

2009

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

where available

Special Locality Report

118

City of Lynchburg

Information in this report is included in Report

15

(Campbell County)

Prepared By

**Virginia Department of Transportation
Traffic Engineering Division**

In Cooperation With

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

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems



Interstate Route

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



US Route



Virginia State Route



Frontage Road (F precedes frontage route number)



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



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



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

Virginia Department of Transportation
Traffic Engineering Division
2009
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	City of Lynchburg (Maint: 15)	1.13	42000	G	93%	0%	1%	1%	4%	0%	F	0.091	F	0.624	43000	G
	To: Candler Mountain Rd															
29 460	City of Lynchburg (Maint: 15)	0.44	36000	G	93%	0%	1%	1%	4%	0%	F	0.092	F	0.616	37000	G
	To: US 501															
29 460 501	City of Lynchburg (Maint: 15)	2.36	36000	A	93%	0%	1%	1%	4%	0%	C	0.106	A	0.503	37000	A
	To: US 501 Campbell Ave															
	From: Functional Class Change															
29 460	Richmond Hwy	1.90	34000	G	93%	0%	1%	1%	4%	0%	F	0.084	F	0.505	35000	G
	To: US 29															
	From: SCL Lynchburg															
29	City of Lynchburg (Maint: 15)	0.33	16000	G	93%	0%	0%	0%	6%	0%	F	0.09	F	0.530	16000	G
	To: NCL Lynchburg															
	From: SCL Lynchburg															
Bus 29	Wards Rd	1.64	36000	G	98%	0%	1%	0%	1%	0%	F	NA		37000	G	
	To: US 501; SR 163 Lynchburg Expressway															
	From: SR 163 Wards Rd															
Bus 29 501	Lynchburg Expressway	0.34	40000	N	98%	0%	1%	0%	1%	0%	N	NA		44000	N	
	To: Candler Mt Rd															
	From: Candler Mt Rd															
Bus 29	Lynchburg Expressway	1.37	40000	G	98%	0%	1%	0%	1%	0%	F	NA		44000	G	
	To: Odd Fellows Rd															
	From: Odd Fellows Rd															
Bus 29	Lynchburg Expressway	1.46	44000	G	98%	0%	1%	0%	1%	0%	F	NA		43000	G	
	To: Kemper Street															
	From: Kemper Street															
Bus 29	Lynchburg Expressway	1.02	39000	G	98%	0%	1%	0%	1%	0%	F	NA		47000	G	
	To: Main Street															
	From: Main Street															
Bus 29	Lynchburg Expressway	0.22	25000	G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.583	26000	G
	To: Amherst County Line															
	From: US 29 Bus Wards Rd															
128	Candler Mt Rd	0.29	19000	G	89%	5%	1%	1%	4%	0%	F	0.080	F	0.544	21000	G
	To: US 501 Lynchburg Exp															
	From: RT 501 W															
128 501	Candler Mtn Rd	0.40	41000	G								NA		45000	G	
	To: RT 501 E															
	From: US 501 Candler Mt Rd															
128	Mayflower Dr	1.30	7900	G	89%	5%	1%	1%	4%	0%	C	0.097	F	0.505	8600	G
	To: Odd Fellows Rd															
	From: Odd Fellows Rd															
128	Mayflower Dr	1.48	2000	G	96%	2%	1%	1%	0%	0%	C	0.108	F	0.676	2200	G
	To: US 501 Bus Campbell Ave															
	From: Bus US 29, US 501 Lynchburg Expressway															
163	Wards Rd	0.44	18000	G								0.077	F	0.517	20000	G
	To: SR 128 Candler Mtn Rd															

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							2Axle	3+Axle	1Trail	2Trail						
163 Wards Rd	City of Lynchburg	0.42	28000	G								0.074	F	0.522	31000	G
Bus 163 460 Fort Ave	City of Lynchburg	1.19	24000	G								NA			26000	G
163 Memorial Ave	City of Lynchburg	0.60	9900	G	98%	0%	1%	0%	1%	0%	C	0.078	F	0.622	11000	G
163 Memorial Ave	City of Lynchburg	0.47	13000	G	98%	0%	1%	0%	1%	0%	F	0.083	F	0.529	14000	G
163 Memorial Ave	City of Lynchburg	0.33	12000	G	98%	0%	1%	0%	1%	0%	F	0.084	F	0.545	13000	G
163 5th St	City of Lynchburg	0.17	14000	G	98%	1%	1%	0%	0%	0%	C	0.082	F	0.523	15000	G
163 5th St	City of Lynchburg	0.26	14000	G	98%	0%	1%	0%	1%	0%	F	0.082	F	0.547	15000	G
163 5th St	City of Lynchburg	0.27	13000	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.537	14000	G
163 5th St	City of Lynchburg	0.38	14000	G	98%	0%	1%	0%	0%	0%	F	0.08	F	0.538	16000	G
163 5th St	City of Lynchburg	0.57	15000	G	98%	0%	1%	0%	0%	0%	C	0.088	F	0.6	17000	G
221 Lakeside Dr	City of Lynchburg	0.53	26000	G	98%	0%	1%	0%	1%	0%	C	0.089	F	0.592	29000	G
221 Lakeside Dr	City of Lynchburg	0.94	16000	G	98%	0%	1%	0%	1%	0%	F	0.09	F	0.624	17000	G
221 Lakeside Dr	City of Lynchburg	1.52	13000	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.556	14000	G
221 Lakeside Dr	City of Lynchburg	0.15	16000	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.588	18000	G
221 Oakley Ave	City of Lynchburg	0.57	9300	G	98%	0%	1%	0%	1%	0%	F	0.097	F	0.534	10000	G
221 Oakley Ave	City of Lynchburg	0.24	13000	G	98%	0%	1%	0%	1%	0%	F	NA			14000	G
Bus 221 460 Fort Ave	City of Lynchburg	0.42	10000	G	97%	1%	1%	0%	1%	0%	C	0.092	F	0.559	11000	G

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							2Axle	3+Axle	1Trail	2Trail						
Bus 221 460 12th St	From: 118-6029 Fort Ave City of Lynchburg	0.25	10000	N	97%	1%	1%	0%	1%	0%	N	0.092	N	0.559	11000	N
Bus 221 460 501 12th St	To: Bus US 501 Campbell Ave From: City of Lynchburg	0.18	7200	G	96%	1%	2%	0%	1%	0%	F	0.099	F	0.54	7800	G
Bus 221 460 501 Kemper St	To: Kemper St From: 12th Street City of Lynchburg	0.41	11000	G	96%	1%	2%	0%	1%	0%	C	0.087	F	0.631	12000	G
	To: US 29 Lynchburg Expressway															
460 29	From: SCL Lynchburg City of Lynchburg (Maint: 15)	1.13	42000	G	93%	0%	1%	1%	4%	0%	F	0.091	F	0.624	43000	G
460 29	To: Candler Mountain Rd From: City of Lynchburg (Maint: 15)	0.44	36000	G	93%	0%	1%	1%	4%	0%	F	0.092	F	0.616	37000	G
460 29 501	To: US 501 From: City of Lynchburg (Maint: 15)	2.36	36000	A	93%	0%	1%	1%	4%	0%	C	0.106	A	0.503	37000	A
460 29 Richmond Hwy	To: Bus US 501; US 501 Campbell Ave From: Functional Class Change City of Lynchburg (Maint: 15)	1.90	34000	G	93%	0%	1%	1%	4%	0%	F	0.084	F	0.505	35000	G
460 Richmond Hwy	To: US 29 From: City of Lynchburg (Maint: 15)	0.11	26000	N	94%	0%	1%	1%	4%	0%	N	NA		22000	N	
	To: ECL Lynchburg															
Bus 460 Timberlake Rd	From: WCL Lynchburg City of Lynchburg	0.62	31000	G	98%	0%	0%	0%	1%	0%	F	NA		33000	G	
Bus 460 Timberlake Rd	To: Old Graves Mill Rd From: City of Lynchburg	1.14	24000	G	98%	0%	0%	0%	1%	0%	F	0.091	F	0.536	25000	G
Bus 460 Timberlake Rd	To: Leesville Rd From: City of Lynchburg	0.37	30000	G	98%	0%	0%	0%	1%	0%	F	0.091	F	0.572	32000	G
Bus 460 Fort Ave	To: US 501 Lynchburg Expressway From: City of Lynchburg	1.15	17000	G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.575	18000	G
Bus 460 163 Fort Ave	To: Bus US 29 Wards Rd From: Wards Rd City of Lynchburg	1.19	24000	G								NA		26000	G	
Bus 460 Fort Ave	To: Memorial Ave From: Bus US 29 Memorial Ave City of Lynchburg	0.57	25000	G	98%	0%	0%	0%	1%	0%	F	NA		26000	G	
Bus 460 221 Fort Ave	To: US 221 Oakley Ave From: City of Lynchburg	0.42	10000	G	97%	1%	1%	0%	1%	0%	C	0.092	F	0.559	11000	G
Bus 460 221 12th St	To: 118-6029 Fort Ave From: City of Lynchburg	0.25	10000	N	97%	1%	1%	0%	1%	0%	N	0.092	N	0.559	11000	N
	To: Bus US 501 Campbell Ave															

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							2Axle	3+Axle	1Trail	2Trail						
From: Bus US 501 Campbell Ave To: 12th St Bus 460 221 501	City of Lynchburg	0.18	7200	G	96%	1%	2%	0%	1%	0%	F	0.099	F	0.54	7800	G
From: 12th Street To: Bus US 29 Lynchburg Expressway Bus 460 221 501	City of Lynchburg	0.41	11000	G	96%	1%	2%	0%	1%	0%	C	0.087	F	0.631	12000	G
From: US 29 Lynchburg Expressway To: Campbell Ave Bus 460 501	City of Lynchburg	0.34	10000	G	97%	1%	1%	0%	1%	0%	F	0.101	F	0.623	11000	G
From: Campbell Ave To: Kemper St Bus 460 501	City of Lynchburg	0.88	17000	G	97%	1%	1%	0%	1%	0%	C	0.1	F	0.66	18000	G
From: Mayflower Dr To: Campbell Ave Bus 460 501	City of Lynchburg	0.48	16000	G	97%	1%	1%	0%	1%	0%	F	0.104	F	0.633	17000	G
From: Florida Ave To: Campbell Ave Bus 460 501	City of Lynchburg	0.23	17000	G	97%	1%	1%	0%	1%	0%	F	0.099	F	0.654	19000	G
From: US 460 Richmond Hwy To: SCL Lynchburg 501	City of Lynchburg	0.99	12000	G	97%	0%	1%	0%	1%	0%	F	0.098	F	0.675	13000	G
From: US 460 To: US 501 501 460 29	City of Lynchburg (Maint: 15)	2.36	36000	A	93%	0%	1%	1%	4%	0%	C	0.106	A	0.503	37000	A
From: US 460 Lynchburg Hwy To: SR 128 Mayflower Dr 501	City of Lynchburg	0.59	30000	G								NA			33000	G
From: SR 128 Mayflower Dr To: US 29 Lynchburg Expressway 501 128	City of Lynchburg	0.40	41000	G								NA			45000	G
From: US 29 Lynchburg Expressway To: Wards Rd Exit Bus 501 29	City of Lynchburg	0.34	40000	N	98%	0%	1%	0%	1%	0%	N	NA			44000	N
From: Wards Rd Exit To: Timberlake Rd 501	City of Lynchburg	1.51	42000	G	98%	0%	0%	0%	1%	0%	F	NA			6400	G
From: Timberlake Rd To: Graves Mill Rd 501	City of Lynchburg	1.21	49000	G								NA			39000	G
From: Graves Mill Rd To: Lakeside Dr 501	City of Lynchburg	1.24	32000	G								NA			47000	G
From: Lakeside Dr To: 118-6044 Old Forest Rd 501	City of Lynchburg	0.31	15000	G								NA			17000	G
From: 118-6044 Old Forest Rd To: Wigginton Rd 501	City of Lynchburg	1.23	13000	G								NA			48000	G
From: Wigginton Rd To: Boonsboro Rd 501	City of Lynchburg	1.86	14000	G	96%	0%	1%	1%	2%	0%	F	0.086	F	0.541	15000	G

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							2Axle	3+Axle	1Trail	2Trail						
501 Boonsboro Rd	City of Lynchburg	1.80	9000	G	96%	1%	1%	0%	2%	0%	C	0.098	F	0.616	9700	G
Bus 501 Campbell Ave	City of Lynchburg	0.23	17000	G	97%	1%	1%	0%	1%	0%	F	0.099	F	0.654	19000	G
Bus 501 Campbell Ave	City of Lynchburg	0.48	16000	G	97%	1%	1%	0%	1%	0%	F	0.104	F	0.633	17000	G
Bus 501 Campbell Ave	City of Lynchburg	0.88	17000	G	97%	1%	1%	0%	1%	0%	C	0.1	F	0.66	18000	G
Bus 501 Kemper St	City of Lynchburg	0.34	10000	G	97%	1%	1%	0%	1%	0%	F	0.101	F	0.623	11000	G
Bus 501 Kemper St	City of Lynchburg	0.41	11000	G	96%	1%	2%	0%	1%	0%	C	0.087	F	0.631	12000	G
Bus 501 12th St	City of Lynchburg	0.18	7200	G	96%	1%	2%	0%	1%	0%	F	0.099	F	0.54	7800	G
Bus 501 Campbell Ave	City of Lynchburg	0.23	8900	G	99%	0%	0%	0%	0%	0%	F	0.098	F	0.634	9700	G
Bus 501 Langhome Rd	City of Lynchburg	0.27	9400	G	98%	1%	1%	0%	0%	0%	C	0.095	F	0.543	10000	G
Bus 501 Langhome Rd	City of Lynchburg	0.29	18000	G	98%	1%	1%	0%	0%	0%	C	0.084	F	0.532	19000	G
Bus 501 Langhome Rd	City of Lynchburg	1.06	13000	G	99%	0%	0%	0%	0%	0%	C	0.098	F	0.731	14000	G
Bus 501 Langhome Rd	City of Lynchburg	0.47	13000	G	99%	0%	0%	0%	0%	0%	F	0.098	F	0.705	14000	G
Bus 501 Langhome Rd	City of Lynchburg	1.37	8000	G	99%	1%	0%	0%	0%	0%	C	0.09	F	0.515	8700	G
Bus 501 Rivermont Terrace	City of Lynchburg	0.25	5600	G	99%	1%	0%	0%	0%	0%	F	0.072	F	0.513	6000	G
Bus 501 Rivermont Ave	City of Lynchburg	0.44	15000	G	98%	0%	1%	1%	1%	0%	F	0.085	F	0.629	16000	G
Bus 501 Boonsboro Rd	City of Lynchburg	0.76	14000	G	98%	0%	1%	1%	1%	0%	F	0.092	F	0.613	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						
<div style="border: 1px solid black; border-radius: 50%; padding: 2px;">Bus 501</div> Boonsboro Rd	From: Trents Ferry Rd City of Lynchburg	1.75	13000	G	98%	0%	1%	1%	1%	0%	C	0.092	F	0.538	14000	G
	To: Lynchburg Expressway															

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
(F794) Top Ridge Rd	1.16	20	R								NA		NA			08/22/2007
(F864) Brown Haven Lane	0.12	10	R								NA		NA			08/14/2007
(F905) Memo Rd	0.20	NA									NA		NA			
(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
(F975) Chetnut Creek Dr	0.46	160	R								NA		NA			07/31/2007
(1) Pawnee Dr	0.86	2200	G								0.146	F	0.569	2300	G	2009
(2) 9th St	0.18	1100	G								0.126	F	0.601	1200	G	2009
(3) Alta Lane	0.85	2900	G	98%	1%	1%	0%	0%	0%	C	0.098	F	0.554	3100	G	2009
(4) Del Ray Circle	0.16	3000	G	98%	1%	1%	0%	0%	0%	F	0.102	F	0.511	3200	G	2009
(5) 8th St	0.59	1400	G	97%	1%	2%	0%	0%	0%	C	0.092	F	0.554	1500	G	2009
(6) Langhorne Rd	0.16	2100	G	98%	1%	1%	0%	0%	0%	F	0.104	F	0.806	2300	G	2009
(6) Villa Rd	0.12	2000	G	98%	1%	1%	0%	0%	0%	F	0.103	F	0.737	2200	G	2009
(7) Long Meadow Dr	0.73	2100	G								0.122	F	0.561	2200	G	2009
(8) Sussex St	0.79	2400	G								0.125	F	0.713	2600	G	2009
(9) University Blvd	0.42	10000	G	94%	0%	5%	0%	0%	0%	C	0.086	F	0.52	11000	G	2009
(10) Pleasant Valley Rd	0.52	NA									NA		NA			
(10) Pleasant Valley Rd	0.13	NA									NA		NA			
(10) Pleasant Valley Rd	0.15	NA									NA		NA			

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
City of Lynchburg																	
6001	V E S Rd	0.92	2800	G	95%	1%	From: CIUS 501 To: Williams Rd				C	0.105	F	0.624	3100	G	2009
6002	Trents Ferry Rd	1.88	1400	G	97%	1%	From: Boonsboro Rd To: Bedford County Line				C	0.104	F	0.588	1500	G	2009
6003	Link Rd	0.78	7700	G	98%	1%	From: Old Forest Rd To: Cranehill Dr				F	0.09	F	0.563	8400	G	2009
6003	Link Rd	1.32	6600	G	98%	1%	From: Cranehill Rd To: Rivermont Ave				C	0.088	F	0.527	7100	G	2009
6004	Wiggington Rd	1.04	3900	G	98%	1%	From: Old Forest Rd To: Lynchburg Exp				F	0.104	F	0.811	4300	G	2009
6004	Wiggington Rd	0.76	3500	G	98%	1%	From: Lynchburg Exp To: Chadwick Dr				C	0.108	F	0.645	3800	G	2009
6004	Wiggington Rd	1.82	1400	G	98%	1%	From: Chadwick Dr To: Hawkins Mill Rd				F	0.108	F	0.723	1500	G	2009
6004	Hawkins Mill Rd	0.36	1700	G	97%	2%	From: Wiggington Rd To: Coffee Rd				C	0.122	F	0.522	1800	G	2009
6004	Coffee Rd	0.89	2200	G	97%	2%	From: Hawkins Mill Rd To: Walnut Hollow Rd				F	0.131	F	0.595	2400	G	2009
6004	Coffee Rd	0.33	3500	G	97%	2%	From: Walnut Hollow Rd To: US 501 Boonsboro Rd				F	0.108	F	0.704	3800	G	2009
6009	Graves Mill Rd	0.60	6200	G	97%	1%	From: US 460 Bus Fort Ave To: Old Mill Rd				F	NA		6800	G	2009	
6009	Graves Mill Rd	0.66	3200	G	97%	1%	From: Old Mill Rd To: Nationwide Dr				F	0.103	F	0.553	3500	G	2009
6009	Graves Mill Rd	0.27	11000	G	97%	1%	From: Nationwide Dr To: US 501 Lynchburg Expressway				F	0.098	F	0.633	12000	G	2009
6009	Graves Mill Rd	0.18	25000	G	97%	1%	From: US 501 Lynchburg Expressway To: Old Graves Mill Rd				C	0.092	F	0.512	27000	G	2009
6009	Graves Mill Rd	1.04	19000	G	97%	1%	From: Old Graves Mill Rd To: WCL Lynchburg 09-1425				F	0.093	F	0.533	21000	G	2009
6012	Church St	0.23	3700	G			From: Pearl St To: 12th St					0.119	F		4000	G	2009
6012	Church St	0.47	7100	G	98%	0%	From: 12th St To: 5th St				F	NA		7800	G	2009	
6012	Rivermont Ave	0.90	15000	G	98%	0%	From: 5th St To: Bedford Ave E INT				C	0.095	F	0.610	16000	G	2009
6012	Bedford Ave	0.96	4100	G	96%	1%	From: Rivermont Ave E Int To: Rivermont Ave W Int				C	0.089	F	0.507	4400	G	2009
6012	Rivermont Ave	1.01	15000	G	96%	1%	From: Bedford Ave W Int To: Rivermont Terrace				F	0.099	F	0.523	16000	G	2009
6020	Rivermont Ave	0.96	8800	G	96%	1%	From: Rivermont Terrace To: Bedford Ave W Int				F	0.098	F	0.602	9500	G	2009
6022	Hollins Mill Rd	1.16	3100	G	96%	1%	From: Bedford Ave W Int To: Bedford Ave E Int				F	0.095	F	0.559	3400	G	2009
6022	Hollins Mill Rd	1.16	3100	G	96%	1%	From: Bedford Ave E Int To: Hollins St				F	0.095	F	0.559	3400	G	2009

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
6022 Federal St	0.40	3900	G	96%	1%	1%	0%	2%	0%	F	0.097	F	0.534	4300	G	2009
6023 Murrell Rd	0.37	8200	G	96%	1%	1%	0%	2%	0%	F	0.098	F	0.569	8900	G	2009
6027 12th St	0.80	6500	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.549	7100	G	2009
6027 12th St	0.25	5200	G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.551	5700	G	2009
6028 Commerce St	0.33	4800	G	98%	0%	1%	0%	0%	0%	F	0.114	F	0.547	5200	G	2009
6028 Commerce St	0.30	3200	G	98%	0%	1%	0%	0%	0%	F	0.133	F	0.809	3500	G	2009
6029 Fort Ave	0.43	5500	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.577	6000	G	2009
6029 Park Ave	0.28	7900	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.576	8600	G	2009
6029 Park Ave	0.36	6500	G	98%	0%	1%	0%	0%	0%	F	0.080	F	0.511	7100	G	2009
6031 Lakeside Dr	0.41	12000	G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.587	13000	G	2009
6031 Lakeside Dr	0.34	6000	G	98%	0%	1%	0%	0%	0%	C	0.094	F	0.580	6500	G	2009
6031 Park Ave	0.36	6900	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.511	7500	G	2009
6031 Park Ave	0.35	9400	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.547	10000	G	2009
6032 Main St	0.25	2500	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.510	2700	G	2009
6032 Main St	0.28	7300	G	98%	1%	1%	0%	0%	0%	F	NA			8000	G	2009
6032 Main St	0.55	6300	G	98%	1%	1%	0%	0%	0%	F	0.104	F		6800	G	2009
6033 Florida Ave	1.28	4500	G	98%	1%	1%	0%	0%	0%	C	0.104	F	0.620	4900	G	2009
6033 Florida Ave	0.88	3300	G	98%	1%	1%	0%	0%	0%	F	0.111	F	0.649	3500	G	2009
6034 Martin St	0.58	1100	G	98%	1%	1%	0%	0%	0%	C	0.115	F	0.662	1200	G	2009
6035 Candler Mtn Rd	1.09	3200	G	100%	0%	0%	0%	0%	0%	C	0.105	F	0.701	3400	G	2009
6035 Candler Mtn Rd	0.74	12000	G	100%	0%	0%	0%	0%	0%	F	0.087	F	0.602	13000	G	2009

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
(6036) Clay St	0.50	2100	G	99%	0%	1%	0%	0%	0%	C	0.11	F	0.663	2300	G	2009
			From: 5Th St													
(6036) Grace St	0.88	3400	G	97%	1%	1%	0%	0%	0%	C	0.106	F	0.702	3700	G	2009
			From: 12Th St													
			To: Florida Ave													
(6037) Stadium Dr	0.38	4300	G	97%	1%	1%	0%	0%	0%	F	0.102	F	0.545	4700	G	2009
			From: Wythe St													
			To: Carroll Ave													
(6038) Wythe St	0.27	7400	G	96%	1%	1%	1%	1%	0%	C	0.102	F	0.511	8000	G	2009
			From: Fort Ave													
			To: Stadium Dr													
(6040) James St	0.22	3700	G	96%	2%	1%	0%	0%	0%	C	0.099	F	0.543	4000	G	2009
			From: Stadium Dr													
			To: Carroll Ave													
(6042) Cranehill Dr	1.04	2200	G	98%	1%	1%	0%	0%	0%	C	0.141	F	0.788	2400	G	2009
			From: Langhorne Rd													
			To: Link Rd													
(6044) Old Forest Rd	0.94	20000	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.528	21000	G	2009
			From: US 501 NW Expressway													
			To: Forrest Brook Rd													
(6044) Old Forest Rd	0.45	19000	G	98%	1%	0%	1%	0%	0%	C	0.089	F	0.508	20000	G	2009
			From: Forrest Brook Rd													
			To: Link Rd													
(6044) Old Forest Rd	0.21	14000	G	98%	1%	0%	1%	0%	0%	F	0.093	F	0.564	16000	G	2009
			From: Link Rd													
			To: Linkhome Dr													
(6044) Old Forest Rd	1.61	11000	G	98%	1%	0%	1%	0%	0%	F	NA			12000	G	2009
			From: Linkhome Dr													
			To: Lakeside Dr													
(6045) Greenwood Dr	0.38	4500	G								NA			4900	G	2009
			From: Oakdale Dr													
			To: Perrymont Ave													
(6045) Thomas Dr	0.71	6300	G								NA			6900	G	2009
			From: Perrymont Ave													
			To: Langhorne Lane													
(6045) Richmond Rd	0.35	5600	G								NA			6100	G	2009
			From: Langhorne Lane													
			To: Oakley Ave													
(6046) Sandusky Dr	0.77	4200	G								NA			4600	G	2009
			From: Greenwood Dr													
			To: Pawnee Dr													
(6046) Sandusky Dr	0.49	5600	G								NA			6200	G	2009
			From: Pawnee Dr													
			To: Fort Ave													
(6048) Perrymont Ave	0.84	5400	G								NA			5900	G	2009
			From: US 29 Bus Fort Ave													
			To: Greenwood Dr													
(6050) Odd Fellows Rd	0.60	8000	G	84%	2%	4%	2%	8%	0%	F	0.103	F	0.522	8700	G	2009
			From: Lynchburg Expressway													
			To: Mayflower Dr													
(6050) Odd Fellows Rd	0.67	1500	G	84%	2%	4%	2%	8%	0%	C	0.121	F	0.684	1600	G	2009
			From: Mayflower Dr													
			To: Dead End													
(6052) Campbell Ave	0.33	8100	G	98%	0%	1%	0%	0%	0%	C	0.091	F	0.627	8800	G	2009
			From: 12Th St													
			To: 17Th St													
(6052) Campbell Ave	0.41	8200	G	98%	0%	1%	0%	0%	0%	F	0.09	F	0.641	8900	G	2009
			From: 17Th St													
			To: Kemper St													
(6054) Fenwick Dr	0.23	4900	G								NA			5400	G	2009
			From: Bus US 460 Fort Ave													
			To: Sheffield Dr													

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
(6054) Sheffield Dr	0.73	NA					From: Fenwick Dr				NA			NA		
							To: SR 163 Wards Rd									
(6056) Greenview Dr	1.29	16000	G	98%	1%	1%	1%	0%	0%	C	0.083	F	0.538	17000	G	2009
							From: WCL Lynchburg									
							To: Leesville Rd									
(6066) Leesville Rd	1.14	7900	G	97%	1%	1%	1%	0%	0%	F	0.102	F	0.590	8600	G	2009
							From: SCL Lynchburg									
(6066) Leesville Rd	1.15	11000	G	97%	1%	1%	1%	0%	0%	C	0.112	F	0.589	12000	G	2009
							From: North St									
							To: Timberlake Rd									
(6070) Wards Ferry Rd	1.29	10000	G	98%	0%	0%	1%	0%	0%	F	0.094	F	0.59	11000	G	2009
							From: CBusUS 460 Logans Lane									
(6070) Wards Ferry Rd	1.06	10000	G	98%	0%	0%	1%	0%	0%	C	0.099	F	0.56	11000	G	2009
							From: Harvard St									
							To: US 29; Wards Rd									
(6071) Harvard St	0.08	200	G								0.095	F	0.81	210	G	2009
							From: Wards Ferry Rd									
							To: College Park Dr									
(6072) Old Graves Mill Rd	1.70	11000	G								NA			12000	G	2009
							From: Timberlake Rd									
							To: Graves Mill Rd									
(6073) McConville Rd	1.80	4800	G	99%	0%	0%	0%	0%	0%	C	0.103	F	0.522	5200	G	2009
							From: Graves Mill Rd									
(6073) Wyndale Dr	0.24	3600	G	99%	0%	1%	0%	0%	0%	C	0.095	F	0.582	4000	G	2009
							From: Wyndale Dr									
							To: McConville Rd									
(6074) Evergreen Rd	0.33	2300	G	98%	1%	1%	0%	0%	0%	C	0.116	F	0.743	2400	G	2009
							From: Link Rd									
(6074) Indian Hill Rd	0.98	1800	G	98%	1%	0%	0%	0%	0%	F	0.11	F	0.513	1900	G	2009
							From: Indian Hill Rd									
(6074) Burnt Bridge Rd	0.97	1700	G	98%	1%	0%	0%	0%	0%	C	0.119	F	0.557	1900	G	2009
							From: Burnt Bridge Rd									
							To: Indian Hill Rd									
(6075) Langhorne Lane	0.34	2300	G	98%	1%	1%	0%	0%	0%	C	0.090	F	0.528	2500	G	2009
							From: Richmond St									
(6075) Eldon St	0.07	2600	G	98%	1%	1%	0%	0%	0%	F	0.099	F	0.505	2800	G	2009
							From: Eldon St									
							To: Langhorne Lane									
(6076) Linkhorne Rd	0.59	5400	G	98%	1%	1%	0%	0%	0%	F	0.105	F	0.556	5800	G	2009
							From: Memorial Ave									
							To: Old Forest Rd									
(6077) Jefferson St	0.41	1000	G	98%	1%	1%	0%	0%	0%	F	0.15	F	0.5	1100	G	2009
							From: Cranehill Dr									
							To: 7Th St									
(6078) Washington St	0.11	1200	G	85%	1%	3%	7%	4%	0%	F	0.105	F	0.57	1300	G	2009
							From: Concord Tpke									
(6078) Concord Tpke	1.66	1800	G	85%	1%	3%	7%	4%	0%	F	0.093	F	0.697	1900	G	2009
							From: Main St									
(6078) Concord Tpke	1.07	1800	G	85%	1%	3%	7%	4%	0%	C	0.1	F	0.739	2000	G	2009
							From: Rockwell Rd									
							To: US 460									

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
6080 Court St	0.50	1300	G	85%	1%	3%	7%	4%	0%	F	0.11	F	0.515	1400	G	2009
6081 Forest Brook Rd	0.92	3500	G	96%	1%	1%	1%	1%	0%	C	0.115	F	0.613	3800	G	2009
6082 Hill St	0.58	4800	G	99%	0%	1%	0%	0%	0%	F	0.101	F	0.682	5200	G	2009
6083 Edgewood Ave	0.73	2300	G	99%	0%	1%	0%	0%	0%	C	0.098	F	0.542	2500	G	2009
4th St		46	G								0.139	F		50	G	2009
Caroline St		420	G								0.104	F		460	G	2009
Chambers St		680	G								0.093	F		740	G	2009
Clayton Ave		480	G								0.105	F		520	G	2009
Danridge Dr		1200	G								0.088	F		1300	G	2009
Enterprise Dr		13000	G								NA			14000	G	2009
Fairview Ave		340	G								0.106	F		370	G	2009
Fleetwood Dr		1000	G								0.09	F		1100	G	2009
Georgia Ave		350	G								0.099	F		380	G	2009
Gorman Dr		360	G								0.102	F		390	G	2009
Hawthorne Rd		170	G								0.101	F		180	G	2009
Hayes Dr		180	G								0.117	F		190	G	2009
John Scott Dr		460	G								NA			510	G	2009
Leyburn Ave		240	G								0.108	F		260	G	2009
Locksview Dr		940	G								0.103	F		1000	G	2009

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
Maryland Ave		230	G			From: Craig St				0.089	F			260	G	2009
						To: Fairview Ave										
McKinney Ave		340	G			From: Clarke St				0.088	F			370	G	2009
						To: Dodd St										
Mimosa Dr		700	G			From: Burnt Bridge Rd				0.091	F			760	G	2009
						To: Woodcrest Dr										
Morningside Dr		300	G			From: McGuffey Lane				0.110	F			330	G	2009
						To: Eastwood Lane										
Myrtle St		540	G			From: Westview Dr				0.102	F			590	G	2009
						To: Toledo Ave										
New Hampshire Ave		300	G			From: Oakridge Blvd				0.096	F			330	G	2009
						To: Tremont St										
Oxford St		290	G			From: McKinney Ave				0.126	F			310	G	2009
						To: Radcliffe Ave										
Page St		3100	G			From: Hillcrest Rd				0.105	F			3400	G	2009
						To: 2Nd St										
Rhode Island Ave		110	G			From: Tremont St				0.101	F			120	G	2009
						To: Fort Ave										
Sanhill Dr		400	G			From: Rhonda Dr				0.148	F			440	G	2009
						To: Apache Lane										
Texas Ave		360	G			From: Campbell Ave				0.082	F			390	G	2009
						To: Nevada Ave										
Warren Ave		150	G			From: Wingfield Ave				0.117	F			170	G	2009
						To: Perry Ave										