

2015
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 - 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
2015
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															
	City of Lynchburg (Maint: 15)	1.38	47000	G	93%	0%	1%	1%	5%	0%	F	0.101	0.661	49000	G	
	To: Candler Mountain Rd															
	City of Lynchburg (Maint: 15)	0.49	37000	G	93%	0%	1%	1%	5%	0%	F	0.098	0.609	38000	G	
	From: US 501															
	City of Lynchburg (Maint: 15)	1.91	37000	A	93%	0%	1%	1%	5%	0%	C	0.105	0.531	39000	A	
	To: US 501 Campbell Ave															
	From: Functional Class Change															
	City of Lynchburg (Maint: 15)	2.14	35000	G	93%	0%	1%	1%	5%	0%	F	0.090	0.526	36000	G	
	To: US 29															
	City of Lynchburg (Maint: 15)	0.33	17000	G	89%	1%	1%	1%	8%	1%	F	0.092	0.511	16000	G	
	To: NCL Lynchburg															
	From: SCL Lynchburg															
	City of Lynchburg (Maint: 15)	1.38	47000	G	93%	0%	1%	1%	5%	0%	F	0.101	0.661	49000	G	
	To: Candler Mountain Rd															
	City of Lynchburg (Maint: 15)	0.49	37000	G	93%	0%	1%	1%	5%	0%	F	0.098	0.609	38000	G	
	From: US 501															
	City of Lynchburg (Maint: 15)	1.91	37000	A	93%	0%	1%	1%	5%	0%	C	0.105	0.531	39000	A	
	To: Bus US 501; US 501 Campbell Ave															
Bus	Wards Rd	City of Lynchburg	1.64	40000	G	97%	0%	0%	1%	1%	0%	C	0.078	0.513	41000	G
	To: US 501 Lynchburg Expressway; SR 163															
Bus	Lynchburg Expressway	City of Lynchburg	0.33	39000	N	97%	0%	0%	1%	1%	0%	N	0.096	0.538	40000	N
	To: US 501, SR 128 Candler's Mountain Rd															
Bus	Lynchburg Expressway	City of Lynchburg	1.33	39000	G	97%	0%	0%	1%	1%	0%	F	0.096	0.538	40000	G
	To: Odd Fellows Rd															
Bus	Lynchburg Expressway	City of Lynchburg	1.46	38000	G	97%	0%	0%	1%	1%	0%	F	0.094	0.538	40000	G
	To: Kemper Street															
Bus	Lynchburg Expressway	City of Lynchburg	1.02	37000	G	97%	0%	0%	1%	1%	0%	F	0.092	0.526	39000	G
	To: Main Street															
Bus	Lynchburg Expressway	City of Lynchburg	0.22	30000	G	97%	0%	0%	1%	1%	0%	F	0.085	0.678	31000	G
	To: Amherst County Line															
	From: SR 163 Wards Rd															
	City of Lynchburg	0.26	19000	G	91%	2%	1%	2%	4%	0%	F	0.092	0.544	20000	G	
	To: Bus US 29, US 501 Lynchburg Expwy															
	From: RT 501 W															
	City of Lynchburg	0.43	40000	G	97%	0%	1%	1%	1%	0%	F	0.080	0.513	43000	G	
	To: RT 501 E															

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							2Axle	3+Axle	1Trail	2Trail						
128 Mayflower Dr	City of Lynchburg	1.30	7300	G	91%	2%	1%	2%	4%	0%	C	0.092	0.639	7800	G	
128 Mayflower Dr	City of Lynchburg	1.48	2100	G	95%	1%	1%	3%	1%	0%	C	0.102	0.659	2200	G	
163 Wards Rd	City of Lynchburg	0.44	17000	G	98%	0%	1%	0%	0%	0%	F	0.081	0.558	18000	G	
163 Wards Rd	City of Lynchburg	0.42	28000	G	98%	0%	1%	0%	0%	0%	F	0.081	0.504	30000	G	
163 Bus 460 Fort Ave	City of Lynchburg	1.19	22000	G	98%	0%	1%	0%	0%	0%	C	0.083	0.536	23000	G	
163 Memorial Ave	City of Lynchburg	0.60	11000	G	99%	0%	1%	0%	0%	0%	C	0.079	0.643	12000	G	
163 Memorial Ave	City of Lynchburg	0.47	13000	G	99%	0%	1%	0%	0%	0%	F	0.082	0.505	14000	G	
163 Memorial Ave	City of Lynchburg	0.33	13000	G	99%	0%	1%	0%	0%	0%	F	0.085	0.536	14000	G	
163 5th St	City of Lynchburg	0.17	15000	G	99%	0%	1%	0%	0%	0%	F	0.084	0.531	16000	G	
163 5th St	City of Lynchburg	0.26	14000	G	99%	0%	1%	0%	0%	0%	F	0.089	0.57	15000	G	
163 5th St	City of Lynchburg	0.27	13000	G	98%	0%	0%	0%	1%	0%	F	0.09	0.569	14000	G	
163 5th St	City of Lynchburg	0.38	12000	G	98%	0%	1%	0%	0%	0%	C	0.085	0.546	13000	G	
163 5th St	City of Lynchburg	0.57	14000	G	98%	0%	0%	0%	1%	0%	C	0.093	0.632	15000	G	
163 North Ramp	City of Lynchburg	0.09	NA									NA		NA		
221 Lakeside Dr	City of Lynchburg	0.53	29000	G	99%	0%	0%	0%	0%	0%	C	0.091	0.56	31000	G	
221 Lakeside Dr	City of Lynchburg	0.94	17000	G	99%	0%	0%	0%	0%	0%	F	0.086	0.576	18000	G	
221 Lakeside Dr	City of Lynchburg	1.52	14000	G	99%	0%	0%	0%	0%	0%	F	0.088	0.572	15000	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						
221 Lakeside Dr	From: Old Forest Rd City of Lynchburg To: Oakley Ave	0.15	16000	G	99%	0%	0%	0%	0%	0%	F	0.087	0.586	18000	G	
221 Oakley Ave	From: Lakeside Dr City of Lynchburg To: Bus US 29 Memorial Ave	0.57	10000	G	99%	0%	0%	0%	0%	0%	F	0.087	0.581	11000	G	
221 Oakley Ave	From: Memorial Ave City of Lynchburg To: Bus US 460 Fort Ave	0.24	10000	G	99%	0%	0%	0%	0%	0%	F	0.086	0.507	11000	G	
221 460 Fort Ave	From: Bus US 460 Oakley Ave City of Lynchburg To: 118-6029 Fort Ave	0.42	9400	G	97%	1%	1%	1%	1%	0%	C	0.082	0.506	10000	G	
221 460 12th St	From: 118-6029 Fort Ave City of Lynchburg To: Bus US 501 Campbell Ave	0.25	9300	G	97%	1%	1%	1%	1%	0%	F	0.085	0.504	9900	G	
221 460 501 12th St	From: Bus US 501 Campbell Ave City of Lynchburg To: Kemper St	0.18	8900	G	96%	1%	1%	1%	1%	0%	F	0.09	0.564	9400	G	
221 460 501 Kemper St	From: 12th Street City of Lynchburg To: US 29 Lynchburg Expressway	0.41	10000	G	96%	1%	1%	1%	1%	0%	C	0.081	0.552	11000	G	
460 29 29	From: SCL Lynchburg City of Lynchburg (Maint: 15) To: Candler Mountain Rd	1.38	47000	G	93%	0%	1%	1%	5%	0%	F	0.101	0.661	49000	G	
460 29 29	From: Candler Mountain Rd City of Lynchburg (Maint: 15) To: US 501	0.49	37000	G	93%	0%	1%	1%	5%	0%	F	0.098	0.609	38000	G	
460 29 29 501	From: US 501 City of Lynchburg (Maint: 15) To: Bus US 501; US 501 Campbell Ave	1.91	37000	A	93%	0%	1%	1%	5%	0%	C	0.105	0.531	39000	A	
460 29 Richmond Hwy	From: Bus US 501; US 501 Campbell Ave City of Lynchburg (Maint: 15) To: Functional Class Change	2.14	35000	G	93%	0%	1%	1%	5%	0%	F	0.090	0.526	36000	G	
460 Richmond Hwy	From: US 29 City of Lynchburg (Maint: 15) To: ECL Lynchburg	0.11	25000	N	93%	0%	1%	1%	4%	0%	N	0.090	0.526	26000	N	
460 Timberlake Rd	From: ECL Lynchburg City of Lynchburg To: WCL Lynchburg	0.62	32000	G	98%	0%	0%	0%	1%	0%	F	0.084	0.526	33000	G	
460 Timberlake Rd	From: WCL Lynchburg City of Lynchburg To: Old Graves Mill Rd	1.14	26000	G	98%	0%	0%	0%	1%	0%	F	0.082	0.521	27000	G	
460 Timberlake Rd	From: Old Graves Mill Rd City of Lynchburg To: Leesville Rd	0.37	34000	G	98%	0%	0%	0%	1%	0%	F	0.085	0.577	36000	G	
460 Fort Ave	From: Leesville Rd City of Lynchburg To: US 501 Lynchburg Expressway	1.15	19000	G	98%	0%	0%	0%	1%	0%	F	0.087	0.557	19000	G	
	From: US 501 Lynchburg Expressway City of Lynchburg To: Bus US 29 Wards Rd															

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							2Axle	3+Axle	1Trail	2Trail						
Bus 460 163 Fort Ave	From: Wards Rd City of Lynchburg	1.19	22000	G	98%	0%	1%	0%	0%	0%	C	0.083	0.536	23000	G	
Bus 460 Fort Ave	To: Memorial Ave From: Bus US 29 Memorial Ave City of Lynchburg	0.57	8400	G	98%	0%	0%	0%	1%	0%	F	0.083	0.549	8800	G	
Bus 460 221 Fort Ave	To: US 221 Oakley Ave From: City of Lynchburg	0.42	9400	G	97%	1%	1%	1%	1%	0%	C	0.082	0.506	10000	G	
Bus 460 221 12th St	To: 118-6029 Fort Ave From: City of Lynchburg	0.25	9300	G	97%	1%	1%	1%	1%	0%	F	0.085	0.504	9900	G	
Bus 460 221 Bus 501 12th St	To: Bus US 501 Campbell Ave From: City of Lynchburg	0.18	8900	G	96%	1%	1%	1%	1%	0%	F	0.09	0.564	9400	G	
Bus 460 221 Bus 501 Kemper St	To: Kemper St From: 12th Street City of Lynchburg	0.41	10000	G	96%	1%	1%	1%	1%	0%	C	0.081	0.552	11000	G	
Bus 460 Bus 501 Kemper St	To: Bus US 29 Lynchburg Expressway From: US 29 Lynchburg Expressway City of Lynchburg	0.34	8900	G	97%	0%	1%	1%	1%	0%	F	0.096	0.589	9400	G	
Bus 460 Bus 501 Campbell Ave	To: Campbell Ave From: Kemper St City of Lynchburg	0.88	18000	G	97%	0%	1%	1%	1%	0%	C	0.092	0.629	19000	G	
Bus 460 Bus 501 Campbell Ave	To: Mayflower Dr From: City of Lynchburg	0.48	17000	G	97%	0%	1%	1%	1%	0%	F	0.092	0.616	18000	G	
Bus 460 Bus 501 Campbell Ave	To: Florida Ave From: City of Lynchburg	0.14	20000	G	97%	0%	1%	1%	1%	0%	F	0.092	0.618	21000	G	
Bus 460 501 Campbell Ave	To: US 460, US 501 Richmond Hwy From: Bus US 501 City of Lynchburg	0.15	12000	N	97%	0%	1%	0%	2%	0%	N	0.106	0.685	13000	N	
501 Campbell Ave	To: US 29, US 460 From: SCL Lynchburg City of Lynchburg	0.93	12000	G	97%	0%	1%	0%	2%	0%	F	0.106	0.685	13000	G	
Bus 501 460 Campbell Ave	To: Bus US 460 From: City of Lynchburg	0.15	12000	N	97%	0%	1%	0%	2%	0%	N	0.106	0.685	13000	N	
501 460 29 29P	To: US 29, US 460 Richmond Hwy From: US 29, US 460 City of Lynchburg (Maint: 15)	1.91	37000	A	93%	0%	1%	1%	5%	0%	C	0.105	0.531	39000	A	
501	To: US 29, US 460 Richmond Hwy From: City of Lynchburg	0.32	16000	G	97%	0%	1%	1%	1%	0%	F	0.094	0.513	17000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 16000 G												0.094	F	0.606	NA	
To: SR 128 Mayflower Dr; Candler's Mtn Rd																

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							2Axle	3+Axle	1Trail	2Trail						
From: SR 128 Mayflower Dr 501 128 Clanders Mtn Rd	City of Lynchburg	0.43	40000	G	97%	0%	1%	1%	1%	0%	F	0.080	0.513	43000	G	
To: Bus US 29 Lynchburg Expressway																
From: SR 128 Clanders Mtn Rd 501 29 Lynchburg Expressway	City of Lynchburg	0.33	39000	N	97%	0%	0%	1%	1%	0%	N	0.096	0.538	40000	N	
To: Bus US 29 Wards Rd																
From: Bus US 29 Wards Rd 501 Lynchburg Expressway	City of Lynchburg	1.37	46000	G	97%	0%	1%	1%	1%	0%	F	0.091	0.521	49000	G	
To: Bus 460 Timberlake Rd																
From: Bus 460 Timberlake Rd 501 Lynchburg Expressway Ext	City of Lynchburg	1.21	45000	G	97%	0%	1%	1%	1%	0%	F	0.092	0.532	48000	G	
To: Graves Mill Rd																
From: Graves Mill Rd 501 Lynchburg Expressway	City of Lynchburg	1.24	35000	G	97%	0%	1%	1%	1%	0%	F	0.089	0.525	37000	G	
To: Lakeside Dr																
From: Lakeside Dr 501 Lynchburg Expressway	City of Lynchburg	0.31	36000	G	97%	0%	1%	1%	1%	0%	C	0.082	0.531	39000	G	
To: 118-6044 Old Forest Rd																
From: 118-6044 Old Forest Rd 501 Lynchburg Expressway	City of Lynchburg	1.23	14000	G	97%	0%	1%	1%	1%	0%	F	0.082	0.531	15000	G	
To: Wigginton Rd																
From: Wigginton Rd 501 Lynchburg Expressway	City of Lynchburg	1.86	14000	G	97%	0%	1%	1%	1%	0%	F	0.088	0.605	15000	G	
To: Boonsboro Rd																
From: Boonsboro Rd 501 Boonsboro Rd	City of Lynchburg	1.80	9200	G	96%	1%	1%	0%	2%	0%	C	0.097	0.64	9800	G	
To: WCL Lynchburg																
From: US 501 501 460 29 29 City of Lynchburg (Maint: 15)	City of Lynchburg (Maint: 15)	1.91	37000	A	93%	0%	1%	1%	5%	0%	C	0.105	0.531	39000	A	
To: Bus US 501; US 501 Campbell Ave																
From: US 29, US 460 Richmond Hwy 501	City of Lynchburg	0.32	NA									NA		NA		
Combined Traffic Estimates for Parallel Roadways on this Route:																
To: SR 128 Mayflower Dr; Clanders Mtn Rd												NA		NA		
From: Bus US 29 501	City of Lynchburg	0.35	NA									NA		NA		
To: US 501 Lynchburg Expressway																
From: US 460 Bus 501 Bus 460 Campbell Ave	City of Lynchburg	0.14	20000	G	97%	0%	1%	1%	1%	0%	F	0.092	0.618	21000	G	
To: Florida Ave																
From: Florida Ave Bus 501 Bus 460 Campbell Ave	City of Lynchburg	0.48	17000	G	97%	0%	1%	1%	1%	0%	F	0.092	0.616	18000	G	
To: Mayflower Dr																
From: Mayflower Dr Bus 501 Bus 460 Campbell Ave	City of Lynchburg	0.88	18000	G	97%	0%	1%	1%	1%	0%	C	0.092	0.629	19000	G	
To: Kemper St																
From: Kemper St Bus 501 Bus 460 Kemper St	City of Lynchburg	0.34	8900	G	97%	0%	1%	1%	1%	0%	F	0.096	0.589	9400	G	
To: Lynchburg Expressway																

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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	10000	G	96%	1%	1%	1%	1%	0%	C	0.081	0.552	11000	G	
To: 12th St																
From: 118-6027; 118-6031 Bus 501, 221, 460 12th St	City of Lynchburg	0.18	8900	G	96%	1%	1%	1%	1%	0%	F	0.09	0.564	9400	G	
To: Fort Ave																
From: Fort Ave Bus 501 Campbell Ave	City of Lynchburg	0.23	8600	G	98%	0%	1%	0%	0%	0%	F	0.116	0.761	9200	G	
To: Park Ave																
From: Park Ave Bus 501 Langhorne Rd	City of Lynchburg	0.27	11000	G	98%	0%	1%	0%	0%	0%	F	0.078	0.534	12000	G	
To: Memorial Ave																
From: Memorial Ave Bus 501 Langhorne Rd	City of Lynchburg	0.29	18000	G	98%	0%	1%	0%	0%	0%	F	0.078	0.574	19000	G	
To: Murrell Rd																
From: Murrell Rd Bus 501 Langhorne Rd	City of Lynchburg	1.06	13000	G	98%	0%	1%	0%	0%	0%	C	0.086	0.689	14000	G	
To: Hill St																
From: Hill St Bus 501 Langhorne Rd	City of Lynchburg	0.47	10000	G	98%	0%	1%	0%	0%	0%	F	0.084	0.686	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	0.086	0.612	8500	G	
To: Rivermont Terrace Langhorne Rd																
From: Rivermont Terrace Bus 501 Rivermont Terrace	City of Lynchburg	0.25	5400	G	99%	0%	0%	0%	0%	0%	F	0.09	0.582	5700	G	
To: Rivermont Ave																
From: Rivermont Ave Bus 501 Rivermont Ave	City of Lynchburg	0.44	15000	G	99%	0%	1%	0%	0%	0%	F	0.093	0.577	16000	G	
To: Link Rd																
From: Link Rd Bus 501 Boonsboro Rd	City of Lynchburg	0.76	14000	G	99%	0%	1%	0%	0%	0%	F	0.089	0.589	14000	G	
To: Trents Ferry Rd																
From: Trents Ferry Rd Bus 501 Boonsboro Rd	City of Lynchburg	1.75	13000	G	99%	0%	1%	0%	0%	0%	C	0.098	0.532	14000	G	
To: Lynchburg Expressway																

Virginia Department of Transportation
Traffic Engineering Division
2015
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																
(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
(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
(F907) Ramp	0.06	NA									NA			NA		
(F975) Chetnut Creek Dr	0.46	160	R								NA			NA		07/31/2007
1 Pawnee Dr	0.86	380	G	98%	1%	1%	0%	0%	0%	F	0.125		0.593	410	G	2015
2 9th St	0.18	1300	G	98%	1%	1%	0%	0%	0%	C	0.133		0.536	1400	G	2015
3 Alta Lane	0.85	2300	G	99%	1%	0%	0%	0%	0%	C	0.110		0.566	2400	G	2015
4 Del Ray Circle	0.16	2400	G	99%	1%	0%	0%	0%	0%	F	0.103		0.545	2600	G	2015
5 8th St	0.59	1700	G	96%	1%	3%	0%	0%	0%	C	0.09		0.579	1800	G	2015
6 Langhorne Rd	0.16	2100	G	99%	0%	0%	0%	0%	0%	F	0.093		0.789	2300	G	2015
6 Villa Rd	0.12	2000	G	99%	0%	0%	0%	0%	0%	F	0.091		0.781	2100	G	2015
7 Long Meadow Dr	0.73	1900	G	97%	0%	1%	1%	1%	0%	F	0.085		0.566	2000	G	2015
8 Sussex St	0.79	2500	G	97%	0%	1%	1%	1%	0%	F	0.102		0.666	2700	G	2015
9 University Blvd	0.42	12000	G	93%	3%	4%	0%	0%	0%	C	0.084		0.841	12000	G	2015
10 Pleasant Valley Rd	0.52	650	G	94%	1%	1%	3%	1%	0%	F	0.118		0.514	690	G	2015
10 Pleasant Valley Rd	0.13	650	N	94%	1%	1%	3%	1%	0%	N	0.118		0.514	690	N	2015
10 Pleasant Valley Rd	0.15	650	N	94%	1%	1%	3%	1%	0%	N	0.118		0.514	690	N	2015

Virginia Department of Transportation
Traffic Engineering Division
2015
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																
(6001) V E S Rd	0.92	2600	G	97%	1%	2%	0%	0%	0%	C	0.108		0.575	2800	G	2015
(6002) Trents Ferry Rd	1.88	1800	G	99%	1%	0%	0%	0%	0%	C	0.106		0.703	1900	G	2015
(6003) Link Rd	0.78	9400	G	99%	0%	1%	0%	0%	0%	F	0.085		0.61	10000	G	2015
(6003) Link Rd	1.32	7200	G	99%	0%	1%	0%	0%	0%	C	0.085		0.588	7700	G	2015
(6004) Wiggington Rd	1.04	4500	G	99%	0%	0%	0%	0%	0%	F	0.09		0.642	4800	G	2015
(6004) Wiggington Rd	0.76	3800	G	99%	0%	0%	0%	0%	0%	C	0.107		0.671	4100	G	2015
(6004) Wiggington Rd	1.82	1700	G	99%	0%	0%	0%	0%	0%	F	0.115		0.725	1800	G	2015
(6004) Hawkins Mill Rd	0.36	1900	G	99%	0%	0%	0%	0%	0%	C	0.114		0.537	2000	G	2015
(6004) Coffee Rd	0.89	2200	G	99%	0%	0%	0%	0%	0%	F	0.105		0.527	2300	G	2015
(6004) Coffee Rd	0.33	3600	G	99%	0%	0%	0%	0%	0%	F	0.109		0.648	3800	G	2015
(6009) Graves Mill Rd	0.60	6500	G	97%	0%	1%	1%	1%	0%	F	0.111		0.531	6900	G	2015
(6009) Graves Mill Rd	0.66	5300	G	97%	0%	1%	1%	1%	0%	F	0.124		0.53	5600	G	2015
(6009) Graves Mill Rd	0.27	9300	G	97%	0%	1%	1%	1%	0%	F	0.116		0.68	9900	G	2015
(6009) Graves Mill Rd	0.18	26000	G	97%	0%	1%	1%	1%	0%	C	0.097		0.53	28000	G	2015
(6009) Graves Mill Rd	1.04	21000	G	97%	0%	1%	1%	1%	0%	F	0.100		0.518	22000	G	2015
(6012) Church St	0.23	4000	G	96%	1%	2%	0%	1%	0%	C	0.118			4300	G	2015
(6012) Church St	0.47	6700	G	98%	1%	1%	0%	1%	0%	F	0.098			7100	G	2015
(6012) Rivermont Ave	0.90	13000	G	98%	1%	1%	0%	1%	0%	C	0.094		0.571	14000	G	2015
(6012) Bedford Ave	0.96	4200	G	95%	1%	2%	1%	2%	0%	C	0.092		0.506	4500	G	2015
(6012) Rivermont Ave	1.01	15000	G	95%	1%	2%	1%	2%	0%	F	0.099		0.512	16000	G	2015
(6020) Rivermont Ave	0.96	8200	G	95%	1%	2%	1%	2%	0%	F	0.096		0.607	8700	G	2015
(6022) Hollins Mill Rd	1.16	4100	G	95%	1%	2%	1%	2%	0%	F	0.089		0.573	4300	G	2015

Virginia Department of Transportation
Traffic Engineering Division
2015
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Lynchburg

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
6022 Federal St	0.40	4600	G	95%	1%	2%	1%	2%	0%	F	0.088		0.558	4900	G	2015
6023 Murrell Rd	0.37	9500	G	95%	1%	2%	1%	2%	0%	F	0.089		0.717	10000	G	2015
6027 12th St	0.80	8400	G	97%	0%	2%	0%	0%	0%	F	0.083		0.518	8900	G	2015
6027 12th St	0.25	7100	G	97%	0%	2%	0%	0%	0%	F	0.094		0.612	7500	G	2015
6028 Commerce St	0.33	4600	G	97%	0%	2%	0%	0%	0%	F	0.107		0.671	4900	G	2015
6028 Commerce St	0.30	3800	G	97%	0%	2%	0%	0%	0%	F	0.122		0.758	4100	G	2015
6029 Fort Ave	0.43	5700	G	97%	0%	2%	0%	0%	0%	F	0.088		0.577	6100	G	2015
6029 Park Ave	0.28	5300	G	97%	0%	2%	0%	0%	0%	F	0.081		0.502	5700	G	2015
6029 Park Ave	0.36	3700	G	97%	0%	2%	0%	0%	0%	F	0.094		0.559	3900	G	2015
6031 Lakeside Dr	0.41	13000	G	97%	0%	2%	0%	0%	0%	F	0.091		0.687	14000	G	2015
6031 Lakeside Dr	0.34	5600	G	97%	0%	2%	0%	0%	0%	C	0.093		0.543	6000	G	2015
6031 Park Ave	0.36	7400	G	97%	1%	2%	0%	0%	0%	F	0.083		0.5	7900	G	2015
6031 Park Ave	0.35	12000	G	97%	0%	2%	0%	0%	0%	F	0.079		0.55	13000	G	2015
6032 Main St	0.25	2300	G	97%	1%	2%	0%	0%	0%	F	0.094		0.629	2500	G	2015
6032 Main St	0.28	7800	G	97%	1%	2%	0%	0%	0%	F	0.083		0.712	8200	G	2015
6032 Main St	0.55	6700	G	97%	1%	2%	0%	0%	0%	F	0.097			7100	G	2015
6033 Florida Ave	1.28	4300	G	97%	1%	2%	0%	0%	0%	C	0.098		0.627	4600	G	2015
6033 Florida Ave	0.88	3200	G	97%	1%	2%	0%	0%	0%	F	0.104		0.663	3400	G	2015
6034 Martin St	0.58	1100	G	98%	0%	1%	0%	0%	0%	C	0.107		0.581	1200	G	2015
6035 Candler Mtn Rd	1.09	3800	G	99%	0%	0%	0%	0%	0%	C	0.099		0.553	4100	G	2015
6035 Candler Mtn Rd	0.74	14000	G	99%	0%	0%	0%	0%	0%	F	0.086		0.542	15000	G	2015

Virginia Department of Transportation
Traffic Engineering Division
2015
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Lynchburg

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
(6036) Clay St	0.50	2100	G	95%	0%	3%	1%	1%	0%	C	0.1		0.595	2200	G	2015
(6036) Grace St	0.88	3700	G	98%	1%	1%	1%	0%	0%	C	0.103		0.668	3900	G	2015
(6037) Stadium Dr	0.38	6000	G	98%	1%	1%	1%	0%	0%	F	0.103		0.585	6300	G	2015
(6038) Wythe St	0.27	8800	G	95%	2%	1%	1%	1%	0%	C	0.105		0.524	9400	G	2015
(6040) James St	0.22	3400	G	96%	2%	1%	1%	1%	0%	C	0.100		0.541	3600	G	2015
(6042) Cranehill Dr	1.04	1800	G	98%	1%	1%	0%	0%	0%	C	0.117		0.742	2000	G	2015
(6044) Old Forest Rd	0.94	20000	G	98%	1%	1%	0%	0%	0%	F	0.086		0.509	22000	G	2015
(6044) Old Forest Rd	0.45	22000	G	98%	1%	1%	0%	0%	0%	C	0.084		0.515	24000	G	2015
(6044) Old Forest Rd	0.21	16000	G	98%	1%	1%	0%	0%	0%	F	0.092		0.530	17000	G	2015
(6044) Old Forest Rd	1.61	8300	G	98%	1%	1%	0%	0%	0%	F	0.093		0.569	8900	G	2015
(6045) Greenwood Dr	0.38	3100	G	97%	1%	2%	0%	0%	0%	C	0.103		0.710	3300	G	2015
(6045) Thomas Dr	0.71	4300	G	97%	1%	2%	0%	0%	0%	F	0.095		0.628	4500	G	2015
(6045) Richmond Rd	0.35	3900	G	97%	1%	1%	0%	0%	0%	C	0.115		0.513	4100	G	2015
(6046) Sandusky Dr	0.77	3200	G	97%	1%	2%	0%	0%	0%	C	0.102		0.658	3400	G	2015
(6046) Sandusky Dr	0.49	4800	G	97%	2%	1%	0%	0%	0%	C	0.095		0.501	5100	G	2015
(6048) Perrymont Ave	0.84	3800	G	98%	1%	1%	0%	0%	0%	C	0.094		0.508	4100	G	2015
(6050) Odd Fellows Rd	0.60	7800	G	82%	2%	4%	4%	8%	0%	F	0.093		0.597	8300	G	2015
(6050) Odd Fellows Rd	0.67	1400	G	82%	2%	4%	4%	8%	0%	C	0.119		0.632	1400	G	2015
(6052) Campbell Ave	0.33	10000	G	98%	0%	1%	0%	0%	0%	C	0.085		0.568	11000	G	2015
(6052) Campbell Ave	0.41	10000	G	98%	0%	1%	0%	0%	0%	F	0.086		0.63	11000	G	2015
(6054) Fenwick Dr	0.23	3500	G	99%	0%	0%	0%	0%	0%	F	0.104		0.511	3700	G	2015

Virginia Department of Transportation
Traffic Engineering Division
2015
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Lynchburg

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
(6054) Sheffield Dr	0.73	3200	G	99%	0%	0%	0%	0%	0%	C	0.126		0.501	3400	G	2015
						From Fenwick Dr										
						To SR 163 Wards Rd										
(6056) Greenview Dr	1.29	19000	G	98%	0%	1%	0%	0%	0%	C	0.086		0.515	20000	G	2015
						From WCL Lynchburg										
						To Leesville Rd										
(6066) Leesville Rd	1.14	8000	G	98%	1%	1%	0%	0%	0%	F	0.095		0.514	8500	G	2015
						From SCL Lynchburg										
(6066) Leesville Rd	1.15	7700	G	98%	1%	1%	0%	0%	0%	C	0.1		0.572	8200	G	2015
						From North St										
						To Timberlake Rd										
(6070) Wards Ferry Rd	1.29	11000	G	99%	0%	0%	0%	0%	0%	F	0.092		0.540	12000	G	2015
						From CBusUS 460 Logans Lane										
(6070) Wards Ferry Rd	1.06	10000	G	99%	0%	0%	0%	0%	0%	C	0.097		0.521	11000	G	2015
						From Harvard St										
						To US 29; Wards Rd										
(6071) Harvard St	0.08	190	G	97%	0%	1%	1%	1%	0%	F	0.109		0.667	200	G	2015
						From Wards Ferry Rd										
						To College Park Dr										
(6072) Old Graves Mill Rd	1.70	10000	G	97%	0%	1%	1%	1%	0%	C	0.099		0.682	11000	G	2015
						From Timberlake Rd										
						To Graves Mill Rd										
(6073) McConville Rd	1.80	5000	G	99%	0%	0%	0%	0%	0%	C	0.113		0.504	5300	G	2015
						From Graves Mill Rd										
(6073) Wyndale Dr	0.24	4500	G	99%	1%	0%	0%	0%	0%	C	0.108		0.591	4800	G	2015
						From Wyndale Dr										
						To Lakeside Dr										
(6074) Evergreen Rd	0.33	2200	G	99%	0%	0%	0%	0%	0%	F	0.091		0.68	2300	G	2015
						From Link Rd										
						To Indian Hill Rd										
(6074) Indian Hill Rd	0.98	1900	G	99%	0%	0%	0%	0%	0%	F	0.105		0.684	2000	G	2015
						From Evergreen Rd										
(6074) Burnt Bridge Rd	0.97	1700	G	99%	0%	0%	0%	0%	0%	C	0.100		0.602	1800	G	2015
						From Burnt Bridge Rd										
						To Indian Hill Rd										
(6075) Langhorne Lane	0.34	2100	G	99%	0%	0%	0%	0%	0%	C	0.092		0.532	2200	G	2015
						From Bus US 501, Boonsboro Rd										
(6075) Eldon St	0.07	2300	G	99%	0%	0%	0%	0%	0%	F	0.100		0.603	2400	G	2015
						From Richmond St										
						To Eldon St										
(6076) Linkhorne Rd	0.59	5600	G	99%	0%	0%	0%	0%	0%	F	0.096		0.503	5900	G	2015
						From Langhorne Lane										
						To Memorial Ave										
(6077) Jefferson St	0.41	580	G	99%	0%	0%	0%	0%	0%	F	0.128		0.651	620	G	2015
						From Old Forest Rd										
						To Cranchill Dr										
(6078) Washington St	0.11	1800	G	91%	0%	2%	2%	5%	0%	F	0.104		0.616	2000	G	2015
						From 7Th St										
(6078) Concord Tpke	1.66	1600	G	91%	0%	2%	2%	5%	0%	F	0.096		0.639	1700	G	2015
						From Concord Tpke										
(6078) Concord Tpke	1.07	1600	G	91%	0%	2%	2%	5%	0%	C	0.104		0.647	1700	G	2015
						From Rockwell Rd										
						To US 460										

Virginia Department of Transportation
Traffic Engineering Division
2015
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Lynchburg

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
(6080) Court St	0.50	1500	G	91%	0%	2%	2%	5%	0%	F	0.12		0.521	1600	G	2015
(6081) Forest Brook Rd	0.92	4900	G	97%	1%	1%	1%	1%	0%	C	0.107		0.597	5300	G	2015
(6082) Hill St	0.58	5900	G	99%	0%	0%	0%	0%	0%	F	0.093		0.673	6300	G	2015
(6083) Edgewood Ave	0.73	2100	G	99%	0%	0%	0%	0%	0%	C	0.095		0.509	2300	G	2015
4th St		100	G								0.155			110	G	2015
Caroline St		670	G								0.11		0.645	720	G	2015
Chambers St		960	G								0.103		0.569	1000	G	2015
Clayton Ave		500	G								0.117		0.617	530	G	2015
Danridge Dr		1300	G								0.088		0.535	1400	G	2015
Enterprise Dr		15000	G								0.1		0.593	16000	G	2015
Fairview Ave		290	G								0.13		0.513	310	G	2015
Fleetwood Dr		1200	G								0.100		0.627	1300	G	2015
Georgia Ave		230	G								0.101		0.539	250	G	2015
Gorman Dr		300	G								0.143		0.505	320	G	2015
Hawthorne Rd		150	G								0.151		0.75	150	G	2015
Hayes Dr		130	G								0.134		0.619	140	G	2015
John Scott Dr		470	G	97%	2%	1%	0%	1%	0%	C	0.111		0.558	520	G	2015
Leyburn Ave		230	G								0.128		0.734	240	G	2015
Locksview Dr		860	G								0.103		0.528	910	G	2015

Virginia Department of Transportation
 Traffic Engineering Division
 2015
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Lynchburg

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
Maryland Ave		260	G			From Craig St				0.118			0.622	280	G	2015
						To Fairview Ave										
McKinney Ave		270	G			From Clarke St				0.130			0.589	290	G	2015
						To Dodd St										
Mimosa Dr		780	G			From Burnt Bridge Rd				0.099			0.555	830	G	2015
						To Woodcrest Dr										
Morningside Dr		490	G			From McGuffey Lane				0.227			0.726	520	G	2015
						To Eastwood Lane										
Myrtle St		560	G			From Westview Dr				0.127			600	G	2015	
						To Toledo Ave										
New Hampshire Ave		350	G			From Oakridge Blvd				0.109			0.507	380	G	2015
						To Tremont St										
Oxford St		340	G			From McKinney Ave				0.101			0.615	370	G	2015
						To Radcliffe Ave										
Page St		2800	G			From Hillcrest Rd				0.106			0.829	2900	G	2015
						To 2Nd St										
Rhode Island Ave		150	G			From Tremont St				0.143			0.698	150	G	2015
						To Fort Ave										
Sanhill Dr		470	G			From Rhonda Dr				0.157			0.629	500	G	2015
						To Apache Lane										
Texas Ave		300	G			From Campbell Ave				0.135			0.579	320	G	2015
						To Nevada Ave										
Warren Ave		180	G			From Wingfield Ave				0.120			0.636	190	G	2015
						To Perry Ave										