

**2010**  
**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  
Bypas - 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  
2010  
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)	1.38	44000	F	93%	0%	1%	1%	4%	0%	F	0.096	F	0.641	46000	F
	To: Candler Mountain Rd															
29 460	City of Lynchburg (Maint: 15)	0.49	34000	F	93%	0%	1%	1%	4%	0%	F	0.092	F	0.615	35000	F
	To: US 501															
29 460 501	City of Lynchburg (Maint: 15)	1.91	36000	A	93%	0%	1%	1%	4%	0%	C	0.103	A	0.503	38000	A
	To: US 501 Campbell Ave															
	From: Functional Class Change															
29 460	Richmond Hwy	2.14	33000	F	93%	0%	1%	1%	4%	0%	F	0.086	F	0.542	35000	F
	To: US 29															
	From: SCL Lynchburg															
29	City of Lynchburg (Maint: 15)	0.33	18000	F	89%	1%	1%	1%	8%	1%	F	0.084	F	0.513	17000	F
	To: NCL Lynchburg															
	From: SCL Lynchburg															
Bus 29	Wards Rd	1.64	40000	F	98%	0%	1%	0%	1%	0%	C	0.079	F	0.548	41000	F
	To: US 501; SR 163 Lynchburg Expressway															
Bus 29	City of Lynchburg	0.12	NA									NA		NA		
	To: SR 163 Wards Rd															
Bus 29 501	Lynchburg Expressway	0.33	39000	N	98%	0%	1%	0%	1%	0%	N	0.091	N	0.530	41000	N
	To: US 501, SR 128															
Bus 29	Lynchburg Expressway	1.33	39000	F	98%	0%	1%	0%	1%	0%	F	0.091	F	0.530	41000	F
	To: Odd Fellows Rd															
Bus 29	Lynchburg Expressway	1.46	37000	F	98%	0%	1%	0%	1%	0%	F	0.086	F	0.540	38000	F
	To: Kemper Street															
Bus 29	Lynchburg Expressway	1.02	37000	F	98%	0%	1%	0%	1%	0%	F	0.088	F	0.518	38000	F
	To: Main Street															
Bus 29	Lynchburg Expressway	0.22	23000	F	98%	0%	1%	0%	1%	0%	F	0.082	F	0.589	24000	F
	To: Amherst County Line															
	From: SR 163 Wards Rd															
128	Candler Mt Rd	0.26	18000	F	89%	4%	2%	1%	3%	0%	F	0.092	F	0.544	20000	F
	To: Bus US 29, US 501 Lynchburg Expwy															
	From: RT 501 W															
128 501	Candler Mtn Rd	0.43	36000	F	96%	0%	1%	0%	2%	0%	F	0.083	F	0.515	38000	F
	To: RT 501 E															
	From: US 501 Candler Mt Rd															
128	Mayflower Dr	1.30	7200	F	89%	4%	2%	1%	3%	0%	C	0.102	F	0.542	7700	F
	To: Odd Fellows Rd															
128	Mayflower Dr	1.48	1800	F	97%	1%	1%	1%	0%	0%	C	0.096	F	0.649	2000	F
	To: Bus US 501 Campbell 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						
163 Wards Rd	From: Bus US 29, US 501 Lynchburg Expressway City of Lynchburg	0.44	17000	F	99%	0%	1%	0%	0%	0%	F	0.081	F	0.558	18000	F
163 Wards Rd	To: SR 128 Candler Mtn Rd From: City of Lynchburg	0.42	27000	F	99%	0%	1%	0%	0%	0%	F	0.081	F	0.504	29000	F
163 Bus 460 Fort Ave	To: Bus US 460 Fort Avenue From: City of Lynchburg	1.19	23000	F	99%	0%	1%	0%	0%	0%	C	0.083	F	0.546	24000	F
163 Memorial Ave	To: Memorial Ave From: City of Lynchburg	0.60	11000	F	99%	0%	0%	0%	0%	0%	C	0.08	F	0.540	12000	F
163 Memorial Ave	To: Oakley Ave From: City of Lynchburg	0.47	13000	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.503	14000	F
163 Memorial Ave	To: Park Ave From: City of Lynchburg	0.33	12000	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.536	13000	F
163 5th St	To: Langhorne Rd From: City of Lynchburg	0.17	14000	F	99%	0%	0%	0%	0%	0%	F	0.084	F	0.531	15000	F
163 5th St	To: Pollard St From: City of Lynchburg	0.26	13000	F	99%	0%	0%	0%	0%	0%	F	0.089	F	0.57	14000	F
163 5th St	To: Pierce St From: City of Lynchburg	0.27	12000	F	98%	0%	0%	0%	1%	0%	F	0.09	F	0.569	13000	F
163 5th St	To: Park Ave From: City of Lynchburg	0.38	13000	F	98%	0%	0%	0%	1%	0%	F	0.09	F	0.579	14000	F
163 5th St	To: Clay St From: City of Lynchburg	0.57	14000	F	98%	0%	0%	0%	1%	0%	C	0.102	F	0.632	15000	F
North 163 Ramp	To: Amherst County Line From: City of Lynchburg	0.09	NA									NA		NA		
221 Lakeside Dr	To: SR 163 Wards Rd From: City of Lynchburg	0.53	27000	F	99%	0%	0%	0%	1%	0%	C	0.093	F	0.568	29000	F
221 Lakeside Dr	To: WCL Lynchburg From: City of Lynchburg	0.94	16000	F	99%	0%	0%	0%	1%	0%	F	0.086	F	0.576	17000	F
221 Lakeside Dr	To: Lynchburg Expressway From: City of Lynchburg	1.52	14000	F	99%	0%	0%	0%	1%	0%	F	0.086	F	0.554	15000	F
221 Lakeside Dr	To: Forest Brook Rd From: City of Lynchburg	0.15	16000	F	99%	0%	0%	0%	1%	0%	F	0.085	F	0.547	17000	F
221 Oakley Ave	To: Old Forest Rd From: City of Lynchburg	0.57	8900	F	99%	0%	0%	0%	1%	0%	F	0.088	F	0.509	9400	F
	To: Oakley Ave From: City of Lynchburg															
	To: Lakeside Dr From: City of Lynchburg															
	To: Bus US 29 Memorial Ave 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						
221 Oakley Ave	City of Lynchburg	0.24	7600	F	99%	0%	0%	0%	1%	0%	F	0.089	F	0.505	8100	F
Bus 221 460 Fort Ave	City of Lynchburg	0.42	9600	F	97%	1%	1%	0%	1%	0%	C	0.089	F	0.543	10000	F
Bus 221 460 12th St	City of Lynchburg	0.25	8400	F	97%	1%	1%	0%	1%	0%	F	0.091	F	0.533	8900	F
Bus 221 460 501 12th St	City of Lynchburg	0.18	8600	F	97%	1%	1%	0%	1%	0%	F	0.09	F	0.564	9200	F
Bus 221 460 501 Kemper St	City of Lynchburg	0.41	11000	F	97%	1%	1%	0%	1%	0%	C	0.085	F	0.601	12000	F
460 29	City of Lynchburg (Maint: 15)	1.38	44000	F	93%	0%	1%	1%	4%	0%	F	0.096	F	0.641	46000	F
460 29	City of Lynchburg (Maint: 15)	0.49	34000	F	93%	0%	1%	1%	4%	0%	F	0.092	F	0.615	35000	F
460 29 501	City of Lynchburg (Maint: 15)	1.91	36000	A	93%	0%	1%	1%	4%	0%	C	0.103	A	0.503	38000	A
460 29 Richmond Hwy	City of Lynchburg (Maint: 15)	2.14	33000	F	93%	0%	1%	1%	4%	0%	F	0.086	F	0.542	35000	F
460 Richmond Hwy	City of Lynchburg (Maint: 15)	0.11	26000	N	94%	0%	1%	1%	4%	0%	N	0.087	N	0.573	27000	N
Bus 460 Timberlake Rd	City of Lynchburg	0.62	30000	F	98%	0%	0%	0%	1%	0%	F	0.086	F	0.555	32000	F
Bus 460 Timberlake Rd	City of Lynchburg	1.14	26000	F	98%	0%	0%	0%	1%	0%	F	0.081	F	0.517	27000	F
Bus 460 Timberlake Rd	City of Lynchburg	0.37	33000	F	98%	0%	0%	0%	1%	0%	F	0.083	F	0.565	34000	F
Bus 460 Fort Ave	City of Lynchburg	1.15	18000	F	98%	0%	0%	0%	1%	0%	F	0.087	F	0.540	19000	F
Bus 460 163 Fort Ave	City of Lynchburg	1.19	23000	F	99%	0%	1%	0%	0%	0%	C	0.083	F	0.546	24000	F
Bus 460 Fort Ave	City of Lynchburg	0.57	8600	F	98%	0%	0%	0%	1%	0%	F	0.082	F	0.506	9100	F

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 460 221 Fort Ave	From: US 221 Oakley Ave City of Lynchburg	0.42	9600	F	97%	1%	1%	0%	1%	0%	C	0.089	F	0.543	10000	F
Bus 460 221 12th St	To: 118-6029 Fort Ave From: City of Lynchburg	0.25	8400	F	97%	1%	1%	0%	1%	0%	F	0.091	F	0.533	8900	F
Bus 460 221 501 12th St	To: Bus US 501 Campbell Ave From: City of Lynchburg	0.18	8600	F	97%	1%	1%	0%	1%	0%	F	0.09	F	0.564	9200	F
Bus 460 221 501 Kemper St	To: Kemper St From: 12th Street City of Lynchburg	0.41	11000	F	97%	1%	1%	0%	1%	0%	C	0.085	F	0.601	12000	F
Bus 460 501 Kemper St	To: Bus US 29 Lynchburg Expressway From: US 29 Lynchburg Expressway City of Lynchburg	0.34	9800	F	97%	1%	1%	0%	1%	0%	F	0.086	F	0.618	10000	F
Bus 460 501 Campbell Ave	To: Campbell Ave From: Kemper St City of Lynchburg	0.88	17000	F	97%	1%	1%	0%	1%	0%	C	0.093	F	0.664	18000	F
Bus 460 501 Campbell Ave	To: Mayflower Dr From: City of Lynchburg	0.48	16000	F	97%	1%	1%	0%	1%	0%	F	0.095	F	0.639	17000	F
Bus 460 501 Campbell Ave	To: Florida Ave From: City of Lynchburg	0.14	18000	F	97%	1%	1%	0%	1%	0%	F	0.098	F	0.670	19000	F
Bus 460 501 Campbell Ave	To: US 460, US 501 Richmond Hwy From: Bus US 501 City of Lynchburg	0.15	12000	N	98%	0%	0%	0%	1%	0%	N	0.098	N	0.68	13000	N
501 Campbell Ave	To: US 29, US 460 From: SCL Lynchburg City of Lynchburg	0.93	12000	F	98%	0%	0%	0%	1%	0%	F	0.098	F	0.68	13000	F
Bus 501 460 Campbell Ave	To: Bus US 460 From: City of Lynchburg	0.15	12000	N	98%	0%	0%	0%	1%	0%	N	0.098	N	0.68	13000	N
501 460 29	To: US 29, US 460 Richmond Hwy From: US 29, US 460 City of Lynchburg (Maint: 15)	1.91	36000	A	93%	0%	1%	1%	4%	0%	C	0.103	A	0.503	38000	A
501	To: US 29, US 460 Richmond Hwy From: City of Lynchburg	0.50	16000	F	96%	0%	1%	0%	2%	0%	F	0.094	F	0.513	17000	F
501 128 Candler Mtn Rd	To: SR 128 Mayflower Dr From: City of Lynchburg	0.43	36000	F	96%	0%	1%	0%	2%	0%	F	0.083	F	0.515	38000	F
Bus 501 29 Lynchburg Expressway	To: Bus US 29 Lynchburg Expressway From: US 29 Lynchburg Expressway City of Lynchburg	0.33	39000	N	98%	0%	1%	0%	1%	0%	N	0.091	N	0.530	41000	N
501 Lynchburg Expressway	To: Wards Rd Exit From: Wards Rd City of Lynchburg	1.37	42000	F	98%	0%	0%	0%	1%	0%	F	0.087	F	0.521	45000	F
	To: Timberlake Rd															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: Timberlake Rd 501 Lynchburg Expressway Ext	City of Lynchburg	1.21	44000	F	96%	0%	1%	0%	2%	0%	F	0.089	F	0.544	47000	F
To: Graves Mill Rd 501 Lynchburg Expressway	City of Lynchburg	1.24	31000	F	96%	0%	1%	0%	2%	0%	F	0.088	F	0.518	33000	F
To: Lakeside Dr 501 Lynchburg Expressway	City of Lynchburg	0.31	33000	F	97%	0%	1%	1%	1%	0%	C	0.083	F	0.538	35000	F
To: 118-6044 Old Forest Rd 501 Lynchburg Expressway	City of Lynchburg	1.23	14000	F	97%	0%	1%	1%	1%	0%	F	0.088	F	0.542	15000	F
To: Wiggington Rd 501 Lynchburg Expressway	City of Lynchburg	1.86	13000	F	97%	0%	1%	1%	1%	0%	F	0.09	F	0.571	14000	F
To: Boonsboro Rd 501 Boonsboro Rd	City of Lynchburg	1.80	9000	F	96%	0%	1%	0%	2%	0%	C	0.094	F	0.645	9600	F
To: WCL Lynchburg																
From: US 460 501	City of Lynchburg	0.62	NA									NA			NA	
To: SR 128 Mayflower Dr																
From: Bus US 29 501	City of Lynchburg	0.35	NA									NA			NA	
To: US 501 Lynchburg Expressway																
From: US 460 Bus 501 Bus 460 Campbell Ave	City of Lynchburg	0.14	18000	F	97%	1%	1%	0%	1%	0%	F	0.098	F	0.670	19000	F
To: Florida Ave																
From: Florida Ave Bus 501 Bus 460 Campbell Ave	City of Lynchburg	0.48	16000	F	97%	1%	1%	0%	1%	0%	F	0.095	F	0.639	17000	F
To: Mayflower Dr																
From: Mayflower Dr Bus 501 Bus 460 Campbell Ave	City of Lynchburg	0.88	17000	F	97%	1%	1%	0%	1%	0%	C	0.093	F	0.664	18000	F
To: Kemper St																
From: Campbell Ave Bus 501 Bus 460 Kemper St	City of Lynchburg	0.34	9800	F	97%	1%	1%	0%	1%	0%	F	0.086	F	0.618	10000	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%	0%	1%	0%	C	0.085	F	0.601	12000	F
To: 12th St																
From: 118-6027; 118-6031 Bus 501 Bus 221 Bus 460 12th St	City of Lynchburg	0.18	8600	F	97%	1%	1%	0%	1%	0%	F	0.09	F	0.564	9200	F
To: Fort Ave																
From: Fort Ave Bus 501 Campbell Ave	City of Lynchburg	0.23	8300	F	99%	0%	1%	0%	0%	0%	F	0.116	F	0.761	8900	F
To: Park Ave																
From: Park Ave Bus 501 Langhome Rd	City of Lynchburg	0.27	10000	F	99%	0%	1%	0%	0%	0%	F	0.094	F	0.561	11000	F
To: Memorial Ave																

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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						
Bus 501 Langhorne Rd	From: Memorial Ave To: City of Lynchburg	0.29	17000	F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.522	18000	F
Bus 501 Langhorne Rd	From: Murrell Rd To: City of Lynchburg	1.06	13000	F	99%	0%	1%	0%	0%	0%	C	0.088	F	0.654	14000	F
Bus 501 Langhorne Rd	From: Hill St To: City of Lynchburg	0.47	11000	F	99%	0%	1%	0%	0%	0%	F	0.084	F	0.573	12000	F
Bus 501 Langhorne Rd	From: Cranchill Dr To: City of Lynchburg	1.37	8200	F	99%	0%	0%	0%	0%	0%	C	0.080	F	0.531	8700	F
Bus 501 Rivermont Terrace	From: Rivermont Terrace To: Langhorne Rd City of Lynchburg	0.25	5600	F	99%	0%	0%	0%	0%	0%	F	0.096	F	0.579	6000	F
Bus 501 Rivermont Ave	From: Rivermont Ave To: Rivermont Terrace City of Lynchburg	0.44	15000	F	99%	0%	0%	0%	0%	0%	F	0.085	F	0.593	15000	F
Bus 501 Boonsboro Rd	From: Link Rd To: City of Lynchburg	0.76	13000	F	99%	0%	0%	0%	0%	0%	F	0.093	F	0.602	14000	F
Bus 501 Boonsboro Rd	From: Trents Ferry Rd To: Lynchburg Expressway City of Lynchburg	1.75	14000	F	99%	0%	0%	0%	0%	0%	C	0.092	F	0.530	14000	F

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Lynchburg</b>																
(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
(F907) Ramp	0.06	NA									NA		NA			
(F975) Chetnut Creek Dr	0.46	160	R								NA		NA			07/31/2007
(1) Pawnee Dr	0.86	370	F	98%	1%	1%	0%	0%	0%	F	0.125	F	0.593	400	F	2010
(2) 9th St	0.18	1100	F	98%	1%	1%	0%	0%	0%	C	0.128	F	0.603	1200	F	2010
(3) Alta Lane	0.85	2200	F	99%	0%	0%	0%	0%	0%	C	0.111	F	0.62	2300	F	2010
(4) Del Ray Circle	0.16	2300	F	99%	0%	0%	0%	0%	0%	F	0.106	F	0.616	2500	F	2010
(5) 8th St	0.59	1500	F	96%	1%	2%	0%	0%	0%	C	0.082	F	0.541	1600	F	2010
(6) Langhorne Rd	0.16	2200	F	98%	0%	2%	0%	0%	0%	F	0.083	F	0.732	2400	F	2010
(6) Villa Rd	0.12	2100	F	98%	0%	2%	0%	0%	0%	F	0.085	F	0.735	2200	F	2010
(7) Long Meadow Dr	0.73	2200	F	98%	0%	1%	0%	1%	0%	F	0.111	F	0.54	2300	F	2010
(8) Sussex St	0.79	2500	F	98%	0%	1%	0%	1%	0%	F	0.102	F	0.686	2700	F	2010
(9) University Blvd	0.42	12000	F	94%	1%	5%	0%	0%	0%	C	0.089	F	0.591	13000	F	2010
(10) Pleasant Valley Rd	0.52	790	F	96%	1%	1%	1%	1%	0%	F	0.112	F	0.540	850	F	2010
(10) Pleasant Valley Rd	0.13	790	N	96%	1%	1%	1%	1%	0%	N	0.112	N	0.540	850	N	2010

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Lynchburg</b>																
⑩ Pleasant Valley Rd	0.15	790	N	96%	1%	Functional Class Change				N	0.112	N	0.540	850	N	2010
						ECL Lynchburg; 15-817										
⑥001 V E S Rd	0.92	2600	F	97%	0%	CIUS 501				C	0.098	F	0.543	2800	F	2010
						Williams Rd										
⑥002 Trents Ferry Rd	1.88	1600	F	99%	0%	Boonsboro Rd				C	0.101	F	0.623	1800	F	2010
						Bedford County Line										
⑥003 Link Rd	0.78	7600	F	99%	1%	Old Forest Rd				F	0.089	F	0.539	8100	F	2010
						Cranehill Dr										
⑥003 Link Rd	1.32	6400	F	99%	1%	Cranehill Rd				C	0.092	F	0.508	6800	F	2010
						Rivermont Ave										
⑥004 Wiggington Rd	1.04	3700	F	99%	0%	Old Forest Rd				F	0.097	F	0.667	4000	F	2010
						Lynchburg Exp										
⑥004 Wiggington Rd	0.76	3500	F	99%	0%	Chadwick Dr				C	0.099	F	0.635	3800	F	2010
						Hawkins Mill Rd										
⑥004 Wiggington Rd	1.82	1400	F	99%	0%	Wiggington Rd				F	0.108	F	0.641	1500	F	2010
						Coffee Rd										
⑥004 Hawkins Mill Rd	0.36	1600	F	99%	1%	Hawkins Mill Rd				C	0.118	F	0.534	1800	F	2010
						Coffee Rd										
⑥004 Coffee Rd	0.89	1900	F	99%	1%	Hawkins Mill Rd				F	0.12	F	0.609	2100	F	2010
						Walnut Hollow Rd										
⑥004 Coffee Rd	0.33	3400	F	99%	1%	US 501 Boonsboro Rd				F	0.101	F	0.72	3600	F	2010
						US 460 Bus Fort Ave										
⑥009 Graves Mill Rd	0.60	6100	F	97%	1%	Old Mill Rd				F	0.100	F	0.597	6500	F	2010
						Nationwide Dr										
⑥009 Graves Mill Rd	0.66	5100	F	97%	1%	US 501 Lynchburg Expressway				F	0.108	F	0.571	5400	F	2010
						Old Graves Mill Rd										
⑥009 Graves Mill Rd	0.27	9600	F	97%	1%	WCL Lynchburg 09-1425				F	0.101	F	0.639	10000	F	2010
						US 501 Lynchburg Expressway										
⑥009 Graves Mill Rd	0.18	25000	F	97%	1%	Old Graves Mill Rd				C	0.094	F	0.55	26000	F	2010
						WCL Lynchburg 09-1425										
⑥012 Church St	0.23	3900	F	98%	1%	Pearl St				C	0.126	F		4100	F	2010
						12th St										
⑥012 Church St	0.47	6500	F	97%	1%	5th St				F	0.089	F		6900	F	2010
						Bedford Ave E INT										
⑥012 Rivermont Ave	0.90	16000	F	97%	1%	Rivermont Ave E Int				C	0.097	F	0.583	17000	F	2010
						Rivermont Ave W Int										
⑥012 Bedford Ave	0.96	2600	F	94%	1%	Bedford Ave W Int				C	0.084	F	0.625	2800	F	2010
						Rivermont Terrace										
⑥012 Rivermont Ave	1.01	14000	F	94%	1%	Bedford Ave W Int				F	0.104	F	0.507	15000	F	2010
						Rivermont Terrace										
⑥020 Rivermont Ave	0.96	11000	F	94%	1%	Bedford Ave W Int				F	0.104	F	0.608	12000	F	2010
						Bedford Ave E Int										

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Lynchburg</b>																
(6022) Hollins Mill Rd	1.16	2000	F	94%	1%	2%	1%	2%	0%	F	0.093	F	0.539	2100	F	2010
			From: Bedford Ave													
			To: Hollins St													
(6022) Federal St	0.40	2600	F	94%	1%	2%	1%	2%	0%	F	0.088	F	0.517	2700	F	2010
			From: 5Th St													
			To: Lakeside Dr													
(6023) Murrell Rd	0.37	8000	F	94%	1%	2%	1%	2%	0%	F	0.087	F	0.561	8500	F	2010
			From: Langhorne Rd													
			To: Kemper St													
(6027) 12th St	0.80	7900	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.505	8500	F	2010
			From: Clay St													
(6027) 12th St	0.25	5900	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.51	6300	F	2010
			From: Commerce St													
			To: 5Th St													
(6028) Commerce St	0.33	4100	F	99%	0%	1%	0%	0%	0%	F	0.107	F	0.651	4400	F	2010
			From: 10Th St													
(6028) Commerce St	0.30	3500	F	99%	0%	1%	0%	0%	0%	F	0.121	F	0.789	3700	F	2010
			From: Main St													
			To: Wadsworth Ave													
(6029) Fort Ave	0.43	6000	G	99%	0%	1%	0%	0%	0%	F	NA			6500	G	2010
			From: Kemper St													
(6029) Park Ave	0.28	5200	F	99%	0%	1%	0%	0%	0%	F	0.081	F	0.502	5500	F	2010
			From: 9Th St													
(6029) Park Ave	0.36	4200	F	99%	0%	1%	0%	0%	0%	F	0.083	F	0.527	4500	F	2010
			From: 5Th St													
			To: Oakley Ave													
(6031) Lakeside Dr	0.41	12000	F	99%	0%	1%	0%	0%	0%	F	0.088	F	0.577	13000	F	2010
			From: Murrell Rd													
(6031) Lakeside Dr	0.34	6300	F	99%	0%	1%	0%	0%	0%	C	0.093	F	0.563	6800	F	2010
			From: Memorial Ave													
(6031) Park Ave	0.36	7100	F	97%	1%	2%	0%	0%	0%	F	0.083	F	0.5	7600	F	2010
			From: Langhorne Rd													
			To: CIUS 501													
(6031) Park Ave	0.35	12000	F	99%	0%	1%	0%	0%	0%	F	0.079	F	0.55	13000	F	2010
			From: US 221; 118-6027; 12Th St													
			To: Florida Ave													
(6032) Main St	0.25	2400	F	97%	1%	2%	0%	0%	0%	F	0.092	F	0.509	2500	F	2010
			From: Lynchburg Expressway													
			To: Lynchburg Exp													
(6032) Main St	0.28	6500	F	97%	1%	2%	0%	0%	0%	F	0.089	F	0.884	7000	F	2010
			From: 12Th St													
(6032) Main St	0.55	6300	F	97%	1%	2%	0%	0%	0%	F	0.093	F		6700	F	2010
			From: 5Th St													
			To: Campbell Ave													
(6033) Florida Ave	1.28	4100	F	97%	1%	2%	0%	0%	0%	C	0.1	F	0.61	4400	F	2010
			From: Augusta St													
(6033) Florida Ave	0.88	3100	F	97%	1%	2%	0%	0%	0%	F	0.106	F	0.667	3300	F	2010
			From: Main St													
			To: Florida Ave													
(6034) Martin St	0.58	1200	F	98%	1%	1%	0%	0%	0%	C	0.112	F	0.635	1300	F	2010
			From: ECL Lynchburg													
			To: SCL Lynchburg													
(6035) Candler Mtn Rd	1.09	3100	F	100%	0%	0%	0%	0%	0%	C	0.108	F	0.586	3300	F	2010
			From: Ramp From US 460; FR 906													

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Lynchburg</b>																
(6035) Candler Mtn Rd	0.74	11000	F	100%	0%	From: Ramp From US 460; FR 906 To: SR 128; Mayflower Drive				F	0.090	F	0.572	12000	F	2010
(6036) Clay St	0.50	2100	F	97%	1%	From: 5Th St To: 12Th St				C	0.096	F	0.639	2200	F	2010
(6036) Grace St	0.88	3400	F	97%	1%	From: 12Th St To: Florida Ave				C	0.099	F	0.670	3600	F	2010
(6037) Stadium Dr	0.38	4500	F	97%	1%	From: Wythe St To: Carroll Ave				F	0.095	F	0.558	4800	F	2010
(6038) Wythe St	0.27	7000	F	96%	2%	From: Fort Ave To: Stadium Dr				C	0.092	F	0.504	7400	F	2010
(6040) James St	0.22	3300	F	96%	2%	From: Stadium Dr To: Carroll Ave				C	0.100	F	0.514	3500	F	2010
(6042) Cranehill Dr	1.04	2400	G	98%	1%	From: Langhorne Rd To: Link Rd				C	NA			2600	G	2010
(6044) Old Forest Rd	0.94	19000	F	98%	1%	From: US 501 NW Expressway To: Forrest Brook Rd				F	0.086	F	0.518	20000	F	2010
(6044) Old Forest Rd	0.45	18000	F	99%	0%	From: Forrest Brook Rd To: Link Rd				C	0.088	F	0.500	20000	F	2010
(6044) Old Forest Rd	0.21	13000	F	99%	0%	From: Link Rd To: Linkhome Dr				F	0.091	F	0.55	14000	F	2010
(6044) Old Forest Rd	1.61	7800	F	99%	0%	From: Linkhome Dr To: Lakeside Dr				F	0.092	F	0.563	8400	F	2010
(6045) Greenwood Dr	0.38	2700	F	97%	1%	From: Oakdale Dr To: Perrymont Ave				C	0.108	F	0.589	2900	F	2010
(6045) Thomas Dr	0.71	3900	F	97%	1%	From: Perrymont Ave To: Langhorne Lane				F	0.096	F	0.575	4200	F	2010
(6045) Richmond Rd	0.35	3700	F	97%	1%	From: Langhorne Lane To: Oakley Ave				C	0.115	F	0.513	4000	F	2010
(6046) Sandusky Dr	0.77	2700	F	98%	1%	From: Greenwood Dr To: Pawnee Dr				C	0.106	F	0.562	2900	F	2010
(6046) Sandusky Dr	0.49	4500	F	97%	2%	From: Pawnee Dr To: Fort Ave				C	0.095	F	0.506	4800	F	2010
(6048) Perrymont Ave	0.84	4000	F	97%	1%	From: US 29 Bus Fort Ave To: Greenwood Dr				C	0.094	F	0.613	4300	F	2010
(6050) Odd Fellows Rd	0.60	7600	F	84%	3%	From: Lynchburg Expressway To: Mayflower Dr				F	0.098	F	0.556	8100	F	2010
(6050) Odd Fellows Rd	0.67	1400	F	84%	3%	From: Mayflower Dr To: Dead End				C	0.113	F	0.655	1500	F	2010
(6052) Campbell Ave	0.33	7900	F	98%	0%	From: 12Th St To: 17Th St				C	0.100	F	0.703	8400	F	2010
(6052) Campbell Ave	0.41	8000	F	98%	0%	From: 17Th St To: Kemper St				F	0.095	F	0.645	8600	F	2010



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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Lynchburg</b>																
6054 Fenwick Dr	0.23	3500	F			From: Bus US 460 Fort Ave				0.118	F	0.543	3800	F	2010	
						To: Sheffield Dr										
6054 Sheffield Dr	0.73	NA				From: Fenwick Dr				NA			NA			
						To: SR 163 Wards Rd										
6056 Greenview Dr	1.29	16000	F	99%	0%	From: WCL Lynchburg				C	0.084	F	0.699	17000	F	2010
						To: Leesville Rd										
6066 Leesville Rd	1.14	7400	F	97%	1%	From: SCL Lynchburg				F	0.096	F	0.565	7900	F	2010
						To: North St										
6066 Leesville Rd	1.15	12000	G	97%	1%	From: North St				C	NA		13000	G	2010	
						To: Timberlake Rd										
6070 Wards Ferry Rd	1.29	10000	F	99%	0%	From: CBus US 460 Logans Lane				F	0.096	F	0.533	11000	F	2010
						To: Harvard St										
6070 Wards Ferry Rd	1.06	8900	F	99%	0%	From: Harvard St				C	0.102	F	0.565	9500	F	2010
						To: US 29; Wards Rd										
6071 Harvard St	0.08	210	F	98%	0%	From: Wards Ferry Rd				F	0.112	F	0.519	220	F	2010
						To: College Park Dr										
6072 Old Graves Mill Rd	1.70	9300	F	98%	0%	From: Timberlake Rd				C	0.098	F	0.639	9900	F	2010
						To: Graves Mill Rd										
6073 McConville Rd	1.80	4700	F	99%	0%	From: Graves Mill Rd				C	0.110	F	0.517	5000	F	2010
						To: Wyndale Dr										
6073 Wyndale Dr	0.24	4100	F	98%	0%	From: McConville Rd				C	0.106	F	0.530	4300	F	2010
						To: Lakeside Dr										
6074 Evergreen Rd	0.33	4200	F	98%	1%	From: Link Rd				C	0.091	F	0.68	4500	F	2010
						To: Indian Hill Rd										
6074 Indian Hill Rd	0.98	1900	F	99%	0%	From: Evergreen Rd				F	0.093	F	0.687	2000	F	2010
						To: Burnt Bridge Rd										
6074 Burnt Bridge Rd	0.97	1800	F	99%	0%	From: Indian Hill Rd				C	0.096	F	0.604	1900	F	2010
						To: Boonsboro Rd										
6075 Langhorne Lane	0.34	2000	F	98%	0%	From: Richmond St				C	0.096	F	0.559	2100	F	2010
						To: Eldon St										
6075 Eldon St	0.07	2300	F	98%	0%	From: Langhorne Lane				F	0.09	F	0.573	2400	F	2010
						To: Memorial Ave										
6076 Linkhorne Rd	0.59	5600	F	98%	0%	From: Old Forest Rd				F	0.101	F	0.512	5900	F	2010
						To: Cranehill Dr										
6077 Jefferson St	0.41	560	F	98%	0%	From: 7Th St				F	0.128	F	0.651	600	F	2010
						To: Concord Tpke										
6078 Washington St	0.11	1900	F	83%	0%	From: Main St				F	0.079	F	0.649	2000	F	2010
						To: Jefferson St										
6078 Concord Tpke	1.66	1700	F	83%	0%	From: Jefferson St				F	0.091	F	0.601	1800	F	2010
						To: Rockwell Rd										

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Lynchburg</b>																
(6078) Concord Tpke	1.07	1900	F	83%	0%	2%	10%	5%	0%	C	0.092	F	0.615	2000	F	2010
(6080) Court St	0.50	1200	F	83%	0%	2%	10%	5%	0%	F	0.103	F	0.553	1300	F	2010
(6081) Forest Brook Rd	0.92	4000	F	97%	1%	1%	1%	1%	0%	C	0.109	F	0.588	4300	F	2010
(6082) Hill St	0.58	5300	F	99%	0%	0%	0%	0%	0%	F	0.095	F	0.67	5600	F	2010
(6083) Edgewood Ave	0.73	2100	F	99%	0%	0%	0%	0%	0%	C	0.103	F	0.576	2300	F	2010
4th St		70	F								0.102	F		80	F	2010
Caroline St		600	F								0.104	F	0.623	640	F	2010
Chambers St		810	F								0.091	F	0.635	860	F	2010
Clayton Ave		520	F								0.122	F	0.647	550	F	2010
Danridge Dr		1300	F								0.086	F	0.640	1400	F	2010
Enterprise Dr		14000	G								NA			14000	G	2010
Fairview Ave		240	F								0.134	F	0.616	260	F	2010
Fleetwood Dr		980	F								0.119	F	0.653	1000	F	2010
Georgia Ave		210	F								0.137	F	0.597	230	F	2010
Gorman Dr		360	F								0.098	F	0.519	380	F	2010
Hawthorne Rd		140	F								0.124	F	0.684	150	F	2010
Hayes Dr		130	F								0.107	F	0.548	140	F	2010
John Scott Dr		450	G								NA			500	G	2010
Leyburn Ave		200	F								0.121	F	0.618	220	F	2010

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Lynchburg</b>																
Locksview Dr		920	F							0.106	F	0.568	980	F	2010	
Maryland Ave		220	F							0.130	F	0.516	240	F	2010	
McKinney Ave		410	F							0.119	F	0.564	440	F	2010	
Mimosa Dr		670	F							0.106	F	0.554	710	F	2010	
Morningside Dr		430	F							0.210	F	0.505	460	F	2010	
Myrtle St		500	F							0.096	F		530	F	2010	
New Hampshire Ave		350	F							0.103	F	0.519	370	F	2010	
Oxford St		140	F							0.102	F		150	F	2010	
Page St		2600	F							0.111	F	0.835	2800	F	2010	
Rhode Island Ave		120	F							0.109	F	0.6	130	F	2010	
Sanhill Dr		470	F							0.145	F	0.52	500	F	2010	
Texas Ave		330	F							0.094	F	0.514	360	F	2010	
Warren Ave		230	F							0.106	F	0.571	250	F	2010	