

2005

**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
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 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



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
2005
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	35000	G	93%	0%	1%	1%	4%	0%	F	0.098	F	0.64	37000	G
To: Candler Mountain Rd																
29 460 Lynchburg Hwy	City of Lynchburg (Maint: 15)	0.44	29000	G	93%	0%	1%	1%	4%	0%	F	0.099	F	0.649	31000	G
To: US 501																
29 460 501 Lynchburg Hwy	City of Lynchburg (Maint: 15)	2.36	29000	A	93%	0%	1%	1%	4%	0%	C	0.118	A	0.533	31000	A
To: US 501 Campbell Ave																
29 460 Lynchburg Hwy	City of Lynchburg (Maint: 15)	2.00	27000	N	93%	0%	1%	1%	4%	0%	N	0.083	N	0.539	29000	N
To: US 29																
From: SCL Lynchburg																
29	City of Lynchburg (Maint: 15)	0.33	17000	F	88%	1%	1%	1%	9%	0%	F	NA		NA		
<i>Lynchburg, Madison Heights Bypass completed October 2005</i>																
To: NCL Lynchburg																
From: SCL Lynchburg																
Bus 29 Wards Road	City of Lynchburg	1.64	35000	G	93%	0%	1%	1%	5%	0%	F	0.078	F	0.544	36000	G
To: US 501; SR 163 Lynchburg Expressway																
From: SR 163 Wards Rd																
Bus 29 501 Lynchburg Expressway	City of Lynchburg	0.34	45000	N	93%	0%	1%	1%	5%	0%	N	0.090	N	0.548	46000	N
To: Candler Mt Rd																
Bus 29 Lynchburg Expressway	City of Lynchburg	1.37	45000	G	93%	0%	1%	1%	5%	0%	F	0.090	F	0.548	46000	G
To: Odd Fellows Rd																
Bus 29 Lynchburg Expressway	City of Lynchburg	1.46	45000	G	93%	0%	1%	1%	5%	0%	F	0.087	F	0.539	46000	G
To: Kemper Street																
Bus 29 Lynchburg Expressway	City of Lynchburg	1.02	45000	G	93%	0%	1%	1%	5%	0%	F	0.089	F	0.525	47000	G
To: Main Street																
Bus 29 Lynchburg Expressway	City of Lynchburg	0.22	34000	G	93%	0%	1%	1%	5%	0%	F	0.085	F	0.549	35000	G
To: Amherst County Line																
From: US 29 Bus Wards Rd																
128 Candler Mt Rd	City of Lynchburg	0.29	18000	G	90%	4%	2%	1%	4%	0%	F	0.088	F	0.567	20000	G
To: US 501 Lynchburg Exp																
From: RT 501 W																
128 501 Candler Mtn Rd	City of Lynchburg	0.40	35000	G	96%	1%	1%	1%	2%	0%	F	0.084	F	0.539	39000	G
To: RT 501 E																
From: US 501 Candler's Mt Rd																
128 Mayflower Dr	City of Lynchburg	1.30	7800	G	90%	4%	2%	1%	4%	0%	C	0.094	F	0.538	8600	G
To: Odd Fellows Rd																
From: US 501 Bus Campbell Ave																
128 Mayflower Dr	City of Lynchburg	1.48	2000	G	97%	2%	1%	0%	0%	0%	C	0.102	F	0.681	2200	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							
163 Wards Road	City of Lynchburg	0.44	17000	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.504	19000	G	
		From: Bus US 29, US 501 Lynchburg Expressway															
		To: SR 128 Candler Mtn Rd															
163 Wards Road	City of Lynchburg	0.42	23000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.514	26000	G	
		From: SR 163 formerly Bus US 29															
		To: Bus US 460 Fort Avenue															
163 460 Fort Ave	City of Lynchburg	1.19	22000	F	98%	0%	1%	0%	0%	0%	C	0.085	F	0.554	24000	F	
		From: Wards Rd															
		To: SR 163 formerly Bus US 29															
		From: Memorial Ave															
163 Memorial Ave	City of Lynchburg	0.60	10000	G	98%	1%	1%	0%	0%	0%	F	NA		11000	G		
		From: Fort Ave															
		To: SR 163 formerly Bus US 29															
		From: Oakley Ave															
163 Memorial Ave	City of Lynchburg	0.47	11000	F	98%	1%	1%	0%	0%	0%	C	0.09	F	0.54	12000	F	
		From: SR 163 formerly Bus US 29															
		To: Park Ave															
163 Memorial Ave	City of Lynchburg	0.33	12000	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.599	13000	G	
		From: SR 163 formerly Bus US 29															
		To: Langhorne Rd															
163 5th Street	City of Lynchburg	0.17	14000	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.502	16000	G	
		From: SR 163 formerly Bus US 29															
		To: Pollard St															
163 5th Street	City of Lynchburg	0.26	14000	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.534	16000	G	
		From: SR 163 formerly Bus US 29															
		To: Pierce St															
163 5th Street	City of Lynchburg	0.27	14000	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.503	15000	G	
		From: SR 163 formerly Bus US 29															
		To: Park Ave															
163 5th Street	City of Lynchburg	0.38	16000	G	98%	0%	1%	0%	1%	0%	F	0.082	F	0.513	18000	G	
		From: SR 163 formerly Bus US 29															
		To: Clay St															
163 5th Street	City of Lynchburg	0.57	15000	G	98%	0%	1%	0%	1%	0%	C	0.091	F	0.643	16000	G	
		From: SR 163 formerly Bus US 29															
		To: Amherst County Line															
221 Lakeside Dr	City of Lynchburg	0.53	26000	F	98%	0%	1%	0%	1%	0%	C	0.086	F	0.542	29000	F	
		From: WCL Lynchburg															
		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						
221 Lakeside Dr	City of Lynchburg	0.94	14000	F	98%	0%	1%	1%	1%	0%	C	0.088	F	0.619	16000	F
221 Lakeside Dr	City of Lynchburg	1.52	13000	F	98%	1%	1%	0%	1%	0%	C	0.084	F	0.537	14000	F
221 Lakeside Dr	City of Lynchburg	0.15	16000	F	98%	1%	1%	0%	0%	0%	C	0.081	F	0.586	18000	F
221 Oakley Ave	City of Lynchburg	0.57	9100	F	98%	1%	1%	0%	0%	0%	C	0.085	F	0.532	10000	F
221 Oakley Ave	City of Lynchburg	0.24	11000	G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.621	12000	G
221 460 Fort Ave	City of Lynchburg	0.42	12000	G	97%	1%	1%	0%	1%	0%	C	0.089	F	0.511	13000	G
221 460 12th St	City of Lynchburg	0.25	12000	N	97%	1%	1%	0%	1%	0%	N	0.089	N	0.511	13000	N
221 460 501 12th Street	City of Lynchburg	0.18	7500	F	96%	1%	1%	0%	1%	0%	C	0.086	F	0.565	8200	F
221 460 501 Kemper St	City of Lynchburg	0.41	11000	F	97%	1%	1%	1%	1%	0%	C	0.092	F	0.602	12000	F
460 29 Lynchburg Hwy	City of Lynchburg (Maint: 15)	1.13	35000	G	93%	0%	1%	1%	4%	0%	F	0.098	F	0.64	37000	G
460 29 Lynchburg Hwy	City of Lynchburg (Maint: 15)	0.44	29000	G	93%	0%	1%	1%	4%	0%	F	0.099	F	0.649	31000	G
460 29 501 Lynchburg Hwy	City of Lynchburg (Maint: 15)	2.36	29000	A	93%	0%	1%	1%	4%	0%	C	0.118	A	0.533	31000	A
460 29 Lynchburg Hwy	City of Lynchburg (Maint: 15)	2.00	27000	N	93%	0%	1%	1%	4%	0%	N	0.083	N	0.539	29000	N
460 Lynchburg Hwy	City of Lynchburg (Maint: 15)	0.11	27000	N	93%	0%	1%	1%	4%	0%	N	0.083	N	0.539	29000	N
460 Timberlake Rd	City of Lynchburg	0.62	31000	G	98%	0%	0%	0%	1%	0%	F	0.088	F	0.578	33000	G
460 Timberlake Rd	City of Lynchburg	1.14	27000	G	98%	0%	0%	0%	1%	0%	F	0.088	F	0.548	28000	G

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 460 Timberlake Rd	From: Leesville Rd City of Lynchburg	0.37	33000	G	98%	0%	0%	0%	1%	0%	F	0.092	F	0.561	35000	G
Bus 460 Fort Ave	From: US 501 Lynchburg Expressway City of Lynchburg	1.15	19000	G	98%	0%	0%	0%	1%	0%	F	0.092	F	0.552	20000	G
Bus 460 163 Fort Ave	From: Bus US 29 Wards Rd City of Lynchburg	1.19	22000	F	98%	0%	1%	0%	0%	0%	C	0.085	F	0.554	24000	F
	To: SR 163 formerly Bus US 29															
Bus 460 Fort Ave	From: Bus US 29 Memorial Ave City of Lynchburg	0.57	25000	G	98%	0%	0%	0%	1%	0%	F	0.09	F	0.55	26000	G
Bus 460 221 Fort Ave	From: US 221 Oakley Ave City of Lynchburg	0.42	12000	G	97%	1%	1%	0%	1%	0%	C	0.089	F	0.511	13000	G
Bus 460 221 12th St	From: 118-6029 Fort Ave City of Lynchburg	0.25	12000	N	97%	1%	1%	0%	1%	0%	N	0.089	N	0.511	13000	N
Bus 460 221 501 12th Street	From: Bus US 501 Campbell Ave City of Lynchburg	0.18	7500	F	96%	1%	1%	0%	1%	0%	C	0.086	F	0.565	8200	F
	To: Kemper St															
Bus 460 221 501 Kemper St	From: 12th Street City of Lynchburg	0.41	11000	F	97%	1%	1%	1%	1%	0%	C	0.092	F	0.602	12000	F
	To: Bus US 29 Lynchburg Expressway															
Bus 460 501 Kemper St	From: US 29 Lynchburg Expressway City of Lynchburg	0.34	12000	F	96%	1%	1%	1%	2%	0%	C	0.093	F	0.604	13000	F
	To: Campbell Ave															
Bus 460 501 Campbell Ave	From: Kemper St City of Lynchburg	0.88	19000	G	93%	1%	3%	2%	2%	0%	C	0.095	F	0.631	21000	G
	To: Mayflower Dr															
Bus 460 501 Campbell Ave	From: Mayflower Dr City of Lynchburg	0.48	18000	G	93%	1%	3%	2%	2%	0%	F	0.093	F	0.617	20000	G
	To: Florida Ave															
Bus 460 501 Campbell Ave	From: Florida Ave City of Lynchburg	0.23	21000	G	93%	1%	3%	2%	2%	0%	F	0.098	F	0.591	23000	G
	To: US 460 Richmond Hwy															
501 Campbell Ave	From: SCL Lynchburg City of Lynchburg	0.99	12000	G	97%	0%	1%	0%	2%	0%	F	0.098	F	0.677	13000	G
	To: US 460															
501 460 29 Lynchburg Hwy	From: US 460 City of Lynchburg (Maint: 15)	2.36	29000	A	93%	0%	1%	1%	4%	0%	C	0.118	A	0.533	31000	A
	To: US 501															
501	From: US 460 City of Lynchburg	0.59	26000	G	96%	1%	1%	1%	2%	0%	F	0.090	F	0.546	29000	G
	To: SR 128 Mayflower Dr															

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							2Axle	3+Axle	1Trail	2Trail						
From: SR 128 Mayflower Dr 501 128 Candler Mtn Rd	City of Lynchburg	0.40	35000	G	96%	1%	1%	1%	2%	0%	F	0.084	F	0.539	39000	G
To: US 29 Lynchburg Expressway																
From: US 29 LYNCHBURG EXP 501 29 Lynchburg Expressway	City of Lynchburg	0.34	45000	N	93%	0%	1%	1%	5%	0%	N	0.090	N	0.548	46000	N
To: WARDS RD EXIT																
From: WARDS RD EXIT 501 Lynchburg Expressway	City of Lynchburg	1.51	40000	F	96%	1%	1%	1%	2%	0%	C	0.090	F	0.509	44000	F
To: Timberlake Rd																
From: Timberlake Rd 501 Lynchburg Expressway Ext	City of Lynchburg	1.21	40000	G	96%	1%	1%	1%	2%	0%	F	0.088	F	0.539	44000	G
To: Graves Mill Rd																
From: Graves Mill Rd 501 Lynchburg Expressway	City of Lynchburg	1.24	31000	F	96%	0%	1%	1%	2%	0%	C	0.088	F	0.505	34000	F
To: Lakeside Dr																
From: Lakeside Dr 501 Lynchburg Expressway	City of Lynchburg	1.54	13000	G	96%	0%	1%	1%	2%	0%	C	0.087	F	0.554	15000	G
To: Wigginton Rd																
From: Wigginton Rd 501 Lynchburg Expressway	City of Lynchburg	1.86	13000	G	96%	0%	1%	1%	2%	0%	F	0.089	F	0.535	14000	G
To: Boonsboro Rd																
From: Boonsboro Rd 501 Boonsboro Rd	City of Lynchburg	1.80	8900	G	96%	0%	1%	0%	2%	0%	C	0.095	F	0.608	9800	G
To: WCL Lynchburg																
From: US 460 Bus 501 Bus 460 Campbell Ave	City of Lynchburg	0.23	21000	G	93%	1%	3%	2%	2%	0%	F	0.098	F	0.591	23000	G
To: Florida Ave																
From: Florida Ave Bus 501 Bus 460 Campbell Ave	City of Lynchburg	0.48	18000	G	93%	1%	3%	2%	2%	0%	F	0.093	F	0.617	20000	G
To: Mayflower Dr																
From: Mayflower Dr Bus 501 Bus 460 Campbell Ave	City of Lynchburg	0.88	19000	G	93%	1%	3%	2%	2%	0%	C	0.095	F	0.631	21000	G
To: Kemper St																
From: Campbell Ave Bus 501 Bus 460 Kemper St	City of Lynchburg	0.34	12000	F	96%	1%	1%	1%	2%	0%	C	0.093	F	0.604	13000	F
To: Lynchburg Expressway																
From: US 221 Bus 501 Bus 221 Bus 460 Kemper St	City of Lynchburg	0.41	11000	F	97%	1%	1%	1%	1%	0%	C	0.092	F	0.602	12000	F
To: 12TH STREET																
From: 118-6027; 118-6031 Bus 501 Bus 221 Bus 460 12th Street	City of Lynchburg	0.18	7500	F	96%	1%	1%	0%	1%	0%	C	0.086	F	0.565	8200	F
To: FORT AVE																
From: FORT AVE Bus 501 Campbell Ave	City of Lynchburg	0.23	9200	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.733	10000	G
To: Park Ave																
From: Park Ave Bus 501 Langhorne Rd	City of Lynchburg	0.27	10000	F	97%	1%	1%	0%	0%	0%	C	0.083	F	0.527	11000	F
To: Memorial 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						
Bus 501 Langhorne Rd	From: Memorial Ave To: City of Lynchburg	0.29	18000	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.546	20000	G
Bus 501 Langhorne Rd	From: Murrell Rd To: City of Lynchburg	1.06	14000	G	98%	1%	1%	0%	0%	0%	C	0.09	F	0.526	15000	G
Bus 501 Langhorne Rd	From: Hill St To: City of Lynchburg	0.47	11000	F	98%	1%	1%	0%	0%	0%	F	0.099	F	0.703	12000	F
Bus 501 Langhorne Rd	From: Cranchill Dr To: City of Lynchburg	1.37	8600	G	99%	1%	0%	0%	0%	0%	C	0.089	F	0.666	9400	G
Bus 501 Rivermont Terrace	From: Rivermont Terrace To: Langhorne Rd City of Lynchburg	0.25	6100	G	99%	1%	0%	0%	0%	0%	F	0.097	F	0.726	6700	G
Bus 501 Rivermont Ave	From: Rivermont Ave To: Rivermont Terrace City of Lynchburg	0.44	17000	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.565	18000	G
Bus 501 Boonsboro Rd	From: Link Rd To: City of Lynchburg	0.76	14000	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.585	15000	G
Bus 501 Boonsboro Rd	From: Trents Ferry Rd To: Lynchburg Expressway City of Lynchburg	1.75	13000	G	99%	0%	0%	0%	0%	0%	C	0.093	F	0.558	14000	G

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
(F794)	1.16	NA														
(F864)	0.12	NA														
(F905) Memo Rd	0.20	NA														
(F906)	0.40	NA														
(F907)	0.78	NA														
(F975)	0.46	NA														
(1) Pawnee Dr	0.86	340	G								0.124	F	0.628	370	G	2005
(2) 9th Street	0.18	900	G								0.134	F	0.528	980	G	2005
(3) Alta Lane	0.85	2900	G	98%	1%	0%	0%	0%	0%	C	0.106	F	0.578	3200	G	2005
(4) Del Ray Circle	0.16	2900	G	98%	1%	0%	0%	0%	0%	F	0.104	F	0.553	3200	G	2005
(5) 8th Street	0.59	1500	G	97%	1%	1%	0%	0%	0%	C	0.089	F	0.530	1600	G	2005
(6) Langhorne Rd	0.16	1600	G	98%	1%	1%	0%	0%	0%	F	0.098	F	0.754	1800	G	2005
(6) Villa Rd	0.12	1700	G	98%	1%	1%	0%	0%	0%	F	0.097	F	0.671	1800	G	2005
(7) Long Meadow Dr	0.73	2300	G	98%	0%	1%	0%	1%	0%	F	0.117	F	0.517	2500	G	2005
(8) Sussex St	0.79	3200	G	98%	0%	1%	0%	1%	0%	F	0.101	F	0.651	3500	G	2005
(9) University Blvd	0.42	9800	G	99%	0%	0%	0%	0%	0%	C	0.127	F	0.627	11000	G	2005
(6001) V E S Road	0.92	2600	G	97%	1%	1%	0%	0%	0%	C	0.11	F	0.67	2900	G	2005
(6002) Trents Ferry Rd	1.88	1400	G	98%	1%	1%	0%	0%	0%	C	0.097	F	0.550	1500	G	2005
(6003) Link Rd	0.78	8900	G	99%	1%	0%	0%	0%	0%	F	0.085	F	0.563	9700	G	2005

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
6003 Link Rd	1.32	7700	G	99%	1%	0%	0%	0%	0%	C	0.086	F	0.508	8400	G	2005
6004 Wiggington Rd	1.04	3700	G	98%	1%	1%	0%	0%	0%	F	0.108	F	0.686	4000	G	2005
6004 Wiggington Rd	0.76	3400	G	98%	1%	1%	0%	0%	0%	C	0.106	F	0.832	3700	G	2005
6004 Wiggington Rd	1.82	1200	G	98%	1%	1%	0%	0%	0%	F	0.114	F	0.632	1300	G	2005
6004 Hawkins Mill Rd	0.36	1600	G	97%	2%	1%	0%	0%	0%	C	0.119	F	0.598	1700	G	2005
6004 Coffee Rd	0.89	1900	F	97%	2%	1%	0%	0%	0%	F	0.126	F	0.605	2000	F	2005
6004 Coffee Rd	0.33	3300	G	97%	2%	1%	0%	0%	0%	F	0.104	F	0.757	3700	G	2005
6009 Graves Mill Rd	0.60	5400	G	97%	1%	1%	0%	1%	0%	F	0.105	F	0.544	5900	G	2005
6009 Graves Mill Rd	0.66	4300	G	97%	1%	1%	0%	1%	0%	F	0.103	F	0.514	4700	G	2005
6009 Graves Mill Rd	0.27	8400	G	97%	1%	1%	0%	1%	0%	F	0.095	F	0.653	9200	G	2005
6009 Graves Mill Rd	0.18	24000	G	97%	1%	1%	0%	1%	0%	C	0.095	F	0.519	26000	G	2005
6009 Graves Mill Rd	1.04	19000	G	97%	1%	1%	0%	1%	0%	F	0.096	F	0.508	21000	G	2005
6012 Church St	0.30	4300	G	98%	1%	1%	0%	1%	0%	C	0.115	F		4700	G	2005
6012 Church St	0.40	6200	G	98%	1%	1%	0%	1%	0%	F	0.096	F		6800	G	2005
6012 Rivermont Ave	0.90	14000	G	98%	1%	1%	0%	1%	0%	C	0.090	F	0.586	16000	G	2005
6012 Bedford Ave	0.96	4100	G	97%	1%	1%	0%	2%	0%	C	0.087	F	0.519	4400	G	2005
6012 Rivermont Ave	1.01	7500	G	97%	1%	1%	0%	2%	0%	F	0.103	F		8200	G	2005
6020 Rivermont Ave	1.11	8900	G	97%	1%	1%	0%	2%	0%	F	0.096	F	0.589	9800	G	2005
6022 Hollins Mill Rd	1.16	3200	G	97%	1%	1%	0%	2%	0%	F	0.097	F	0.597	3500	G	2005
6022 Federal St	0.40	3700	G	97%	1%	1%	0%	2%	0%	F	0.088	F	0.593	4000	G	2005
6023 Murrell Rd	0.37	8000	F	98%	1%	0%	0%	0%	0%	C	0.090	F	0.556	8700	F	2005
6027 12th Street	0.80	6200	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.539	6800	G	2005

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City of Lynchburg																
6027	12th Street	0.25	4800	G	98%	0%	1%	0%	0%	F	0.097	F	0.537	5200	G	2005
6028	Commerce St	0.33	3800	G	98%	0%	1%	0%	0%	F	0.110	F	0.541	4100	G	2005
6028	Commerce St	0.30	3300	G	98%	0%	1%	0%	0%	F	0.125	F	0.704	3600	G	2005
6029	Fort Ave	0.43	6000	F	98%	1%	1%	0%	0%	C	0.09	F	0.585	6600	F	2005
6029	Park Ave	0.28	8400	F	98%	1%	1%	0%	0%	C	0.081	F	0.586	9200	F	2005
6029	Park Ave	0.36	6500	G	98%	0%	1%	0%	0%	F	0.079	F	0.5	7100	G	2005
6031	Lakeside Dr	0.41	13000	F	98%	0%	1%	0%	0%	F	0.087	F	0.630	15000	F	2005
6031	Lakeside Dr	0.34	6300	F	98%	0%	1%	0%	0%	C	0.092	F	0.585	6800	F	2005
6031	Park Ave	0.36	7200	F	98%	1%	1%	0%	0%	C	0.092	F	0.536	7900	F	2005
6031	Park Ave	0.35	8300	G	98%	0%	1%	0%	0%	F	0.084	F	0.537	9100	G	2005
6032	Main St	0.25	2800	G	98%	1%	1%	0%	1%	F	0.098	F		3100	G	2005
6032	Main St	0.28	6300	G	98%	1%	1%	0%	1%	F	0.091	F	0.865	6900	G	2005
6032	Main St	0.55	5800	G	98%	1%	1%	0%	1%	F	0.095	F		6400	G	2005
6033	Florida Ave	1.28	4500	G	98%	1%	1%	0%	1%	C	0.113	F	0.623	4900	G	2005
6033	Florida Ave	0.88	3600	G	98%	1%	1%	0%	1%	F	0.102	F	0.616	3900	G	2005
6034	Martin St	0.58	1100	G	98%	1%	1%	0%	0%	C	0.111	F	0.676	1200	G	2005
6035	Candler Mtn Rd	1.09	2800	G	99%	0%	0%	0%	0%	C	0.094	F	0.705	3100	G	2005
6035	Candler Mtn Rd	0.74	12000	G	99%	0%	0%	0%	0%	F	0.085	F	0.524	13000	G	2005
6036	Clay St	0.50	1600	G	97%	0%	2%	0%	0%	C	0.114	F	0.662	1800	G	2005
6036	Grace St	0.88	3200	G	97%	1%	1%	0%	1%	C	0.106	F	0.652	3500	G	2005
6037	Stadium Dr	0.38	4400	G	97%	1%	1%	0%	1%	F	0.097	F	0.556	4800	G	2005

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
(6038) Wythe St	0.27	7000	G	96%	1%	1%	1%	1%	0%	C	0.088	F	0.55	7700	G	2005
(6040) James St	0.22	3500	G	96%	1%	1%	0%	1%	0%	C	0.1	F	0.508	3900	G	2005
(6042) Cranehill Dr	1.04	1300	G	95%	4%	1%	0%	0%	0%	C	0.145	F	0.624	1400	G	2005
(6044) Old Forest Rd	0.94	22000	F	96%	1%	2%	1%	1%	0%	C	0.093	F	0.618	24000	F	2005
(6044) Old Forest Rd	0.45	18000	G	98%	0%	0%	1%	0%	0%	C	0.084	F	0.508	20000	G	2005
(6044) Old Forest Rd	0.21	14000	G	98%	0%	0%	1%	0%	0%	F	0.091	F	0.564	15000	G	2005
(6044) Old Forest Rd	1.61	9600	G	98%	0%	0%	1%	0%	0%	F	0.092	F	0.606	10000	G	2005
(6045) Greenwood Dr	0.38	3900	G	98%	1%	1%	0%	1%	0%	C	0.112	F	0.66	4300	G	2005
(6045) Thomas Dr	0.71	5500	G	98%	1%	1%	0%	1%	0%	F	0.116	F	0.55	6000	G	2005
(6045) Richmond Rd	0.35	5100	F	98%	0%	1%	0%	1%	0%	C	0.11	F	0.656	5600	F	2005
(6046) Sandusky Dr	0.77	3700	G	98%	1%	1%	0%	0%	0%	C	0.105	F	0.614	4000	G	2005
(6046) Sandusky Dr	0.49	4900	G	98%	1%	0%	0%	0%	0%	C	0.107	F	0.537	5300	G	2005
(6048) Perrymont Ave	0.84	4700	G	98%	1%	1%	0%	1%	0%	C	0.153	F	0.827	5100	G	2005
(6050) Odd Fellows Rd	0.60	7900	G	87%	2%	3%	2%	6%	0%	F	0.093	F	0.587	8700	G	2005
(6050) Odd Fellows Rd	0.67	1300	G	87%	2%	3%	2%	6%	0%	C	0.115	F	0.663	1400	G	2005
(6052) Campbell Ave	0.33	7000	G	99%	0%	1%	0%	0%	0%	C	0.095	F	0.666	7700	G	2005
(6052) Campbell Ave	0.41	7000	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.648	7700	G	2005
(6054) Fenwick Dr	0.96	4300	G	98%	0%	1%	1%	0%	0%	F	0.103	F	0.521	4700	G	2005
(6056) Greenview Dr	1.29	14000	G	98%	0%	1%	1%	0%	0%	C	0.084	F	0.518	15000	G	2005
(6066) Leesville Rd	1.14	7200	F	98%	1%	1%	1%	0%	0%	F	0.107	F	0.526	7900	F	2005
(6066) Leesville Rd	1.15	7300	G	98%	1%	1%	1%	0%	0%	C	0.107	F	0.609	8000	G	2005

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
(6070) Wards Ferry Road	1.29	8200	G	99%	0%	From: CBusUS 460 Logans Lane				F	0.094	F	0.546	9000	G	2005
(6070) Wards Ferry Road	1.06	7900	G	99%	0%	To: Harvard St				C	0.099	F	0.57	8600	G	2005
(6071) Harvard St	0.08	210	G	98%	0%	From: US 29; Wards Rd				F	0.107	F	0.755	220	G	2005
(6072) Old Graves Mill Rd	1.70	9800	G	98%	0%	To: Wards Ferry Rd				C	0.096	F	0.653	11000	G	2005
(6073) McConville Rd	1.80	4800	G	99%	0%	From: Timberlake Rd				C	0.099	F	0.514	5200	G	2005
(6073) Wyndale Dr	0.24	3600	F	99%	0%	To: Graves Mill Rd				C	0.108	F	0.558	4000	F	2005
(6074) Evergreen Rd	0.33	1900	G	98%	1%	From: Wyndale Dr				C	0.104	F	0.647	2100	G	2005
(6074) Indian Hill Rd	0.98	1700	G	98%	1%	To: McConville Rd				F	0.102	F	0.563	1800	G	2005
(6074) Burnt Bridge Rd	0.97	1600	F	98%	1%	From: Lakeside Dr				C	0.112	F	0.553	1800	F	2005
(6075) Langhorne Lane	0.34	2900	G	98%	1%	To: Link Rd				C	0.098	F	0.546	3200	G	2005
(6075) Eldon St	0.07	2800	G	98%	1%	From: Indian Hill Rd				F	0.1	F	0.568	3000	G	2005
(6076) Linkhorne Rd	0.59	3000	G	98%	1%	To: Evergreen Rd				F	0.134	F	0.521	3300	G	2005
(6077) Jefferson St	0.41	1400	G	98%	1%	From: Burnt Bridge Rd				F	0.118	F	0.617	1600	G	2005
(6078) Washington St	0.11	1500	G	91%	1%	To: Boonsboro Rd				F	0.100	F	0.504	1600	G	2005
(6078) Concord Tnpk	1.66	3200	G	91%	1%	From: Richmond St				F	0.103	F	0.591	3600	G	2005
(6078) Concord Tnpk	1.07	3300	G	91%	1%	To: 7Th St				C	0.097	F	0.537	3600	G	2005
(6080) Court St	0.50	1400	G	91%	1%	From: Concord Tpk				F	0.122	F	0.603	1600	G	2005
(6081) Forest Brook Rd	0.92	3500	F	96%	1%	To: US 460				C	0.099	F	0.533	3800	F	2005
(6082) Hill St	0.58	6800	G	99%	1%	From: 12Th St				F	0.096	F	0.69	7400	G	2005
(6083) Edgewood Ave	0.73	2200	G	99%	1%	To: 5Th St				C	0.099	F	0.588	2400	G	2005

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City of Lynchburg																
4th Street		90	G								0.152	F		100	G	2005
Caroline St		500	G								0.099	F		550	G	2005
Chambers St		870	G								0.102	F		950	G	2005
Clayton Ave		660	G								0.151	F		720	G	2005
Danridge Dr		1200	G								0.111	F		1300	G	2005
Enterprise Drive		14000	F								0.1	F	0.593	14000	F	2005
Fairview Ave		430	G								0.103	F		470	G	2005
Fleetwood Dr		1200	G								0.118	F		1300	G	2005
Georgia Ave		220	G								0.117	F		240	G	2005
Gorman Dr		340	G								0.122	F		370	G	2005
Hawthorne Rd		170	G								0.147	F		180	G	2005
Hayes Dr		130	G								0.112	F		140	G	2005
John Scott Dr		400	G	97%	2%	1%	0%	1%	0%	C	0.111	F		440	G	2005
Leyburn Ave		280	G								0.158	F		310	G	2005
Locksview Dr		1000	G								0.116	F		1100	G	2005
Maryland Ave		270	G								0.103	F		300	G	2005
McKinney Ave		340	G								0.083	F		370	G	2005
Mimosa Dr		710	G								0.109	F		770	G	2005
Morningside Dr		410	G								0.183	F		450	G	2005

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
Myrtle St		610	G			From: Westview Dr				0.123	F			660	G	2005
						To: Toledo Ave										
New Hampshire Ave		430	G			From: Oakridge Blvd				0.160	F			470	G	2005
						To: Tremont St										
Oxford St		380	G			From: McKinney Ave				0.115	F			410	G	2005
						To: Radcliffe Ave										
Page St		3300	G			From: Hillcrest Rd				0.096	F			3600	G	2005
						To: 2Nd St										
Rhode Island Ave		260	F			From: Tremont St				0.119	F			280	F	2005
						To: Fort Ave										
Sanhill Dr		400	G			From: Rhonda Dr				0.128	F			430	G	2005
						To: Apache Lane										
Texas Ave		310	G			From: Campbell Ave				0.119	F			340	G	2005
						To: Nevada Ave										
Warren Ave		200	G			From: Wingfield Ave				0.123	F			220	G	2005
						To: Perry Ave										