682	5500	G	2008
			To: Langhorne Rd													

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
6083 Edgewood Ave	0.73	2500	G	99%	0%	From: Fort Ave				C	0.098	F	0.542	2700	G	2008
						To: Wards Rd										
4th St		49	G			From: Wise St					0.139	F		50	G	2008
						To: Monroe St										
Caroline St		450	G			From: York St					0.104	F		480	G	2008
						To: Chambers St										
Chambers St		720	G			From: Caroline St					0.093	F		790	G	2008
						To: 2Nd St										
Clayton Ave		510	G			From: Morningside Dr					0.105	F		550	G	2008
						To: Spottswood Pl										
Danridge Dr		1300	G			From: Berkley Pl					0.088	F		1400	G	2008
						To: Craigmont Dr										
Enterprise Dr		14000	G			From: 15-1520					NA			14000	G	2008
						To: Bedford County Line										
Fairview Ave		360	G			From: Maryland Ave					0.106	F		390	G	2008
						To: Mackel St										
Fleetwood Dr		1100	G			From: Ridgeway Dr					0.09	F		1200	G	2008
						To: Hillwood Dr										
Georgia Ave		370	G			From: Campbell Ave					0.099	F		400	G	2008
						To: Nevada Ave										
Gorman Dr		380	G			From: Glen Oak Lane					0.102	F		410	G	2008
						To: Northwood Cir										
Hawthorne Rd		180	G			From: Montgomery Rd					0.101	F		190	G	2008
						To: Woodcrest Dr										
Hayes Dr		190	G			From: Rhonda Dr					0.117	F		200	G	2008
						To: Crawford Dr										
John Scott Dr		470	G			From: Old Trents Ferry Rd					NA			510	G	2008
						To: Dead End										
Leyburn Ave		250	G			From: Mosby Ave					0.108	F		280	G	2008
						To: Sackett St										
Locksview Dr		1000	G			From: Bell Tavern Rd					0.103	F		1100	G	2008
						To: Norvell House Ct										
Maryland Ave		250	G			From: Craig St					0.089	F		270	G	2008
						To: Fairview Ave										
McKinney Ave		360	G			From: Clarke St					0.088	F		390	G	2008
						To: Dodd St										
Mimosa Dr		740	G			From: Burnt Bridge Rd					0.091	F		800	G	2008
						To: Woodcrest Dr										

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Morningside Dr		320	G			From: McGuffey Lane				0.110	F			350	G	2008
						To: Eastwood Lane										
Myrtle St		570	G			From: Westview Dr				0.102	F			620	G	2008
						To: Toledo Ave										
New Hampshire Ave		320	G			From: Oakridge Blvd				0.096	F			350	G	2008
						To: Tremont St										
Oxford St		310	G			From: McKinney Ave				0.126	F			330	G	2008
						To: Radcliffe Ave										
Page St		3300	G			From: Hillcrest Rd				0.105	F			3600	G	2008
						To: 2Nd St										
Rhode Island Ave		120	G			From: Tremont St				0.101	F			130	G	2008
						To: Fort Ave										
Sanhill Dr		430	G			From: Rhonda Dr				0.148	F			460	G	2008
						To: Apache Lane										
Texas Ave		380	G			From: Campbell Ave				0.082	F			420	G	2008
						To: Nevada Ave										
Warren Ave		160	G			From: Wingfield Ave				0.117	F			180	G	2008
						To: Perry Ave										