

**2017**

**Virginia Department of Transportation  
Daily Traffic Volume Estimates  
Including Vehicle Classification Estimates**

where available

**Special Locality Report**

**117**

City of Lexington

Information in this report is included in Report

**81**

(Rockbridge 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.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

**QA:** Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

**QC:** Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

# Route Shield Legend

## Route Systems



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Frontage Road (F precedes frontage route number)



Secondary Route

## Special Routes



Bus - Business Route  
Bypass - Bypass Route



Truck - Truck Route  
ALT - Alternate Route  
Wve - Wve Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Traffic Engineering Division  
2017  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Lexington

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
11 S Lee Highway	From: SCL Lexington City of Lexington	0.59	11000	G	97%	0%	1%	1%	1%	0%	C	0.094	0.512	12000	G	
11 N Lee Highway	To: Main St From: City of Lexington	0.04	12000	G	97%	0%	1%	1%	1%	0%	F	0.091	0.501	12000	G	
11 N Lee Highway	To: Bus US 11 From: City of Lexington	0.08	20000	N	98%	0%	1%	0%	1%	0%	N	0.085	0.594	21000	N	
Bus 11 Main St	To: NCL Lexington From: SCL Lexington City of Lexington	0.39	2700	G	98%	0%	1%	0%	0%	0%	C	0.106	0.515	2800	G	
Bus 11 Main St	To: Thornhill Rd From: City of Lexington	0.16	4500	G	98%	0%	1%	0%	0%	0%	F	0.093	0.713	4800	G	
Bus 11 Main St	To: Wallace St From: City of Lexington	0.31	4200	G	98%	0%	1%	0%	0%	0%	F	0.093	0.605	4500	G	
Bus 11 Main St	To: White St From: City of Lexington	0.31	2800	G	99%	0%	1%	0%	0%	0%	F	0.121		3000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		4600	G	98%	1%	1%	0%	0%	0%	F	0.09	F 0.603	4900	G	
Bus 11 Main St	To: Nelson St From: City of Lexington	0.24	4800	G	99%	0%	1%	0%	0%	0%	F	0.089		5100	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		8000	G	98%	1%	1%	0%	0%	0%	F	0.087	F 0.619	8500	G	
Bus 11 Main St	To: Jefferson St From: City of Lexington	0.37	6800	F	99%	0%	1%	0%	0%	0%	F	0.087	0.523	7200	F	
Bus 11 Main St	To: Letcher St From: City of Lexington	0.34	8900	G	99%	0%	1%	0%	0%	0%	C	0.094	0.576	9400	G	
Bus 11 Jefferson St	To: US 11 N Lee Highway; S Lee Highway From: Bus US 11 Main St City of Lexington	0.35	1800	G	97%	1%	2%	0%	0%	0%	F	0.118		1900	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		4600	G	98%	1%	1%	0%	0%	0%	F	0.09	F 0.603	4900	G	
Bus 11 Jefferson St	To: US 60 Nelson St From: City of Lexington	0.24	3100	G	97%	1%	2%	0%	0%	0%	C	0.105		3300	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		8000	G	98%	1%	1%	0%	0%	0%	F	0.087	F 0.619	8500	G	
60 Nelson St	To: Bus US 11 Main St From: WCL Lexington City of Lexington	0.25	3900	G	98%	0%	1%	1%	0%	0%	C	0.096	0.724	4200	G	
60 Nelson St	To: Borden Rd From: City of Lexington	0.33	5800	G	98%	0%	1%	1%	0%	0%	F	0.089	0.6	6200	G	
	To: Glasgow Street															

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							2Axle	3+Axle	1Trail	2Trail							
60 Nelson St	From:	Glasgow Street															
	To:	City of Lexington	0.20	6100	G	98%	0%	1%	1%	0%	0%	F	0.085	0.532	6500	G	
60 Nelson St	From:	C2US 11-P, S Jefferson St															
	To:	City of Lexington	0.11	7600	G	97%	1%	1%	0%	1%	0%	F	0.084	0.557	8100	G	
60 Nelson St	From:	Randolph St															
	To:	City of Lexington	0.21	7100	G	97%	1%	1%	0%	1%	0%	F	0.087	0.527	7600	G	
60 Nelson St	From:	Spotswood Dr															
	To:	City of Lexington	0.35	14000	G	97%	1%	1%	0%	1%	0%	C	0.087	0.566	15000	G	
251 Thornhill Rd	From:	ECL Lexington at US 11															
	To:	City of Lexington	0.38	5100	G	97%	0%	1%	0%	2%	0%	C	0.092	0.629	5500	G	
251 Link Rd	From:	WCL Lexington															
	To:	City of Lexington	0.24	4700	G	97%	0%	1%	0%	2%	0%	F	0.091	0.722	5000	G	
251 Link Rd	From:	Link Rd															
	To:	City of Lexington	0.24	4700	G	97%	0%	1%	0%	2%	0%	F	0.091	0.722	5000	G	
251 Link Rd	From:	Thornhill Rd															
	To:	City of Lexington	0.24	4700	G	97%	0%	1%	0%	2%	0%	F	0.091	0.722	5000	G	
251 Link Rd	From:	Main St															
	To:	City of Lexington	0.24	4700	G	97%	0%	1%	0%	2%	0%	F	0.091	0.722	5000	G	



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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Lexington</b>																
① Diamond St	0.36	1300	G	97%	1%	1%	1%	1%	0%	C	0.207		0.642	1300	G	2017
② Lee Ave	0.08	1600	G	97%	1%	1%	1%	0%	0%	C	0.101		0.553	1700	G	2017
④251 Thornhill Rd	0.38	2000	G	99%	0%	0%	0%	0%	0%	C	0.109		0.817	2100	G	2017
④252 Enfield Rd	0.43	1400	G	98%	0%	1%	0%	0%	0%	F	0.112		0.626	1500	G	2017
④252 Lime Kiln Rd	0.32	2100	G	98%	0%	1%	0%	0%	0%	C	0.112		0.628	2200	G	2017
④254 Ross Rd	0.31	1000	G	98%	0%	1%	0%	0%	0%	F	0.102		0.64	1100	G	2017
④254 Jackson Ave	0.27	1400	G	98%	0%	1%	0%	0%	0%	C	0.102		0.704	1500	G	2017
④255 Houston St	0.40	2200	G	98%	0%	1%	0%	0%	0%	C	0.101		0.528	2300	G	2017
④255 Houston St	0.15	1900	G	98%	0%	1%	0%	0%	0%	F	0.1		0.578	2100	G	2017
④256 McDowell St	0.05	300	G	99%	0%	1%	0%	0%	0%	C	0.117		0.625	320	G	2017
④257 Walker St	0.40	2700	G	99%	0%	1%	0%	0%	0%	C	0.097		0.519	2800	G	2017
④258 Preston St	0.05	1600	G	99%	0%	1%	0%	0%	0%	F	0.112		0.883	1700	G	2017
④260 Henry St	0.05	950	G	99%	0%	1%	1%	0%	0%	C	0.098		0.702	1000	G	2017
④261 Lewis St	0.08	3400	G	98%	0%	1%	1%	0%	0%	C	0.128		0.632	3700	G	2017
④261 Washington St	0.30	2800	G	98%	0%	1%	1%	0%	0%	F	0.104		0.710	3000	G	2017
④261 Washington St	0.06	3100	G	98%	0%	1%	1%	0%	0%	F	0.093		0.648	3300	G	2017
④261 Washington St	0.06	4000	G	98%	0%	1%	1%	0%	0%	F	0.092		0.633	4300	G	2017
④261 Washington St	0.21	2800	G	98%	0%	1%	1%	0%	0%	F	0.092		0.664	3000	G	2017
④262 Borden Rd	0.34	1100	G	98%	0%	1%	0%	0%	0%	C	0.098		0.681	1200	G	2017
④263 Lewis St	0.33	1700	G	98%	0%	1%	1%	0%	0%	C	0.194		0.571	1800	G	2017

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Lexington</b>																
④266 Spottswood Dr	0.40	2500	G	98%	0%	From: Houston St				C	0.111		0.504	2700	G	2017
						To: Nelson St										
④267 White St	0.18	1400	G	98%	0%	From: Jefferson St				F	0.110		0.622	1400	G	2017
						To: McLaughlin St										
④267 McLaughlin St	0.28	2100	G	99%	0%	From: White St				C	0.108		0.651	2200	G	2017
						To: Glasgow St										
④267 Glasgow St	0.06	920	G	98%	0%	From: McLaughlin St				C	0.115		0.696	980	G	2017
						To: Nelson St										
Campbell Lane		1400	G	98%	0%	From: McCorkle Drive				C	0.126		0.507	1400	G	2017
						To: US 11										
Edmondson Ave		360	G			From: Jackson Ave					0.125		0.557	360	G	2017
						To: Main St										
Taylor St		1500	G			From: Wallace St					0.132		0.585	1600	G	2017
						To: Houston St										
Tucker St		360	G			From: Washington St					0.118		0.528	380	G	2017
						To: Massie St										
Waddell St		1500	G	93%	3%	2%	1%	1%	0%	C	0.173		0.682	1500	G	2017
White St		3700	G	99%	0%	0%	0%	0%	0%	C	0.108		3700	G	2017	
																From: Jefferson St
						To: Main St										