

**2017**

**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.

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

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

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

Glossary of Terms:

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

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

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

**QA:** Quality of AADT:

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

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

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

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

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

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

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

**QC:** Quality of Classification Data:

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

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

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

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

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

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

**QW:** Quality of AAWDT:

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

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

# Route Shield Legend

## Route Systems

- North  
 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
-  US Route
-  Virginia State Route
-  Frontage Road (F precedes frontage route number)
-  Secondary Route

## Special Routes

- Bus  
 Bus - Business Route  
Bypass - Bypass Route  
Truck - Truck Route
- ALT  
 ALT - Alternate Route  
Wve - Wve Route connector
-  P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
-  The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: SCL Lynchburg															
	City of Lynchburg (Maint: 15)	1.38	50000	G	93%	0%	1%	1%	5%	0%	F	0.101	0.661	52000	G	
	To: Candler Mountain Rd															
	City of Lynchburg (Maint: 15)	0.49	38000	G	93%	0%	1%	1%	5%	0%	F	0.101	0.598	39000	G	
	From: US 501															
	City of Lynchburg (Maint: 15)	1.91	39000	G	93%	0%	1%	1%	5%	0%	C	0.105	0.531	40000	G	
	To: US 501 Campbell Ave															
	From: Functional Class Change															
Richmond Hwy	City of Lynchburg (Maint: 15)	2.14	37000	G	93%	0%	1%	1%	5%	0%	F	0.093	0.560	38000	G	
	To: US 29															
	From: SCL Lynchburg															
	City of Lynchburg (Maint: 15)	0.33	18000	G	89%	1%	1%	1%	8%	1%	F	0.089	0.505	17000	G	
	To: NCL Lynchburg															
	From: SCL Lynchburg															
	City of Lynchburg (Maint: 15)	1.38	50000	G	93%	0%	1%	1%	5%	0%	F	0.101	0.661	52000	G	
	To: Candler Mountain Rd															
	City of Lynchburg (Maint: 15)	0.49	38000	G	93%	0%	1%	1%	5%	0%	F	0.101	0.598	39000	G	
	From: US 501															
	City of Lynchburg (Maint: 15)	1.91	39000	G	93%	0%	1%	1%	5%	0%	C	0.105	0.531	40000	G	
	To: Bus US 501; US 501 Campbell Ave															
Bus	From: SCL Lynchburg															
Wards Rd	City of Lynchburg	1.64	41000	G	97%	0%	0%	1%	1%	0%	C	0.084	0.562	42000	G	
	To: US 501 Lynchburg Expressway; SR 163															
Bus	From: SR 163 Wards Rd															
Lynchburg Expressway	City of Lynchburg	0.33	44000	N	97%	0%	0%	1%	1%	0%	N	0.094	0.538	46000	N	
	To: US 501, SR 128 Candler's Mountain Rd															
Bus	From: US 501, SR 128 Candler's Mountain Rd															
Lynchburg Expressway	City of Lynchburg	1.33	44000	G	97%	0%	0%	1%	1%	0%	F	0.094	0.538	46000	G	
	To: Odd Fellows Rd															
Bus	From: Odd Fellows Rd															
Lynchburg Expressway	City of Lynchburg	1.46	42000	G	97%	0%	0%	1%	1%	0%	F	0.097	0.536	43000	G	
	To: Kemper Street															
Bus	From: Kemper Street															
Lynchburg Expressway	City of Lynchburg	1.02	38000	G	97%	0%	0%	1%	1%	0%	F	0.095	0.538	40000	G	
	To: Main Street															
Bus	From: Main Street															
Lynchburg Expressway	City of Lynchburg	0.22	30000	G	97%	0%	0%	1%	1%	0%	F	0.085	0.678	32000	G	
	To: Amherst County Line															
	From: SR 163 Wards Rd															
Candler Mt Rd	City of Lynchburg	0.26	16000	G	90%	2%	2%	2%	5%	0%	F	0.087	0.578	17000	G	
	To: Bus US 29, US 501 Lynchburg Expwy															
	From: RT 501 W															
Candler's Mtn Rd	City of Lynchburg	0.43	35000	G	96%	0%	1%	1%	2%	0%	F	0.081	0.536	37000	G	
	To: RT 501 E															

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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						
128 Mayflower Dr	City of Lynchburg	1.30	7300	G	90%	2%	2%	2%	5%	0%	C	0.091	0.583	7700	G	
128 Mayflower Dr	City of Lynchburg	1.48	2300	G	94%	1%	2%	2%	1%	0%	C	0.118	0.713	2500	G	
163 Wards Rd	City of Lynchburg	0.44	15000	G	98%	0%	1%	0%	0%	0%	F	0.082	0.537	16000	G	
163 Wards Rd	City of Lynchburg	0.42	25000	G	98%	0%	1%	0%	0%	0%	F	0.082	0.537	27000	G	
163 Bus 460 Fort Ave	City of Lynchburg	1.19	22000	G	98%	0%	1%	0%	0%	0%	C	0.08	0.511	24000	G	
163 Memorial Ave	City of Lynchburg	0.60	10000	G	99%	0%	1%	0%	0%	0%	C	0.079	0.513	11000	G	
163 Memorial Ave	City of Lynchburg	0.47	11000	G	99%	0%	1%	0%	0%	0%	F	0.082	0.512	12000	G	
163 Memorial Ave	City of Lynchburg	0.33	9100	G	99%	0%	1%	0%	0%	0%	F	0.086	0.579	9700	G	
163 5th St	City of Lynchburg	0.17	13000	G	99%	0%	1%	0%	0%	0%	F	0.085	0.566	14000	G	
163 5th St	City of Lynchburg	0.26	13000	G	99%	0%	1%	0%	0%	0%	F	0.085	0.605	14000	G	
163 5th St	City of Lynchburg	0.27	12000	G	98%	0%	0%	0%	1%	0%	F	0.085	0.598	13000	G	
163 5th St	City of Lynchburg	0.38	12000	G	98%	0%	1%	0%	0%	0%	C	0.084	0.588	13000	G	
163 5th St	City of Lynchburg	0.57	15000	G	98%	0%	0%	0%	1%	0%	C	0.093	0.632	16000	G	
221 Lakeside Dr	City of Lynchburg	0.53	29000	G	99%	0%	0%	0%	1%	0%	C	0.091	0.568	31000	G	
221 Lakeside Dr	City of Lynchburg	0.94	16000	G	99%	0%	0%	0%	1%	0%	F	0.09	0.624	18000	G	
221 Lakeside Dr	City of Lynchburg	1.52	14000	G	99%	0%	0%	0%	1%	0%	F	0.086	0.569	15000	G	
221 Lakeside Dr	City of Lynchburg	0.15	17000	G	99%	0%	0%	0%	1%	0%	F	0.085	0.58	18000	G	



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							2Axle	3+Axle	1Trail	2Trail						
221 Oakley Ave	City of Lynchburg	0.57	11000	G	99%	0%	0%	0%	1%	0%	F	0.087	0.535	11000	G	
221 Oakley Ave	City of Lynchburg	0.24	8900	G	99%	0%	0%	0%	1%	0%	F	0.087	0.536	9500	G	
221 460 Fort Ave	City of Lynchburg	0.42	10000	G	96%	1%	2%	0%	1%	0%	C	0.084	0.51	11000	G	
221 460 12th St	City of Lynchburg	0.25	9700	G	96%	1%	2%	0%	1%	0%	F	0.084	0.51	10000	G	
221 460 501 12th St	City of Lynchburg	0.18	9300	G	95%	1%	2%	0%	1%	0%	F	0.09	0.564	9900	G	
221 460 501 Kemper St	City of Lynchburg	0.41	7400	G	95%	1%	2%	0%	1%	0%	C	0.09	0.61	7900	G	
460 29 29	City of Lynchburg (Maint: 15)	1.38	50000	G	93%	0%	1%	1%	5%	0%	F	0.101	0.661	52000	G	
460 29 29	City of Lynchburg (Maint: 15)	0.49	38000	G	93%	0%	1%	1%	5%	0%	F	0.101	0.598	39000	G	
460 29 29 501	City of Lynchburg (Maint: 15)	1.91	39000	G	93%	0%	1%	1%	5%	0%	C	0.105	0.531	40000	G	
460 29 Richmond Hwy	City of Lynchburg (Maint: 15)	2.14	37000	G	93%	0%	1%	1%	5%	0%	F	0.093	0.560	38000	G	
460 Richmond Hwy	City of Lynchburg (Maint: 15)	0.11	27000	N	93%	0%	1%	1%	4%	0%	N	0.093	0.560	28000	N	
460 Timberlake Rd	City of Lynchburg	0.62	32000	G	98%	0%	0%	0%	1%	0%	F	0.08	0.557	33000	G	
460 Timberlake Rd	City of Lynchburg	1.14	26000	G	98%	0%	0%	0%	1%	0%	F	0.080	0.513	28000	G	
460 Timberlake Rd	City of Lynchburg	0.37	34000	G	98%	0%	0%	0%	1%	0%	F	0.082	0.570	36000	G	
460 Fort Ave	City of Lynchburg	1.15	17000	G	98%	0%	0%	0%	1%	0%	F	0.087	0.518	18000	G	
460 163 Fort Ave	City of Lynchburg	1.19	22000	G	98%	0%	1%	0%	0%	0%	C	0.08	0.511	24000	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 Fort Ave	From: Bus US 29 Memorial Ave City of Lynchburg	0.57	8900	G	98%	0%	0%	0%	1%	0%	F	0.087	0.500	9300	G	
Bus 460 221 Fort Ave	To: US 221 Oakley Ave From: City of Lynchburg	0.42	10000	G	96%	1%	2%	0%	1%	0%	C	0.084	0.51	11000	G	
Bus 460 221 12th St	To: 118-6029 Fort Ave From: City of Lynchburg	0.25	9700	G	96%	1%	2%	0%	1%	0%	F	0.084	0.51	10000	G	
Bus Bus 460 221 501 12th St	To: Bus US 501 Campbell Ave From: City of Lynchburg	0.18	9300	G	95%	1%	2%	0%	1%	0%	F	0.09	0.564	9900	G	
Bus Bus 460 221 501 Kemper St	To: Kemper St From: 12th Street City of Lynchburg	0.41	7400	G	95%	1%	2%	0%	1%	0%	C	0.09	0.61	7900	G	
Bus Bus 460 501 Kemper St	To: Bus US 29 Lynchburg Expressway From: US 29 Lynchburg Expressway City of Lynchburg	0.34	7800	G	98%	0%	1%	0%	0%	0%	F	0.109	0.626	8300	G	
Bus Bus 460 501 Campbell Ave	To: Campbell Ave From: Kemper St City of Lynchburg	0.88	16000	G	98%	0%	1%	0%	0%	0%	C	0.102	0.651	17000	G	
Bus Bus 460 501 Campbell Ave	To: Mayflower Dr From: City of Lynchburg	0.48	15000	G	98%	0%	1%	0%	0%	0%	F	0.110	0.656	16000	G	
Bus Bus 460 501 Campbell Ave	To: Florida Ave From: City of Lynchburg	0.14	18000	G	98%	0%	1%	0%	0%	0%	F	0.107	0.667	19000	G	
Bus 460 501 Campbell Ave	To: US 460, US 501 Richmond Hwy From: Bus US 501 City of Lynchburg	0.15	11000	N	97%	0%	1%	0%	1%	0%	N	0.105	0.662	13000	N	
501 Campbell Ave	To: US 29, US 460 From: SCL Lynchburg City of Lynchburg	0.93	11000	G	97%	0%	1%	0%	1%	0%	F	0.105	0.662	13000	G	
Bus 501 460 Campbell Ave	To: Bus US 460 From: City of Lynchburg	0.15	11000	N	97%	0%	1%	0%	1%	0%	N	0.105	0.662	13000	N	
501 460 29 29	To: US 29, US 460 Richmond Hwy From: US 29, US 460 City of Lynchburg (Maint: 15)	1.91	39000	G	93%	0%	1%	1%	5%	0%	C	0.105	0.531	40000	G	
501	To: US 29, US 460 Richmond Hwy From: City of Lynchburg	0.32	8300	G	96%	0%	1%	1%	2%	0%	F	0.095		8900	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 16000 G 97% 0% 1% 1% 2% 0%																
501 128 Clanders Mtn Rd	To: SR 128 Mayflower Dr; Clanders Mtn Rd From: SR 128 Mayflower Dr City of Lynchburg	0.43	35000	G	96%	0%	1%	1%	2%	0%	F	0.081	0.536	37000	G	
To: Bus US 29 Lynchburg Expressway																

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							2Axle	3+Axle	1Trail	2Trail						
Bus 501 29 Lynchburg Expressway	From: SR 128 Candler's Mtn Rd City of Lynchburg	0.33	44000	N	97%	0%	0%	1%	1%	0%	N	0.094	0.538	46000	N	
501 Lynchburg Expressway	To: Bus US 29 Wards Rd From: City of Lynchburg	1.37	46000	G	96%	0%	1%	1%	2%	0%	F	0.091		49000	G	
501 Lynchburg Expressway Ext	To: Bus 460 Timberlake Rd From: City of Lynchburg	1.21	48000	G	96%	0%	1%	1%	2%	0%	F	0.094	0.524	51000	G	
501 Lynchburg Expressway	To: Graves Mill Rd From: City of Lynchburg	1.24	35000	G	96%	0%	1%	1%	2%	0%	F	0.090	0.504	37000	G	
501 Lynchburg Expressway	To: Lakeside Dr From: City of Lynchburg	0.31	38000	G	96%	0%	1%	1%	2%	0%	F	0.082	0.531	40000	G	
501 Lynchburg Expressway	To: 118-6044 Old Forest Rd From: City of Lynchburg	1.23	14000	G	96%	0%	1%	1%	2%	0%	F	0.087	0.578	15000	G	
501 Lynchburg Expressway	To: Wiggington Rd From: City of Lynchburg	1.86	14000	G	97%	0%	1%	1%	1%	0%	F	0.091	0.561	15000	G	
501 Boonsboro Rd	To: Boonsboro Rd From: City of Lynchburg	1.80	9400	G	96%	0%	1%	1%	2%	0%	C	0.095	0.625	10000	G	
501 460 29 29	To: WCL Lynchburg From: City of Lynchburg (Maint: 15)	1.91	39000	G	93%	0%	1%	1%	5%	0%	C	0.105	0.531	40000	G	
501	To: Bus US 501; US 501 Campbell Ave From: City of Lynchburg	0.32	8200	G	97%	0%	1%	1%	1%	0%	F	0.092		8800	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		16000	G	97%	0%	1%	1%	2%	0%	F	0.094	F 0.513	18000	G	
501	To: SR 128 Mayflower Dr; Candler's Mtn Rd From: City of Lynchburg	0.35	NA									NA		NA		
Bus 501 460 Campbell Ave	To: US 501 Lynchburg Expressway From: City of Lynchburg	0.14	18000	G	98%	0%	1%	0%	0%	0%	F	0.107	0.667	19000	G	
Bus 501 460 Campbell Ave	To: Florida Ave From: City of Lynchburg	0.48	15000	G	98%	0%	1%	0%	0%	0%	F	0.110	0.656	16000	G	
Bus 501 460 Campbell Ave	To: Mayflower Dr From: City of Lynchburg	0.88	16000	G	98%	0%	1%	0%	0%	0%	C	0.102	0.651	17000	G	
Bus 501 460 Kemper St	To: Kemper St From: City of Lynchburg	0.34	7800	G	98%	0%	1%	0%	0%	0%	F	0.109	0.626	8300	G	
Bus 501 221 460 Kemper St	To: Lynchburg Expressway From: City of Lynchburg	0.41	7400	G	95%	1%	2%	0%	1%	0%	C	0.09	0.61	7900	G	
	To: US 221 From: City of Lynchburg															
	To: 12th St From: City of Lynchburg															

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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 501 221 460 12th St	From: 118-6027; 118-6031 City of Lynchburg	0.18	9300	G	95%	1%	2%	0%	1%	0%	F	0.09	0.564	9900	G	
Bus 501 Campbell Ave	To: Fort Ave From: City of Lynchburg	0.23	9000	G	98%	1%	1%	0%	0%	0%	F	0.103	0.743	9500	G	
Bus 501 Langhorne Rd	To: Park Ave From: City of Lynchburg	0.27	11000	G	98%	1%	1%	0%	0%	0%	F	0.089	0.669	12000	G	
Bus 501 Langhorne Rd	To: Memorial Ave From: City of Lynchburg	0.29	18000	G	98%	1%	1%	0%	0%	0%	F	0.086	0.594	19000	G	
Bus 501 Langhorne Rd	To: Murrell Rd From: City of Lynchburg	1.06	14000	G	98%	1%	1%	0%	0%	0%	C	0.09	0.677	15000	G	
Bus 501 Langhorne Rd	To: Hill St From: City of Lynchburg	0.47	11000	G	98%	1%	1%	0%	0%	0%	F	0.09	0.705	11000	G	
Bus 501 Langhorne Rd	To: Cranehill Dr From: City of Lynchburg	1.37	8100	G	99%	1%	1%	0%	0%	0%	C	0.091	0.61	8600	G	
Bus 501 Rivermont Terrace	To: Rivermont Terrace From: City of Lynchburg	0.25	5200	G	99%	1%	1%	0%	0%	0%	F	0.094	0.585	5600	G	
Bus 501 Rivermont Ave	To: Rivermont Ave From: Rivermont Terrace City of Lynchburg	0.44	15000	G	98%	0%	1%	0%	0%	0%	F	0.091	0.56	16000	G	
Bus 501 Boonsboro Rd	To: Link Rd From: City of Lynchburg	0.76	13000	G	98%	0%	1%	0%	0%	0%	F	0.093	0.562	14000	G	
Bus 501 Boonsboro Rd	To: Trents Ferry Rd From: City of Lynchburg	1.75	13000	G	98%	0%	1%	0%	0%	0%	C	0.090	0.526	13000	G	
	To: Lynchburg Expressway															

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Lynchburg</b>																
(F794) Top Ridge Rd	1.16	20	R								NA			NA		07/20/2016
(F864) Brown Haven Lane	0.12	20	R								NA			NA		07/20/2016
(F906) Liberty Mt Dr	0.40	4900	R								NA			NA		10/27/2016
(F907) Liberty Mt Dr	0.78	5900	R								NA			NA		10/29/2013
(F975) Chetnut Creek Dr	0.46	140	R								NA			NA		08/30/2016
(1) Pawnee Dr	0.86	390	G	98%	1%	1%	0%	0%	0%	F	0.126		0.596	420	G	2017
(2) 9th St	0.18	1300	G	98%	1%	1%	0%	0%	0%	C	0.133		0.536	1400	G	2017
(3) Alta Lane	0.85	2300	G	99%	0%	0%	0%	0%	0%	C	0.100		0.577	2400	G	2017
(4) Del Ray Circle	0.16	2500	G	99%	0%	0%	0%	0%	0%	F	0.104		0.504	2700	G	2017
(5) 8th St	0.59	1500	G	94%	1%	4%	0%	0%	0%	C	0.087		0.5	1600	G	2017
(6) Langhorne Rd	0.16	2300	G	97%	1%	2%	0%	0%	0%	F	0.109		0.713	2400	G	2017
(6) Villa Rd	0.12	2100	G	97%	1%	2%	0%	0%	0%	F	0.096		0.729	2200	G	2017
(7) Long Meadow Dr	0.73	2000	G	97%	0%	1%	1%	1%	0%	F	0.108		0.517	2100	G	2017
(8) Sussex St	0.79	3400	G	97%	0%	1%	1%	1%	0%	F	0.092		0.667	3600	G	2017
(9) University Blvd	0.42	10000	G	93%	2%	4%	0%	0%	0%	C	0.092		0.51	11000	G	2017
(10) Pleasant Valley Rd	0.52	560	G	94%	0%	1%	3%	2%	0%	F	0.104		0.620	600	G	2017
(10) Pleasant Valley Rd	0.13	560	N	94%	0%	1%	3%	2%	0%	N	0.104		0.620	600	N	2017
(10) Pleasant Valley Rd	0.15	560	N	94%	0%	1%	3%	2%	0%	N	0.104		0.620	600	N	2017
(6001) V E S Rd	0.92	2800	G	97%	1%	2%	0%	0%	0%	C	0.101		0.534	3000	G	2017

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Lynchburg</b>																
6002	Trents Ferry Rd	1.88	1500	G	97%	1%	1%	1%	0%	C	0.106		0.757	1600	G	2017
6003	Link Rd	0.78	9100	G	99%	0%	1%	0%	0%	F	0.087		0.558	9700	G	2017
6003	Link Rd	1.32	7400	G	99%	0%	1%	0%	0%	C	0.087		0.502	7900	G	2017
6004	Wiggington Rd	1.04	4700	G	98%	1%	1%	1%	0%	F	0.115		0.827	5000	G	2017
6004	Wiggington Rd	0.76	3800	G	98%	1%	1%	1%	0%	C	0.103		0.822	4000	G	2017
6004	Wiggington Rd	1.82	1700	G	98%	1%	1%	1%	0%	F	0.115		0.665	1800	G	2017
6004	Hawkins Mill Rd	0.36	2100	G	97%	2%	1%	0%	0%	C	0.122		0.641	2200	G	2017
6004	Coffee Rd	0.89	2400	G	97%	2%	1%	0%	0%	F	0.121		0.59	2600	G	2017
6004	Coffee Rd	0.33	4000	G	97%	2%	1%	0%	0%	F	0.121		0.59	4200	G	2017
6009	Graves Mill Rd	0.60	6200	G	97%	0%	1%	1%	1%	F	0.102		0.550	6600	G	2017
6009	Graves Mill Rd	0.66	5400	G	97%	0%	1%	1%	1%	F	0.107		0.543	5800	G	2017
6009	Graves Mill Rd	0.27	11000	G	97%	0%	1%	1%	1%	F	0.1		0.631	11000	G	2017
6009	Graves Mill Rd	0.18	27000	G	97%	0%	1%	1%	1%	C	0.100		0.526	29000	G	2017
6009	Graves Mill Rd	1.04	22000	G	97%	0%	1%	1%	1%	F	0.093		0.545	23000	G	2017
6012	Church St	0.23	4200	G	96%	1%	2%	0%	1%	C	0.118			4400	G	2017
6012	Church St	0.47	6900	G	98%	0%	1%	1%	1%	F	0.098			7300	G	2017
6012	Rivermont Ave	0.90	14000	G	98%	0%	1%	1%	1%	C	0.092		0.569	15000	G	2017
6012	Bedford Ave	0.96	3600	G	96%	1%	2%	0%	1%	C	0.091		0.504	3900	G	2017
6012	Rivermont Ave	1.01	15000	G	96%	1%	2%	0%	1%	F	0.094		0.517	16000	G	2017
6020	Rivermont Ave	0.96	9000	G	96%	1%	2%	0%	1%	F	0.095		0.612	9600	G	2017
6022	Hollins Mill Rd	1.16	3500	G	96%	1%	2%	0%	1%	F	0.1		0.521	3700	G	2017
6022	Federal St	0.40	3900	G	96%	1%	2%	0%	1%	F	0.091		0.528	4100	G	2017

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Lynchburg</b>																
6023 Murrell Rd	0.37	11000	G	96%	1%	Lakeside Dr				F	0.086		0.534	12000	G	2017
						Langhorne Rd										
6027 12th St	0.80	6600	G	97%	0%	Kemper St				F	0.086		0.533	7000	G	2017
						Clay St										
6027 12th St	0.25	7300	G	97%	0%	Commerce St				F	0.094		0.612	7800	G	2017
						Commerce St										
6028 Commerce St	0.33	4700	G	97%	0%	5Th St				F	0.107		0.671	5000	G	2017
						10Th St										
6028 Commerce St	0.30	4000	G	97%	0%	Main St				F	0.122		0.758	4200	G	2017
						Main St										
6029 Fort Ave	0.43	7900	G	97%	0%	Wadsworth Ave				F	0.082		0.561	8400	G	2017
						Kemper St										
6029 Park Ave	0.28	5700	G	97%	0%	9Th St				F	0.084		0.511	6000	G	2017
						5Th St										
6029 Park Ave	0.36	4600	G	97%	0%	Oakley Ave				F	0.085		0.538	4900	G	2017
						5Th St										
6031 Lakeside Dr	0.41	13000	G	97%	0%	Murrell Rd				F	0.087		0.656	14000	G	2017
						Murrell Rd										
6031 Lakeside Dr	0.34	5800	G	97%	0%	Memorial Ave				C	0.093		0.543	6200	G	2017
						Memorial Ave										
6031 Park Ave	0.36	7700	G	98%	1%	Langhorne Rd				F	0.083		0.5	8200	G	2017
						Langhorne Rd										
6031 Park Ave	0.35	5500	G	97%	0%	CIUS 501				F	0.090		0.539	5900	G	2017
						US 221; 118-6027; 12Th St										
6032 Main St	0.25	2500	G	98%	1%	Florida Ave				F	0.103		0.543	2600	G	2017
						Lynchburg Expressway										
6032 Main St	0.28	7000	G	98%	1%	Lynchburg Exp				F	0.086		0.757	7400	G	2017
						Lynchburg Exp										
6032 Main St	0.55	7000	G	98%	1%	12Th St				F	0.097		7400	G	2017	
						5Th St										
6033 Florida Ave	1.28	4700	G	98%	1%	Campbell Ave				C	0.103		0.648	5000	G	2017
						Augusta St										
6033 Florida Ave	0.88	3900	G	98%	1%	Main St				F	0.105		0.661	4100	G	2017
						Main St										
6034 Martin St	0.58	850	G	97%	1%	Florida Ave				C	0.107		0.632	910	G	2017
						ECL Lynchburg										
6035 Candler Mtn Rd	1.09	7500	G	98%	1%	SCL Lynchburg				C	0.097		0.517	7900	G	2017
						SCL Lynchburg										
6035 Candler Mtn Rd	0.74	11000	G	98%	1%	Ramp From US 460; FR 906				F	0.097		0.554	12000	G	2017
						SR 128; Mayflower Drive										
6036 Clay St	0.50	2000	G	97%	1%	5Th St				C	0.102		0.540	2100	G	2017
						12Th St										

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Lynchburg</b>																
(6036) Grace St	0.88	4300	G	98%	1%	1%	0%	0%	0%	C	0.091		0.625	4600	G	2017
(6037) Stadium Dr	0.38	5800	G	98%	1%	1%	0%	0%	0%	F	0.094		0.533	6200	G	2017
(6038) Wythe St	0.27	8500	G	96%	1%	1%	1%	1%	0%	C	0.094		0.516	9100	G	2017
(6040) James St	0.22	3700	G	96%	2%	2%	0%	0%	0%	C	0.093		0.537	3900	G	2017
(6042) Cranehill Dr	1.04	1700	G	98%	1%	1%	0%	0%	0%	C	0.118		0.767	1900	G	2017
(6044) Old Forest Rd	0.94	21000	G	98%	1%	1%	0%	0%	0%	F	0.087		0.51	23000	G	2017
(6044) Old Forest Rd	0.45	20000	G	99%	0%	1%	0%	0%	0%	C	0.087		0.501	21000	G	2017
(6044) Old Forest Rd	0.21	14000	G	99%	0%	1%	0%	0%	0%	F	0.089		0.520	15000	G	2017
(6044) Old Forest Rd	1.61	8100	G	99%	0%	1%	0%	0%	0%	F	0.090		0.585	8700	G	2017
(6045) Greenwood Dr	0.38	2800	G	97%	1%	2%	0%	0%	0%	C	0.096		0.577	3000	G	2017
(6045) Thomas Rd	0.71	4100	G	97%	1%	2%	0%	0%	0%	F	0.099		0.578	4400	G	2017
(6045) Richmond Rd	0.35	3900	G	98%	1%	1%	0%	0%	0%	C	0.102		0.513	4200	G	2017
(6046) Sandusky Dr	0.77	2800	G	98%	0%	1%	0%	0%	0%	C	0.096		0.554	3000	G	2017
(6046) Sandusky Dr	0.49	4400	G	97%	2%	1%	0%	0%	0%	C	0.093		0.526	4700	G	2017
(6048) Perrymont Ave	0.84	3200	G	98%	1%	1%	0%	0%	0%	C	0.100		0.541	3400	G	2017
(6050) Odd Fellows Rd	0.60	7400	G	84%	3%	3%	4%	6%	0%	F	0.11		0.628	7900	G	2017
(6050) Odd Fellows Rd	0.67	1400	G	84%	3%	3%	4%	6%	0%	C	0.1		0.610	1500	G	2017
(6052) Campbell Ave	0.33	9300	G	99%	0%	1%	0%	0%	0%	C	0.09		0.656	9900	G	2017
(6052) Campbell Ave	0.41	9700	G	99%	0%	1%	0%	0%	0%	F	0.095		0.635	10000	G	2017
(6054) Fenwick Dr	0.23	3400	G	99%	1%	1%	0%	0%	0%	F	0.107		0.501	3600	G	2017
(6054) Sheffield Dr	0.73	2800	G	99%	1%	1%	0%	0%	0%	C	0.112		0.526	3000	G	2017



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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Lynchburg</b>																
(6056) Greenview Dr	1.29	19000	G	98%	0%	1%	0%	0%	0%	C	0.086		0.515	20000	G	2017
						From: WCL Lynchburg										
						To: Leesville Rd										
(6066) Leesville Rd	1.14	9500	G	98%	0%	1%	0%	0%	0%	F	0.098		0.564	10000	G	2017
						From: SCL Lynchburg										
						To: North St										
(6066) Leesville Rd	1.15	7400	G	98%	0%	1%	0%	0%	0%	C	0.091		0.574	7900	G	2017
						From: North St										
						To: Timberlake Rd										
(6070) Wards Ferry Rd	1.29	11000	G	99%	0%	1%	0%	0%	0%	F	0.088		0.518	12000	G	2017
						From: CBusUS 460 Logans Lane										
						To: Harvard St										
(6070) Wards Ferry Rd	1.06	9800	G	99%	0%	1%	0%	0%	0%	C	0.095		0.539	10000	G	2017
						From: Harvard St										
						To: US 29; Wards Rd										
(6071) Harvard St	0.08	190	G	97%	0%	1%	1%	1%	0%	F	0.102		0.682	200	G	2017
						From: Wards Ferry Rd										
						To: College Park Dr										
(6072) Old Graves Mill Rd	1.70	11000	G	97%	0%	1%	1%	1%	0%	C	0.097		0.658	11000	G	2017
						From: Timberlake Rd										
						To: Graves Mill Rd										
(6073) McConville Rd	1.80	5400	G	99%	0%	0%	0%	0%	0%	C	0.102		0.707	5700	G	2017
						From: Graves Mill Rd										
						To: Wyndale Dr										
(6073) Wyndale Dr	0.24	4500	G	99%	1%	1%	0%	0%	0%	C	0.111		0.588	4800	G	2017
						From: McConville Rd										
						To: Lakeside Dr										
(6074) Evergreen Rd	0.33	2100	G	98%	1%	1%	0%	0%	0%	F	0.099		0.676	2200	G	2017
						From: Link Rd										
						To: Indian Hill Rd										
(6074) Indian Hill Rd	0.98	2200	G	98%	1%	1%	0%	0%	0%	F	0.111		0.599	2300	G	2017
						From: Evergreen Rd										
						To: Burnt Bridge Rd										
(6074) Burnt Bridge Rd	0.97	1700	G	98%	1%	1%	0%	0%	0%	C	0.119		0.632	1800	G	2017
						From: Indian Hill Rd										
						To: Bus US 501, Boonsboro Rd										
(6075) Langhorne Lane	0.34	2100	G	97%	1%	2%	0%	0%	0%	C	0.1		0.571	2200	G	2017
						From: Richmond St										
						To: Eldon St										
(6075) Eldon St	0.07	2400	G	97%	1%	2%	0%	0%	0%	F	0.102		0.614	2500	G	2017
						From: Langhorne Lane										
						To: Memorial Ave										
(6076) Linkhorne Rd	0.59	5700	G	97%	1%	2%	0%	0%	0%	F	0.102		0.511	6100	G	2017
						From: Old Forest Rd										
						To: Cranehill Dr										
(6077) Jefferson St	0.41	1100	G	97%	1%	2%	0%	0%	0%	F	0.121		0.561	1100	G	2017
						From: 7Th St										
						To: Concord Tpke										
(6078) Washington St	0.11	2400	G	92%	0%	1%	3%	4%	0%	F	0.11		0.527	2600	G	2017
						From: Main St										
						To: Jefferson St										
(6078) Concord Tpke	1.66	2100	G	92%	0%	1%	3%	4%	0%	F	0.109		0.545	2300	G	2017
						From: Jefferson St										
						To: Rockwell Rd										
(6078) Concord Tpke	1.07	2000	G	92%	0%	1%	3%	4%	0%	C	0.114		0.639	2100	G	2017
						From: Rockwell Rd										
						To: US 460										
(6080) Court St	0.50	2200	G	92%	0%	1%	3%	4%	0%	F	0.094		0.635	2400	G	2017
						From: 12Th St										
						To: 5Th St										

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Lynchburg</b>																
6081 Forest Brook Rd	0.92	4900	G	97%	1%	Lakeside Dr				C	0.098		0.586	5300	G	2017
						Old Forest Rd										
6082 Hill St	0.58	5700	G	98%	1%	Old Forest Rd				F	0.095		0.697	6100	G	2017
						Langhorne Rd										
6083 Edgewood Ave	0.73	1800	G	98%	1%	Fort Ave				C	0.099		0.507	2000	G	2017
						Wards Rd										
4th St		60	G			Wise St					0.170		70	G	2017	
						Monroe St										
Caroline St		720	G			York St					0.107		0.528	770	G	2017
						Chambers St										
Chambers St		840	G			Caroline St					0.092		0.59	890	G	2017
						2Nd St										
Clayton Ave		470	G			Morningside Dr					0.113		0.548	500	G	2017
						Spottswood Pl										
Danridge Dr		1400	G			Berkley Pl					0.107		0.576	1500	G	2017
						Craigmont Dr										
Enterprise Dr		15000	G			15-1520					0.1		0.593	15000	G	2017
						Bedford County Line										
Fairview Ave		300	G			Maryland Ave					0.093		0.532	320	G	2017
						Mackel St										
Fleetwood Dr		1200	G			Ridgeway Dr					0.106		0.712	1200	G	2017
						Hillwood Dr										
Georgia Ave		170	G			Campbell Ave					0.16		0.655	180	G	2017
						Nevada Ave										
Gorman Dr		270	G			Glen Oak Lane					0.151		0.5	280	G	2017
						Northwood Cir										
Hawthorne Rd		120	G			Montgomery Rd					0.143		0.622	120	G	2017
						Woodcrest Dr										
Hayes Dr		130	G			Rhonda Dr					0.122		0.682	140	G	2017
						Crawford Dr										
John Scott Dr		440	G	97%	2%	Old Trents Ferry Rd				C	0.111		0.558	480	G	2017
						Dead End										
Leyburn Ave		210	G			Mosby Ave					0.12		0.815	220	G	2017
						Sackett St										
Locksview Dr		760	G			Bell Tavern Rd					0.100		0.533	810	G	2017
						Norvell House Ct										
Maryland Ave		300	G			Craig St					0.127		0.517	320	G	2017
						Fairview Ave										

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Lynchburg</b>																
McKinney Ave		270	G			From: Clarke St				0.101		0.833	290	G	2017	
					To: Dodd St											
Mimosa Dr		710	G			From: Burnt Bridge Rd				0.108		0.533	750	G	2017	
					To: Woodcrest Dr											
Morningside Dr		510	G			From: McGuffey Lane				0.203		0.922	550	G	2017	
					To: Eastwood Lane											
Myrtle St		570	G			From: Westview Dr				0.097			610	G	2017	
					To: Toledo Ave											
New Hampshire Ave		370	G			From: Oakridge Blvd				0.12		0.551	390	G	2017	
					To: Tremont St											
Oxford St		310	G			From: McKinney Ave				0.104		0.578	330	G	2017	
					To: Radcliffe Ave											
Page St		2800	G			From: Hillcrest Rd				0.109		0.845	3000	G	2017	
					To: 2Nd St											
Rhode Island Ave		110	G			From: Tremont St				0.128		0.516	110	G	2017	
					To: Fort Ave											
Sanhill Dr		510	G			From: Rhonda Dr				0.117		0.540	540	G	2017	
					To: Apache Lane											
Texas Ave		220	G			From: Campbell Ave				0.114		0.593	230	G	2017	
					To: Nevada Ave											
Warren Ave		200	G			From: Wingfield Ave				0.148		0.508	210	G	2017	
					To: Perry Ave											