

**2004**

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

where available

**Special Locality Report**

**118**

City of Lynchburg

Prepared By

**Virginia Department of Transportation  
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation  
Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management 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 at VDOT Mobility Management's 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’s Mobility Management 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 Peak Hour 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 Peak Hour 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



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  
 Mobility Management Division  
 2004  
 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							
29 Wards Road	City of Lynchburg	From: SCL Lynchburg	1.74	34000	F	93%	0%	1%	1%	5%	0%	F	0.078	F	0.544	35000	F
		To: Lynchburg Expressway															
29 501 Lynchburg Expressway	City of Lynchburg	From: Wards Rd	0.34	43000	N	93%	0%	1%	1%	5%	0%	N	0.090	N	0.548	45000	N
		To: Candler Mt Rd															
29 Lynchburg Expressway	City of Lynchburg	From: Odd Fellows Rd	1.37	43000	F	93%	0%	1%	1%	5%	0%	F	0.090	F	0.548	45000	F
		To: Odd Fellows Rd															
29 Lynchburg Expressway	City of Lynchburg	From: Kemper Street	1.46	43000	F	93%	0%	1%	1%	5%	0%	F	0.087	F	0.539	45000	F
		To: Main Street															
29 Lynchburg Expressway	City of Lynchburg	From: Main Street	1.02	44000	F	93%	0%	1%	1%	5%	0%	F	0.089	F	0.525	45000	F
		To: Amherst County Line															
Bus 29 Wards Road	City of Lynchburg	From: US 29, US 501 Lynchburg Expressway	0.34	17000	F	98%	0%	1%	0%	0%	0%	F	0.087	F	0.504	19000	F
		To: SR 128 Candler Mtn Rd															
Bus 29 Wards Road	City of Lynchburg	From: Bus US 460 Fort Avenue	0.42	23000	F	98%	0%	1%	0%	0%	0%	F	0.084	F	0.514	26000	F
		To: Wards Rd															
Bus 29 Bus 460 Fort Ave	City of Lynchburg	From: Memorial Ave	1.19	24000	G	98%	0%	1%	0%	0%	0%	C	NA		25000	G	
		To: Fort Ave															
Bus 29 Memorial Ave	City of Lynchburg	From: Oakley Ave	0.60	NA									NA		NA		
		To: Park Ave															
Bus 29 Memorial Ave	City of Lynchburg	From: Langhome Rd	0.47	11000	F	95%	1%	2%	0%	1%	0%	F	0.086	F	0.567	12000	F
		To: Park Ave															
Bus 29 Memorial Ave	City of Lynchburg	From: Langhome Rd	0.33	12000	F	95%	1%	2%	0%	1%	0%	F	0.088	F	0.599	13000	F
		To: Pollard St															
Bus 29 5th Street	City of Lynchburg	From: Pollard St	0.17	14000	F	95%	1%	2%	0%	1%	0%	F	0.086	F	0.502	16000	F
		To: Pierce St															
Bus 29 5th Street	City of Lynchburg	From: Pierce St	0.26	14000	F	95%	1%	2%	0%	1%	0%	F	0.086	F	0.534	16000	F
		To: Park Ave															
Bus 29 5th Street	City of Lynchburg	From: Park Ave	0.27	14000	F	98%	0%	1%	0%	1%	0%	F	0.089	F	0.503	15000	F
		To: Clay St															
Bus 29 5th Street	City of Lynchburg	From: Clay St	0.38	16000	F	98%	0%	1%	0%	1%	0%	F	0.082	F	0.513	17000	F
		To: Clay St															

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							2Axle	3+Axle	1Trail	2Trail							
Bus 29 5th Street	City of Lynchburg	From: Clay St To: Amherst County Line	0.57	14000	F	98%	0%	1%	0%	1%	0%	C	0.091	F	0.643	16000	F
128 Candler Mt Rd	City of Lynchburg	From: US 29 Bus Wards Rd To: US 501 Lynchburg Exp	0.29	18000	F	90%	4%	2%	1%	4%	0%	F	0.088	F	0.567	19000	F
128 501 Candler Mtn Rd	City of Lynchburg	From: RT 501 W To: RT 501 E	0.40	35000	F	95%	1%	1%	1%	2%	0%	F	0.084	F	0.539	38000	F
128 Mayflower Dr	City of Lynchburg	From: US 501 Candler's Mt Rd To: Odd Fellows Rd	1.30	7800	F	90%	4%	2%	1%	4%	0%	C	0.094	F	0.538	8500	F
128 Mayflower Dr	City of Lynchburg	From: Odd Fellows Rd To: US 501 Bus Campbell Ave	1.48	2000	F	97%	2%	1%	0%	0%	0%	C	0.102	F	0.681	2200	F
221 Lakeside Dr	City of Lynchburg	From: WCL Lynchburg To: Lynchburg Expressway	0.53	23000	G	97%	0%	1%	0%	1%	0%	C	NA			25000	G
221 Lakeside Dr	City of Lynchburg	From: Lynchburg Expressway To: Forest Brook Rd	0.94	15000	F	97%	0%	1%	0%	1%	0%	F	0.087	F	0.586	17000	F
221 Lakeside Dr	City of Lynchburg	From: Forest Brook Rd To: Old Forest Rd	1.52	14000	F	97%	0%	1%	0%	1%	0%	F	0.088	F	0.572	15000	F
221 Lakeside Dr	City of Lynchburg	From: Old Forest Rd To: Oakley Ave	0.15	16000	F	97%	0%	1%	0%	1%	0%	F	0.086	F	0.573	18000	F
221 Oakley Ave	City of Lynchburg	From: Lakeside Dr To: Bus US 29 Memorial Ave	0.57	9200	F	97%	0%	1%	0%	1%	0%	F	0.087	F	0.527	10000	F
221 Oakley Ave	City of Lynchburg	From: Bus US 29 Memorial Ave To: Bus US 460 Fort Ave	0.24	11000	F	97%	0%	1%	0%	1%	0%	F	0.085	F	0.621	12000	F
Bus 221 460 Fort Ave	City of Lynchburg	From: Bus US 460 Oakley Ave To: 118-6029 Fort Ave	0.42	12000	F	97%	1%	1%	0%	1%	0%	C	0.089	F	0.511	13000	F
Bus 221 460 12th St	City of Lynchburg	From: 118-6029 Fort Ave To: Bus US 501 Campbell Ave	0.25	12000	N	97%	1%	1%	0%	1%	0%	N	0.089	N	0.511	13000	N
Bus 221 460 501 12th Street	City of Lynchburg	From: Bus US 501 Campbell Ave To: Kemper St	0.18	11000	F	96%	1%	1%	1%	1%	0%	F	0.102	F	0.63	12000	F
Bus 221 460 501 Kemper St	City of Lynchburg	From: Kemper St To: 12th Street	0.41	11000	F	96%	1%	1%	1%	1%	0%	C	0.088	F	0.621	12000	F
460 Lynchburg Hwy	City of Lynchburg (Maint: 15)	From: US 29 Lynchburg Expressway To: SCL Lynchburg	1.13	30000	F	94%	0%	1%	1%	4%	0%	F	0.098	F	0.64	32000	F
		To: Candler Mountain Rd															



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							2Axle	3+Axle	1Trail	2Trail						
460 Lynchburg Hwy	City of Lynchburg (Maint: 15)	0.44	25000	F	94%	0%	1%	1%	4%	0%	F	0.099	F	0.649	27000	F
460 501 Lynchburg Hwy	City of Lynchburg (Maint: 15)	2.36	25000	B	94%	0%	1%	1%	4%	0%	C	0.107	A	0.529	27000	B
460 Lynchburg Hwy	City of Lynchburg (Maint: 15)	1.56	25000	N	94%	0%	1%	1%	4%	0%	N	0.099	N	0.649	27000	N
Bus 460 Timberlake Rd	City of Lynchburg	0.62	31000	F	98%	0%	1%	0%	1%	0%	C	0.088	F	0.578	33000	F
Bus 460 Timberlake Rd	City of Lynchburg	1.14	27000	F	98%	0%	0%	0%	1%	0%	F	0.088	F	0.548	28000	F
Bus 460 Timberlake Rd	City of Lynchburg	0.37	32000	F	98%	0%	0%	0%	1%	0%	F	0.092	F	0.561	34000	F
Bus 460 Fort Ave	City of Lynchburg	1.15	19000	F	98%	0%	0%	0%	1%	0%	F	0.092	F	0.552	20000	F
Bus 460 Bus 29 Fort Ave	City of Lynchburg	1.19	24000	G	98%	0%	1%	0%	0%	0%	C	NA		25000	G	
Bus 460 Fort Ave	City of Lynchburg	0.57	23000	F	98%	0%	0%	0%	1%	0%	F	0.09	F	0.55	26000	F
Bus 460 221 Fort Ave	City of Lynchburg	0.42	12000	F	97%	1%	1%	0%	1%	0%	C	0.089	F	0.511	13000	F
Bus 460 221 12th St	City of Lynchburg	0.25	12000	N	97%	1%	1%	0%	1%	0%	N	0.089	N	0.511	13000	N
Bus 460 Bus 221 Bus 501 12th Street	City of Lynchburg	0.18	11000	F	96%	1%	1%	1%	1%	0%	F	0.102	F	0.63	12000	F
Bus 460 Bus 221 Bus 501 Kemper St	City of Lynchburg	0.41	11000	F	96%	1%	1%	1%	1%	0%	C	0.088	F	0.621	12000	F
Bus 460 Bus 501 Kemper St	City of Lynchburg	0.34	13000	F	93%	1%	3%	2%	2%	0%	F	0.093	F	0.608	15000	F
Bus 460 Bus 501 Campbell Ave	City of Lynchburg	0.88	19000	F	93%	1%	3%	2%	2%	0%	C	0.095	F	0.631	21000	F
Bus 460 Bus 501 Campbell Ave	City of Lynchburg	0.48	18000	F	93%	1%	3%	2%	2%	0%	F	0.093	F	0.617	20000	F

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
Bus 460	City of Lynchburg	From: Florida Ave	0.23	21000	F	93%	1%	3%	2%	2%	0%	F	0.098	F	0.591	23000	F
Bus 501		To: US 460 Richmond Hwy															
501	City of Lynchburg	From: SCL Lynchburg	0.99	12000	F	97%	0%	1%	0%	1%	0%	F	0.098	F	0.677	12000	F
		To: US 460															
501	City of Lynchburg (Maint: 15)	From: US 501	2.36	25000	B	94%	0%	1%	1%	4%	0%	C	0.107	A	0.529	27000	B
460		To: US 460															
501	City of Lynchburg	From: SR 128 Mayflower Dr	0.59	26000	F	95%	1%	1%	1%	2%	0%	F	0.090	F	0.546	28000	F
		To: US 29 Lynchburg Expressway															
501	City of Lynchburg	From: US 29 LYNCHBURG EXP	0.34	43000	N	93%	0%	1%	1%	5%	0%	N	0.090	N	0.548	45000	N
29		To: WARDS RD EXIT															
501	City of Lynchburg	From: Timberlake Rd	1.51	40000	F	95%	1%	1%	1%	2%	0%	C	0.089	F	0.52	44000	F
		To: Graves Mill Rd															
501	City of Lynchburg	From: Lakeside Dr	1.24	30000	F	95%	1%	1%	1%	2%	0%	F	0.087	F	0.527	33000	F
		To: Wiggington Rd															
501	City of Lynchburg	From: Boonsboro Rd	1.54	13000	F	96%	0%	1%	1%	2%	0%	C	0.087	F	0.554	15000	F
		To: Lynchburg Expressway															
501	City of Lynchburg	From: WCL Lynchburg	1.86	13000	F	96%	0%	1%	1%	2%	0%	F	0.089	F	0.535	14000	F
		To: Lynchburg Expressway															
501	City of Lynchburg	From: US 460	1.80	8900	F	96%	0%	1%	0%	2%	0%	C	0.095	F	0.608	9700	F
		To: Florida Ave															
Bus 501	City of Lynchburg	From: Mayflower Dr	0.23	21000	F	93%	1%	3%	2%	2%	0%	F	0.098	F	0.591	23000	F
Bus 460		To: Florida Ave															
Bus 501	City of Lynchburg	From: Kempfer St	0.48	18000	F	93%	1%	3%	2%	2%	0%	F	0.093	F	0.617	20000	F
Bus 460		To: Mayflower Dr															
Bus 501	City of Lynchburg	From: Campbell Ave	0.88	19000	F	93%	1%	3%	2%	2%	0%	C	0.095	F	0.631	21000	F
Bus 460		To: Kempfer St															
Bus 501	City of Lynchburg	From: Lynchburg Expressway	0.34	13000	F	93%	1%	3%	2%	2%	0%	F	0.093	F	0.608	15000	F
Bus 460		To: Kempfer St															

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							2Axle	3+Axle	1Trail	2Trail						
Bus 501 221 460 Kemper St	City of Lynchburg	From: US 221 To: 12TH STREET	0.41	11000	F	96%	1%	1%	1%	0%	C	0.088	F	0.621	12000	F
Bus 501 221 460 12th Street	City of Lynchburg	From: 118-6027; 118-6031 To: FORT AVE	0.18	11000	F	96%	1%	1%	1%	0%	F	0.102	F	0.63	12000	F
Bus 501 Campbell Ave	City of Lynchburg	From: Park Ave To: Memorial Ave	0.23	9100	F	98%	1%	1%	0%	0%	F	0.092	F	0.733	10000	F
Bus 501 Langhorne Rd	City of Lynchburg	From: Memorial Ave To: Murrell Rd	0.27	9600	F	98%	1%	1%	0%	0%	F	0.086	F	0.511	11000	F
Bus 501 Langhorne Rd	City of Lynchburg	From: Murrell Rd To: Hill St	0.29	18000	F	98%	1%	1%	0%	0%	F	0.085	F	0.546	20000	F
Bus 501 Langhorne Rd	City of Lynchburg	From: Hill St To: Cranchill Dr	1.06	13000	F	98%	1%	1%	0%	0%	C	0.09	F	0.526	15000	F
Bus 501 Langhorne Rd	City of Lynchburg	From: Cranchill Dr To: Rivermont Terrace Langhorne Rd	0.47	13000	G	98%	1%	1%	0%	0%	F	NA		13000	G	
Bus 501 Langhorne Rd	City of Lynchburg	From: Rivermont Terrace Langhorne Rd To: Rivermont Ave Rivermont Terrace	1.37	8600	F	99%	1%	0%	0%	0%	C	0.089	F	0.666	9400	F
Bus 501 Rivermont Terrace	City of Lynchburg	From: Rivermont Ave Rivermont Terrace To: Link Rd	0.25	6100	F	99%	1%	0%	0%	0%	F	0.097	F	0.726	6600	F
Bus 501 Rivermont Ave	City of Lynchburg	From: Link Rd To: Trents Ferry Rd	0.44	17000	F	99%	0%	0%	0%	0%	F	0.091	F	0.565	18000	F
Bus 501 Boonsboro Rd	City of Lynchburg	From: Trents Ferry Rd To: Lynchburg Expressway	0.76	14000	F	99%	0%	0%	0%	0%	F	0.092	F	0.585	15000	F
Bus 501 Boonsboro Rd	City of Lynchburg	From: Lynchburg Expressway	1.75	13000	F	99%	0%	0%	0%	0%	C	0.093	F	0.558	14000	F

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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							
<b>City of Lynchburg</b>																
① Pawnee Dr	0.86	340	F	81%	5%	13%	1%	0%	0%	F	0.124	F	0.628	370	F	2004
				From:	Long Meadow Dr											
				To:	Sandusky Dr											
② 9th Street	0.18	890	F	81%	5%	13%	1%	0%	0%	C	0.134	F	0.528	980	F	2004
				From:	Church St											
				To:	Jefferson St											
③ Alta Lane	0.85	2900	F	98%	1%	0%	0%	0%	0%	C	0.106	F	0.578	3100	F	2004
				From:	Del Ray Circle											
				To:	Wards Ferry Rd											
④ Del Ray Circle	0.16	2900	F	98%	1%	0%	0%	0%	0%	F	0.104	F	0.553	3200	F	2004
				From:	Leesville Rd											
				To:	Alta lane											
⑤ 8th Street	0.59	1500	F	97%	1%	1%	0%	0%	0%	C	0.089	F	0.530	1600	F	2004
				From:	Park Ave											
				To:	Court St											
⑥ Langhorne Rd	0.16	1600	F	98%	1%	1%	0%	0%	0%	F	0.098	F	0.754	1800	F	2004
				From:	CIUS 501 Rivermont Terrace											
				To:	Villa Rd											
⑥ Villa Rd	0.12	1700	F	98%	1%	1%	0%	0%	0%	F	0.097	F	0.671	1800	F	2004
				From:	Langhorne Rd											
				To:	Rivermont Ave											
⑦ Long Meadow Dr	0.73	2300	F	98%	0%	1%	0%	1%	0%	F	0.117	F	0.517	2500	F	2004
				From:	CBUS 460 Fort Ave											
				To:	Pawnee Dr											
⑧ Sussex St	0.79	3200	F	98%	0%	1%	0%	1%	0%	F	0.101	F	0.651	3500	F	2004
				From:	Perrymont Ave											
				To:	Langhorne Rd											
⑨ University Blvd	0.42	9700	F	99%	0%	0%	0%	0%	0%	C	0.127	F	0.627	11000	F	2004
				From:	Entrance to Liberty University											
				To:	Candlers Mountain Rd											
⑥001 V E S Road	0.92	2600	F	97%	1%	1%	0%	0%	0%	C	0.11	F	0.67	2900	F	2004
				From:	CIUS 501											
				To:	Williams Rd											
⑥002 Trents Ferry Rd	1.88	1400	F	98%	1%	1%	0%	0%	0%	C	0.097	F	0.550	1500	F	2004
				From:	Boonsboro Rd											
				To:	Bedford County Line											
⑥003 Link Rd	0.78	8800	F	99%	1%	0%	0%	0%	0%	F	0.085	F	0.563	9700	F	2004
				From:	Old Forest Rd											
				To:	Cranehill Dr											
⑥003 Link Rd	1.32	7600	F	99%	1%	0%	0%	0%	0%	C	0.086	F	0.508	8400	F	2004
				From:	Cranehill Rd											
				To:	Rivermont Ave											
⑥004 Wiggington Rd	1.04	3600	F	98%	1%	1%	0%	0%	0%	F	0.108	F	0.686	4000	F	2004
				From:	Old Forest Rd											
				To:	Lynchburg Exp											
⑥004 Wiggington Rd	0.76	3400	F	98%	1%	1%	0%	0%	0%	C	0.106	F	0.832	3700	F	2004
				From:	Chadwick Dr											
⑥004 Wiggington Rd	1.82	1200	F	98%	1%	1%	0%	0%	0%	F	0.114	F	0.632	1300	F	2004
				From:	Hawkins Mill Rd											
				To:	Wiggington Rd											
⑥004 Hawkins Mill Rd	0.36	1600	F	97%	2%	1%	0%	0%	0%	C	0.119	F	0.598	1700	F	2004
				From:	Coffee Rd											
				To:	Hawkins Mill Rd											
⑥004 Coffee Rd	0.89	1900	G	97%	2%	1%	0%	0%	0%	F	NA			2000	G	2004
				From:	Walnut Hollow Rd											
⑥004 Coffee Rd	0.33	3300	F	97%	2%	1%	0%	0%	0%	F	0.104	F	0.757	3600	F	2004
				From:	US 501											
				To:												

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						2Axle	3+Axle	1Trail	2Trail									
<b>City of Lynchburg</b>																		
6009	Graves Mill Rd	0.60	5400	F	97%	1%	1%	0%	1%	0%	F	0.105	F	0.544	5900	F	2004	
					From:	US 460 Bus Fort Ave												
					To:	Old Mill Rd												
6009	Graves Mill Rd	0.66	4300	F	97%	1%	1%	0%	1%	0%	F	0.103	F	0.514	4700	F	2004	
					From:	Nationwide Dr												
					To:	US 501 Lynchburg Expressway												
6009	Graves Mill Rd	0.27	8300	F	97%	1%	1%	0%	1%	0%	F	0.095	F	0.653	9100	F	2004	
					From:	US 501 Lynchburg Expressway												
					To:	Old Graves Mill Rd												
6009	Graves Mill Rd	1.04	19000	F	97%	1%	1%	0%	1%	0%	F	0.096	F	0.508	21000	F	2004	
					From:	WCL Lynchburg 09-1425												
					To:	Pearl St												
6012	Church St	0.30	4300	F	98%	1%	1%	0%	1%	0%	C	0.115	F		4700	F	2004	
					From:	11Th St												
					To:	5th St												
6012	Rivermont Ave	0.90	14000	F	98%	1%	1%	0%	1%	0%	C	0.090	F	0.586	16000	F	2004	
					From:	Bedford Ave E INT												
					To:	Rivermont Ave E Int												
6012	Bedford Ave	0.96	4000	F	97%	1%	1%	0%	2%	0%	C	0.087	F	0.519	4400	F	2004	
					From:	Rivermont Ave W Int												
					To:	Bedford Ave W Int												
6012	Rivermont Ave	1.01	7400	F	97%	1%	1%	0%	2%	0%	F	0.103	F		8100	F	2004	
					From:	Rivermont Terrace												
					To:	Bedford Ave W Int												
6020	Rivermont Ave	1.11	8900	F	97%	1%	1%	0%	2%	0%	F	0.096	F	0.589	9700	F	2004	
					From:	Bedford Ave E Int												
					To:	Bedford Ave												
6022	Hollins Mill Rd	1.16	3200	F	97%	1%	1%	0%	2%	0%	F	0.097	F	0.597	3500	F	2004	
					From:	Hollins St												
					To:	5Th St												
6023	Murrell Rd	0.37	7900	F	97%	1%	1%	0%	2%	0%	F	0.092	F	0.524	8700	F	2004	
					From:	Lakeside Dr												
					To:	Langhorne Rd												
6027	12th Street	0.80	6200	F	96%	1%	2%	0%	1%	0%	F	0.085	F	0.539	6700	F	2004	
					From:	Kemper St												
					To:	Clay St.												
6027	12th Street	0.25	4800	F	96%	1%	2%	0%	1%	0%	F	0.097	F	0.537	5200	F	2004	
					From:	Commerce St.												
					To:	5Th St												
6028	Commerce St	0.33	3800	F	96%	1%	2%	0%	1%	0%	F	0.110	F	0.541	4100	F	2004	
					From:	10Th St												
					To:	Main St												
6029	Fort Ave	0.43	5700	F	96%	1%	2%	0%	1%	0%	F	0.086	F	0.594	6200	F	2004	
					From:	Wadsworth Ave												
					To:	Kemper St												
6029	Park Ave	0.28	8300	F	96%	1%	2%	0%	1%	0%	F	0.08	F	0.505	9100	F	2004	
					From:	9Th St												
					To:	5Th St												
6029	Park Ave	0.36	6400	F	96%	1%	2%	0%	1%	0%	F	0.079	F	0.5	7000	F	2004	
					From:	Oakley Ave												
					To:	Murrell Rd												

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Lynchburg</b>																
(6031) Lakeside Dr	0.34	6000	G	96%	1%	From: Murrell Rd To: Memorial Ave				C	NA			6400	G	2004
(6031) Park Ave	0.36	6600	F	98%	1%	From: Langhorne Rd To: CIUS 501				F	0.096	F	0.502	7200	F	2004
(6031) Park Ave	0.35	8200	F	96%	1%	From: US 221; 118-6027; 12Th St To: Florida Ave				F	0.084	F	0.537	9000	F	2004
(6032) Main St	0.25	2800	F	98%	1%	From: Lynchburg Expressway To: Lynchburg Exp				F	0.098	F		3100	F	2004
(6032) Main St	0.28	6300	F	98%	1%	From: 12Th St To: 5Th St				F	0.091	F	0.865	6900	F	2004
(6032) Main St	0.55	5800	F	98%	1%	From: Campbell Ave To: Augusta St				F	0.095	F		6400	F	2004
(6033) Florida Ave	1.28	4500	F	98%	1%	From: Main St To: Florida Ave				C	0.113	F	0.623	4900	F	2004
(6033) Florida Ave	0.88	3600	F	98%	1%	From: ECL Lynchburg To: SCL Lynchburg				F	0.102	F	0.616	3900	F	2004
(6034) Martin St	0.58	1100	F	98%	1%	From: Ramp From US 460; FR 906 To: SR 128; Mayflower Drive				C	0.111	F	0.676	1200	F	2004
(6035) Candler Mtn Rd	1.09	2800	F	99%	0%	From: 5Th St To: 12Th St				C	0.094	F	0.705	3100	F	2004
(6035) Candler Mtn Rd	0.74	12000	F	99%	0%	From: Florida Ave To: Florida Ave				F	0.085	F	0.524	13000	F	2004
(6036) Clay St	0.50	1600	F	97%	0%	From: Wythe St To: Carroll Ave				C	0.114	F	0.662	1800	F	2004
(6036) Grace St	0.88	3200	F	97%	1%	From: Fort Ave To: Stadium Dr				C	0.106	F	0.652	3500	F	2004
(6037) Stadium Dr	0.38	4400	F	97%	1%	From: Stadium Dr To: Carroll Ave				F	0.097	F	0.556	4800	F	2004
(6038) Wythe St	0.27	7000	F	96%	1%	From: Stadium Dr To: Carroll Ave				C	0.088	F	0.55	7600	F	2004
(6040) James St	0.22	3500	F	96%	1%	From: Langhorne Rd To: Link Rd				C	0.1	F	0.508	3800	F	2004
(6042) Cranehill Dr	1.04	1300	F	95%	4%	From: US 501 NW Expressway To: Forrest Brook Rd				C	0.145	F	0.624	1400	F	2004
(6044) Old Forest Rd	0.94	19000	F	95%	4%	From: Link Rd To: Link Rd				F	0.083	F	0.559	21000	F	2004
(6044) Old Forest Rd	0.45	18000	F	98%	0%	From: Linkhome Dr To: Lakeside Dr				C	0.084	F	0.508	20000	F	2004
(6044) Old Forest Rd	0.21	13000	F	98%	0%	From: Linkhome Dr To: Lakeside Dr				F	0.091	F	0.564	15000	F	2004
(6044) Old Forest Rd	1.61	9500	F	98%	0%	From: Linkhome Dr To: Lakeside Dr				F	0.092	F	0.606	10000	F	2004

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Lynchburg</b>																
(6045) Greenwood Dr	0.38	3900	F	98%	1%	1%	0%	1%	0%	C	0.112	F	0.66	4300	F	2004
						From: Oakdale Dr										
						To: Perrymont Ave										
(6045) Thomas Dr	0.71	5500	F	98%	1%	1%	0%	1%	0%	F	0.116	F	0.55	6000	F	2004
						From: Langhorne Ln										
						To: Oakley Ave										
(6045) Richmond Rd	0.35	4900	G	97%	1%	1%	1%	0%	0%	C	NA			5200	G	2004
						From: Greenwood Dr										
						To: Pawnee Dr										
(6046) Sandusky Dr	0.77	3700	F	98%	1%	1%	0%	0%	0%	C	0.105	F	0.614	4000	F	2004
						From: Fort Ave										
(6046) Sandusky Dr	0.49	4800	F	98%	1%	0%	0%	0%	0%	C	0.107	F	0.537	5300	F	2004
						From: US 29 Bus Fort Ave										
						To: Greenwood Dr										
(6048) Perrymont Ave	0.84	4700	F	98%	1%	1%	0%	1%	0%	C	0.153	F	0.827	5100	F	2004
						From: Lynchburg Expressway										
(6050) Odd Fellows Rd	0.60	7900	F	87%	2%	3%	2%	6%	0%	F	0.093	F	0.587	8600	F	2004
						From: Mayflower Dr										
						To: Dead End										
(6050) Odd Fellows Rd	0.67	1300	F	87%	2%	3%	2%	6%	0%	C	0.115	F	0.663	1400	F	2004
						From: 12Th St										
(6052) Campbell Ave	0.33	7000	F	99%	0%	1%	0%	0%	0%	C	0.095	F	0.666	7700	F	2004
						From: 17Th St										
						To: Kemper St										
(6052) Campbell Ave	0.41	7000	F	99%	0%	1%	0%	0%	0%	F	0.095	F	0.648	7700	F	2004
						From: CBus 460 Fenwick & Sheffield Dr										
(6054) Fenwick Dr	0.96	4200	F	98%	0%	1%	1%	0%	0%	F	0.103	F	0.521	4600	F	2004
						To: CBus 29 Wards Rd										
						From: WCL Lynchburg										
(6056) Greenview Dr	1.29	14000	F	98%	0%	1%	1%	0%	0%	C	0.084	F	0.518	15000	F	2004
						To: Leesville Rd										
						From: SCL Lynchburg										
(6066) Leesville Rd	1.14	7600	G	98%	1%	1%	1%	0%	0%	F	NA			8000	G	2004
						From: North St										
(6066) Leesville Rd	1.15	7200	F	98%	1%	1%	1%	0%	0%	C	0.107	F	0.609	7900	F	2004
						To: Timberlake Rd										
						From: CBusUS 460 Logans Lane										
(6070) Wards Ferry Road	1.29	8100	F	99%	0%	0%	0%	0%	0%	F	0.094	F	0.546	8900	F	2004
						To: Harvard St										
(6070) Wards Ferry Road	1.06	7800	F	99%	0%	0%	0%	0%	0%	C	0.099	F	0.57	8600	F	2004
						To: US 29; Wards Rd										
						From: Wards Ferry Rd										
(6071) Harvard St	0.08	200	F	98%	0%	1%	0%	1%	0%	F	0.107	F	0.755	220	F	2004
						To: College Park Dr										
						From: Timberlake Rd										
(6072) Old Graves Mill Rd	1.70	9800	F	98%	0%	1%	0%	1%	0%	C	0.096	F	0.653	11000	F	2004
						To: Graves Mill Rd										
						From: Graves Mill Rd										
(6073) McConville Rd	1.80	4700	F	99%	0%	0%	0%	0%	0%	C	0.099	F	0.514	5200	F	2004
						To: Wyndale Dr										
						From: McConville Rd										
(6073) Wyndale Dr	0.24	3400	F	98%	0%	1%	0%	0%	0%	C	0.094	F	0.571	3700	F	2004
						To: Lakeside Dr										
						From: Link Rd										
(6074) Evergreen Rd	0.33	1900	F	98%	1%	1%	0%	0%	0%	C	0.104	F	0.647	2100	F	2004
						To: Indian Hill Rd										

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Lynchburg</b>																
(6074) Indian Hill Rd	0.98	1700	F	98%	1%	1%	0%	0%	0%	F	0.102	F	0.563	1800	F	2004
				From:	Evergreen Rd											
				To:	Burnt Bridge Rd											
(6074) Burnt Bridge Rd	0.97	1800	G	98%	1%	1%	0%	0%	0%	C	NA			1900	G	2004
				From:	Indian Hill Rd											
				To:	Boonsboro Rd											
(6075) Langhorne Lane	0.34	2900	F	98%	1%	1%	0%	0%	0%	C	0.098	F	0.546	3200	F	2004
				From:	Richmond St											
				To:	Eldon St											
(6075) Eldon St	0.07	2800	F	98%	1%	1%	0%	0%	0%	F	0.1	F	0.568	3000	F	2004
				From:	Langhorne Ln											
				To:	Memorial Ave											
(6076) Linkhorne Rd	0.59	3000	F	98%	1%	1%	0%	0%	0%	F	0.134	F	0.521	3300	F	2004
				From:	Old Forest Rd											
				To:	Cranehill Dr											
(6077) Jefferson St	0.41	1400	F	98%	1%	1%	0%	0%	0%	F	0.118	F	0.617	1600	F	2004
				From:	7Th St											
				To:	Concord TnPk											
(6078) Washington St	0.11	1400	F	91%	1%	1%	5%	2%	0%	F	0.100	F	0.504	1600	F	2004
				From:	Main St											
				To:	Jefferson St											
(6078) Concord TnPk	1.66	3200	F	91%	1%	1%	5%	2%	0%	F	0.103	F	0.591	3500	F	2004
				From:	Jefferson St											
				To:	Rockwell Rd											
(6078) Concord TnPk	1.07	3200	F	91%	1%	1%	5%	2%	0%	C	0.097	F	0.537	3500	F	2004
				From:	Rockwell Rd											
				To:	US 460											
(6080) Court St	0.50	1400	F	91%	1%	1%	5%	2%	0%	F	0.122	F	0.603	1600	F	2004
				From:	12Th St											
				To:	5Th St											
(6081) Forest Brook Rd	0.92	2700	F	97%	1%	1%	1%	1%	0%	C	0.1	F	0.542	2900	F	2004
				From:	Lakeside Dr											
				To:	Old Forest Rd											
(6082) Hill St	0.58	6700	F	99%	1%	0%	0%	0%	0%	F	0.096	F	0.69	7400	F	2004
				From:	Old Forest Rd											
				To:	Langhorne Rd											
(6083) Edgewood Ave	0.73	2200	F	99%	1%	0%	0%	0%	0%	C	0.099	F	0.588	2400	F	2004
				From:	Fort Ave											
				To:	Wards Rd											
4th Street		90	F								0.152	F		100	F	2004
				From:	Wise St											
				To:	Monroe St											
Caroline St		500	F								0.099	F		540	F	2004
				From:	York St											
				To:	Chambers St											
Chambers St		860	F								0.102	F		950	F	2004
				From:	Caroline St											
				To:	2Nd St											
Clayton Ave		650	F								0.151	F		720	F	2004
				From:	Morningside Dr											
				To:	Spottswood Pl											
Danridge Dr		1200	F								0.111	F		1300	F	2004
				From:	Berkley Pl											
				To:	Craigmont Dr											
Fairview Ave		430	F								0.103	F		470	F	2004
				From:	Maryland Ave											
				To:	Mackel St											



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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Lynchburg</b>																
Fleetwood Dr		1200	F								0.118	F		1300	F	2004
Georgia Ave		220	F								0.117	F		240	F	2004
Gorman Dr		330	F								0.122	F		370	F	2004
Hawthorne Rd		170	F								0.147	F		180	F	2004
Hayes Dr		120	F								0.112	F		140	F	2004
John Scott Dr		400	F	97%	2%	1%	0%	1%	0%	C	0.111	F		440	F	2004
Leyburn Ave		280	F								0.158	F		310	F	2004
Locksview Dr		1000	F								0.116	F		1100	F	2004
Maryland Ave		270	F								0.103	F		300	F	2004
McKinney Ave		340	F								0.083	F		370	F	2004
Mimosa Dr		700	F								0.109	F		770	F	2004
Morningside Dr		410	F								0.183	F		450	F	2004
Myrtle St		600	F								0.123	F		660	F	2004
New Hampshire Ave		430	F								0.160	F		470	F	2004
Oxford St		370	F								0.115	F		410	F	2004
Page St		3200	F								0.096	F		3500	F	2004
Rhode Island Ave		150	G								NA			150	G	2004
Sanhill Dr		390	F								0.128	F		430	F	2004
Texas Ave		310	F								0.119	F		340	F	2004

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Lynchburg</b>																
Warren Ave		200	F			From: Wingfield Ave					0.123	F	220	F	2004	
						To: Perry Ave										