

2002

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

where available

Special Locality Report

118

City of Lynchburg

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

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

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months 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 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

- 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
-  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
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Lynchburg

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year		
						2Axle	3+Axle	1Trail	2Trail									
City of Lynchburg																		
29	Wards Road	1.74	37000	G	91%	0%	2%	1%	5%	0%	F	0.076	F	0.598	37000	G	2002	
							From: SCL Lynchburg											
							To: Lynchburg Expressway											
29	Lynchburg Expressway	0.34	43000	N	91%	0%	2%	1%	5%	0%	N	0.092	N	0.575	43000	N	2002	
							From: Wards Rd											
29	Lynchburg Expressway	1.37	43000	G	91%	0%	2%	1%	5%	0%	F	0.092	F	0.575	43000	G	2002	
							From: Candler Mt Rd											
29	Lynchburg Expressway	1.46	42000	G	91%	0%	2%	1%	5%	0%	F	0.092	F	0.548	42000	G	2002	
							From: Odd Fellows Rd											
29	Lynchburg Expressway	1.02	42000	G	91%	0%	2%	1%	5%	0%	F	0.093	F	0.521	42000	G	2002	
							From: Kemper Street											
29	Lynchburg Expressway	0.22	32000	G	91%	0%	2%	1%	5%	0%	F	0.089	F	0.563	33000	G	2002	
							From: Main Street											
							To: Amherst County Line											
Bus 29	Wards Road	0.34	17000	G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.557	18000	G	2002	
							From: US 29; US 501											
Bus 29	Wards Road	0.42	24000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.557	25000	G	2002	
							From: SR 128 Candler Mtn Rd											
Bus 29	Fort Ave	1.19	23000	G	98%	0%	1%	0%	0%	0%	C	0.084	F	0.516	24000	G	2002	
							From: US 460 Bus, Fort Avenue											
							To: Wards Rd											
Bus 29	Memorial Ave	0.60	10000	G	95%	1%	2%	0%	1%	0%	C	0.082	F	0.605	11000	G	2002	
							From: Memorial Ave											
							To: Fort Ave											
Bus 29	Memorial Ave	0.47	14000	G	95%	1%	2%	0%	1%	0%	F	0.087	F	0.523	15000	G	2002	
							From: Oakley Ave											
Bus 29	Memorial Ave	0.33	13000	G	95%	1%	2%	0%	1%	0%	F	0.092	F	0.614	14000	G	2002	
							From: Park Ave											
Bus 29	5th St	0.17	15000	G	95%	1%	2%	0%	1%	0%	F	0.080	F	0.525	16000	G	2002	
							From: Langhorne Rd											
Bus 29	5th St	0.26	15000	G	95%	1%	2%	0%	1%	0%	F	0.08	F	0.617	16000	G	2002	
							From: Pollard St											
Bus 29	5th St	0.27	14000	G	97%	0%	1%	0%	1%	0%	F	0.083	F	0.614	15000	G	2002	
							From: Pierce St											
Bus 29	5th St	0.38	18000	G	97%	0%	1%	0%	1%	0%	F	0.087	F	0.763	18000	G	2002	
							From: Park Ave											
Bus 29	5th St	0.57	15000	G	97%	0%	1%	0%	1%	0%	C	0.086	F	0.617	15000	G	2002	
							From: Clay St											
							To: Amherst County Line											
128	Candler Mt Rd	0.29	19000	G	87%	4%	4%	1%	4%	0%	F	0.088	F	0.525	20000	G	2002	
							From: US 29 Bus Wards Rd											
							To: US 501 Lynchburg Exp											
128 501	Candler Mtn Rd	0.40	36000	G	94%	1%	2%	1%	2%	0%	F	0.085	F	0.519	38000	G	2002	
							From: RT 501 W											
							To: RT 501 E											
128	Mayflower Dr	1.30	8100	G	87%	4%	4%	1%	4%	0%	C	0.094	F	0.503	8400	G	2002	
							From: US 501 Candler Mt Rd											
128	Mayflower Dr	1.48	2100	G	94%	2%	3%	0%	0%	0%	C	0.107	F	0.619	2200	G	2002	
							From: Odd Fellows Rd											
							To: US 501 Bus Campbell Ave											
221	Lakeside Dr	0.53	23000	G	97%	0%	1%	0%	1%	0%	C	0.092	F	0.567	24000	G	2002	
							From: WCL Lynchburg											
							To: Lynchburg Expressway											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
221 Lakeside Dr	0.94	16000	G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.589	17000	G	2002
						From: Lynchburg Expressway										
221 Lakeside Dr	1.52	14000	G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.557	15000	G	2002
						From: Forest Brook Rd										
221 Lakeside Dr	0.15	17000	G	97%	0%	1%	0%	1%	0%	F	0.083	F	0.554	18000	G	2002
						From: Old Forest Rd										
221 Oakley Ave	0.57	10000	G	97%	0%	1%	0%	1%	0%	F	0.085	F	0.605	10000	G	2002
						From: Oakley Ave Lakeside Dr										
221 Oakley Ave	0.24	8400	G	97%	0%	1%	0%	1%	0%	F	0.093	F	0.554	8800	G	2002
						From: Memorial Ave										
221 Fort Ave	0.67	12000	M								NA		NA			2002
						From: Bus US 460 Fort Ave BUS US 460 Oakley Ave										
221	0.18	6000	M								NA		NA			2002
						From: Bus US 501										
221 Kemper St	0.41	11000	G	92%	2%	4%	1%	2%	0%	C	0.083	F	0.604	12000	G	2002
						From: 118-6027; 118-6031 12th Street 12th Street										
460	1.13	28000	G	93%	0%	2%	1%	4%	0%	F	0.095	F	0.637	29000	G	2002
						From: SCL Lynchburg										
460	0.44	23000	G	93%	0%	2%	1%	4%	0%	F	0.095	F	0.618	24000	G	2002
						From: Candler Mountain Rd										
460	2.36	25000	A	93%	0%	2%	1%	4%	0%	A	0.107	A	0.53	26000	A	2002
						From: US 501										
460	1.46	23000	N	93%	0%	2%	1%	4%	0%	N	0.095	N	0.618	24000	N	2002
						From: US 501 Campbell Ave										
460	1.12	24000	G	93%	0%	2%	1%	4%	0%	F	0.083	F	0.551	25000	G	2002
						From: 118-6078 Concord Turnpike										
Bus 460	0.62	33000	G	97%	0%	2%	0%	1%	0%	F	0.083	F	0.554	34000	G	2002
						From: ECL Lynchburg										
Bus 460	1.14	25000	G	97%	0%	2%	0%	1%	0%	F	0.086	F	0.543	25000	G	2002
						From: WCL Lynchburg										
Bus 460	0.28	32000	G	97%	0%	2%	0%	1%	0%	F	0.088	F	0.556	33000	G	2002
						From: Old Graves Mill Rd										
Bus 460	1.10	19000	G	97%	0%	2%	0%	1%	0%	F	0.086	F	0.546	19000	G	2002
						From: Leesville Rd										
Bus 460	0.14	NA									NA		NA			
						From: Lynchburg Expressway										
Bus 460 Bus 29	1.19	23000	G	98%	0%	1%	0%	0%	0%	C	0.084	F	0.516	24000	G	2002
						From: Wards Rd Belfast St										
Bus 460	0.57	NA									NA		NA			
						From: US Bus 29										
Bus 460 Bus 221	0.67	12000	M								NA		NA			2002
						From: MEMORIAL AVE US Bus 29										
Bus 460 Bus 221	0.18	6000	M								NA		NA			2002
						From: US 221										
						From: BUS US 501										
						To: 118-6027; 118-6031										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
City of Lynchburg																	
Bus 460 221	Kemper St	0.41	11000	G	92%	2%	4%	1%	2%	0%	C	0.083	F	0.604	12000	G	2002
						From: 12TH STREET											
						To: LYNCHBURG EXP											
Bus 460 501	Kemper St	0.34	12000	G	95%	1%	2%	1%	2%	0%	F	0.085	F	0.585	13000	G	2002
						From: CAMPBELL AVE											
						To: KEMPER ST											
Bus 460 501	Campbell Ave	0.88	18000	G	95%	1%	2%	1%	2%	0%	C	0.151	F	0.729	19000	G	2002
						From: MAYFLOWER DR											
Bus 460 501	Campbell Ave	0.48	18000	G	95%	1%	2%	1%	2%	0%	F	0.09	F	0.606	19000	G	2002
						From: FLORIDA AVE											
Bus 460 501	Campbell Ave	0.23	19000	G	95%	1%	2%	1%	2%	0%	F	0.096	F	0.608	20000	G	2002
						To: US 460											
501	Campbell Ave	0.99	15000	G	96%	0%	2%	0%	2%	0%	F	0.095	F	0.709	15000	G	2002
						From: SCL Lynchburg											
501 460		2.36	25000	A	93%	0%	2%	1%	4%	0%	A	0.107	A	0.53	26000	A	2002
						From: US 460											
						To: US 501											
501		0.59	21000	G	94%	1%	2%	1%	2%	0%	F	0.092	F	0.601	22000	G	2002
						From: US 460											
501	Candler Mtn Rd	0.40	36000	G	94%	1%	2%	1%	2%	0%	F	0.085	F	0.519	38000	G	2002
						From: SR 128 Mayflower Dr											
						To: US 29 Lynchburg Expressway											
501 29	Lynchburg Expres	0.34	43000	N	91%	0%	2%	1%	5%	0%	N	0.092	N	0.575	43000	N	2002
						From: US 29 LYNCHBURG EXP											
						To: WARDS RD EXIT											
501	Lynchburg Expressway	1.51	40000	G	94%	1%	2%	1%	2%	0%	C	0.107	F	0.681	41000	G	2002
						From: Timberlake Rd											
501	Lynchburg Expressway	1.21	38000	G	94%	1%	2%	1%	2%	0%	F	0.089	F	0.514	40000	G	2002
						From: Graves Mill Rd											
501	Lynchburg Expressway	1.24	30000	G	94%	1%	2%	1%	2%	0%	F	0.088	F	0.505	32000	G	2002
						From: Lakeside Dr											
501	Lynchburg Expressway	1.54	12000	G	92%	1%	3%	1%	3%	0%	C	0.085	F	0.545	13000	G	2002
						From: Wiggington Rd											
501	Lynchburg Expressway	1.86	12000	G	92%	1%	3%	1%	3%	0%	F	0.086	F	0.679	12000	G	2002
						From: Boonsboro Rd											
501	Boonsboro Rd	1.80	9300	G	94%	0%	2%	0%	3%	0%	C	0.092	F	0.602	9700	G	2002
						From: Lynchburg Expressway											
						To: WCL Lynchburg											
Bus 501	Campbell Ave	0.23	19000	G	95%	1%	2%	1%	2%	0%	F	0.096	F	0.608	20000	G	2002
						From: US 460											
						To: Florida Ave											
Bus 501	Campbell Ave	0.48	18000	G	95%	1%	2%	1%	2%	0%	F	0.09	F	0.606	19000	G	2002
						From: Mayflower Dr											
Bus 501	Campbell Ave	0.88	18000	G	95%	1%	2%	1%	2%	0%	C	0.151	F	0.729	19000	G	2002
						From: Kemper St											
						To: Campbell Ave											
Bus 501	Kemper St	0.34	12000	G	95%	1%	2%	1%	2%	0%	F	0.085	F	0.585	13000	G	2002
						From: Lynchburg Expressway											
						To: US 221											
Bus 501 221	Kemper St	0.41	11000	G	92%	2%	4%	1%	2%	0%	C	0.083	F	0.604	12000	G	2002
						From: 12TH STREET											
						To: 118-6027; 118-6031											
Bus 501 221		0.18	6000	M							NA			NA		2002	
						From: FORT AVE											

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
Bus 501 Campbell Ave	0.23	9300	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.675	9700	G	2002
						From: Fort Ave										
Bus 501 Langhorne Rd	0.27	10000	G	98%	1%	1%	0%	0%	0%	F	0.086	F	0.671	10000	G	2002
						From: Park Ave										
Bus 501 Langhorne Rd	0.29	20000	G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.533	20000	G	2002
						From: Memorial Ave										
Bus 501 Langhorne Rd	1.06	16000	G	98%	1%	1%	0%	0%	0%	C	0.084	F	0.688	17000	G	2002
						From: Murrell Rd										
Bus 501 Langhorne Rd	0.47	12000	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.846	13000	G	2002
						From: Hill St										
Bus 501 Langhorne Rd	1.37	9600	G	95%	1%	2%	0%	1%	0%	C	0.084	F	0.539	10000	G	2002
						From: Cranehill Dr										
Bus 501 Rivermont Terrace	0.25	5700	G	95%	1%	2%	0%	1%	0%	F	0.095	F	0.582	6000	G	2002
						From: Rivermont Terrace Langhorne Rd										
Bus 501 Rivermont Ave	0.44	18000	G	97%	0%	1%	0%	1%	0%	F	0.091	F	0.600	19000	G	2002
						From: Rivermont Ave Rivermont Terrace										
Bus 501 Boonsboro Rd	0.76	14000	G	97%	0%	1%	0%	1%	0%	F	0.096	F	0.636	15000	G	2002
						From: Link Rd										
Bus 501 Boonsboro Rd	1.75	12000	G	97%	0%	1%	0%	1%	0%	C	0.086	F	0.542	13000	G	2002
						From: Trents Ferry Rd										
						To: Lynchburg Expressway										
1 Pawnee Dr	0.86	250	G	81%	5%	13%	1%	0%	0%	F	0.162	F	0.506	260	G	2002
						From: Long Meadow Dr										
						To: Sandusky Dr										
2 9Th St	0.18	1100	G	81%	5%	13%	1%	0%	0%	C	0.111	F	0.541	1100	G	2002
						From: Church St										
						To: Jefferson St										
3 Alta Lane	0.85	1600	G	98%	1%	1%	0%	0%	0%	C	0.107	F	0.57	1700	G	2002
						From: Del Ray Circle										
						To: Wards Rd										
4 Del Ray Circle	0.16	NA									NA		NA			
						From: Leesville Rd										
						To: Alta lane										
5 8Th St	0.59	1600	G	95%	1%	3%	0%	0%	0%	C	0.093	F	0.544	1600	G	2002
						From: Park Ave										
						To: Court St										
6	0.28	NA									NA		NA			
						From: CIUS 501										
						To: Rivermont Ave										
7 Long Meadow Dr	0.73	NA									NA		NA			
						From: CBUS 460 Fort Ave										
						To: Pawnee Dr										
8 Sussex St	0.79	NA									NA		NA			
						From: Perrymont Ave										
						To: Langhorne Rd										
9 University Blvd	0.42	NA									NA		NA			
						From: Entrance to Liberty University										
						To: Candler Mountain Rd										
6001 V E S Road	0.92	NA									NA		NA			
						From: CIUS 501										
						To: Williams Rd										

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 City of Lynchburg

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
6002	Trents Ferry Rd	1.88	1500	G	95%	1%	4%	0%	0%	C	0.091	F	0.564	1600	G	2002
					From:	Boonsboro Rd										
					To:	Bedford County Line										
6003	Link Rd	0.78	8200	G	97%	1%	2%	0%	0%	F	0.09	F	0.610	8600	G	2002
					From:	Old Forest Rd										
					To:	Cranehill Dr										
6003	Link Rd	1.32	7100	G	97%	1%	2%	0%	0%	C	0.090	F	0.512	7400	G	2002
					From:	Cranehill Rd										
					To:	Rivermont Ave										
6004	Wiggington Rd	1.04	4200	G	96%	1%	2%	1%	0%	F	0.116	F	0.584	4400	G	2002
					From:	Old Forest Rd										
					To:	Lynchburg Exp										
6004	Wiggington Rd	0.76	3300	G	96%	1%	2%	1%	0%	C	0.102	F	0.813	3500	G	2002
					From:	Chadwick Dr										
6004	Wiggington Rd	1.82	1200	G	96%	1%	2%	1%	0%	F	0.102	F	0.573	1200	G	2002
					From:	Hawkins Mill Rd										
6004	Hawkins Mill Rd	0.36	1600	G	95%	1%	2%	1%	0%	C	0.128	F	0.656	1700	G	2002
					From:	Wiggington Rd										
					To:	Coffee Rd										
6004	Coffee Rd	1.22	1900	G	95%	1%	2%	1%	0%	F	0.119	F	0.627	2000	G	2002
					From:	Hawkins Mill Rd										
					To:	Boonsboro Rd										
6009	Graves Mill Rd	0.60	5500	G	96%	1%	2%	0%	1%	F	0.102	F	0.635	5700	G	2002
					From:	US 460 Bus Fort Ave										
					To:	Old Mill Rd										
6009	Graves Mill Rd	0.66	4400	G	96%	1%	2%	0%	1%	F	0.106	F	0.614	4600	G	2002
					From:	Nationwide Dr										
6009	Graves Mill Rd	0.27	7400	G	96%	1%	2%	0%	1%	F	0.102	F	0.705	7700	G	2002
					From:	US 501 Lynchburg Expressway										
6009	Graves Mill Rd	0.18	22000	G	96%	1%	2%	0%	1%	C	0.091	F	0.522	23000	G	2002
					From:	Old Graves Mill Rd										
6009	Graves Mill Rd	1.04	18000	G	96%	1%	2%	0%	1%	F	0.093	F	0.509	19000	G	2002
					From:	WCL Lynchburg 09-1425										
6012	Church St	0.30	4100	G	98%	0%	1%	0%	1%	C	0.116	F		4300	G	2002
					From:	Pearl St										
6012	Church St	0.40	6200	G	96%	1%	2%	0%	1%	F	0.094	F		6500	G	2002
					From:	11Th St										
6012	Rivermont Ave	0.90	16000	G	96%	1%	2%	0%	1%	C	0.089	F	0.601	16000	G	2002
					From:	5Th St										
6012	Bedford Ave	0.96	5000	G	94%	1%	3%	0%	2%	C	0.093	F	0.506	5200	G	2002
					From:	Bedford Ave E INT										
					To:	Rivermont Ave E Int										
6012	Rivermont Ave	1.01	16000	G	94%	1%	3%	0%	2%	F	0.092	F	0.55	17000	G	2002
					From:	Bedford Ave W Int										
					To:	Rivermont Terrace										
6020	Rivermont Ave	1.11	9000	G	94%	1%	3%	0%	2%	F	0.096	F	0.716	9400	G	2002
					From:	Bedford Ave W Int										
					To:	Bedford Ave E Int										
6022	Hollins Mill Rd	1.16	3500	G	94%	1%	3%	0%	2%	F	0.093	F	0.707	3700	G	2002
					From:	Bedford Ave										
6022	Federal St	0.40	4400	G	94%	1%	3%	0%	2%	F	0.088	F	0.539	4500	G	2002
					From:	Hollins St										
					To:	5Th St										
6023	Murrell Rd	0.37	8100	G	94%	1%	3%	0%	2%	F	0.093	F	0.711	8400	G	2002
					From:	Lakeside Dr										
					To:	Langhorne Rd										

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
6027 12th St	0.80	5700	G	96%	1%	2%	0%	1%	0%	F	0.095	F	0.647	5900	G	2002
				From:	Kemper St											
				To:	Clay St.											
6027 12th St	0.25	5400	G	96%	1%	2%	0%	1%	0%	F	0.097	F	0.517	5600	G	2002
				From:	Commerce St.											
				To:	5Th St											
6028 Commerce St	0.33	5700	G	96%	1%	2%	0%	1%	0%	F	0.110	F	0.634	6000	G	2002
				From:	10Th St											
				To:	Main St											
6028 Commerce St	0.30	3700	G	96%	1%	2%	0%	1%	0%	F	0.134	F	0.708	3800	G	2002
				From:	Wadsworth Ave											
				To:	Kemper St											
6029 Fort Ave	0.43	6700	G	96%	1%	2%	0%	1%	0%	F	0.08	F	0.549	7000	G	2002
				From:	Kemper St											
				To:	9Th St											
6029 Park Ave	0.28	8800	G	96%	1%	2%	0%	1%	0%	F	0.077	F	0.554	9200	G	2002
				From:	9Th St											
				To:	5Th St											
6029 Park Ave	0.36	6600	G	96%	1%	2%	0%	1%	0%	F	0.078	F	0.515	6800	G	2002
				From:	Oakley Ave											
				To:	Murrell Rd											
6031 Lakeside Dr	0.41	12000	G	96%	1%	2%	0%	1%	0%	F	0.09	F	0.699	12000	G	2002
				From:	Murrell Rd											
				To:	Memorial Ave											
6031 Lakeside Dr	0.34	5900	G	96%	1%	2%	0%	1%	0%	C	0.092	F	0.534	6200	G	2002
				From:	Memorial Ave											
				To:	Langhorne Rd											
6031 Park Ave	0.36	7400	G	86%	1%	12%	0%	0%	0%	F	0.091	F	0.566	7700	G	2002
				From:	Langhorne Rd											
				To:	CIUS 501											
6031 Park Ave	0.35	NA									NA		NA			
				From:	US 221; 118-6027; 12Th St											
				To:	Florida Ave											
6032 Main St	0.25	3400	G	86%	1%	12%	0%	0%	0%	F	0.1	F	0.527	3600	G	2002
				From:	Lynchburg Expressway											
				To:	Lynchburg Exp											
6032 Main St	0.28	9400	G	86%	1%	12%	0%	0%	0%	F	0.104	F	0.533	9800	G	2002
				From:	Lynchburg Exp											
				To:	12Th St											
6032 Main St	0.55	6900	G	86%	1%	12%	0%	0%	0%	F	0.098	F		7200	G	2002
				From:	12Th St											
				To:	5Th St											
6033 Florida Ave	1.28	4300	G	86%	1%	12%	0%	0%	0%	C	0.107	F	0.564	4500	G	2002
				From:	Campbell Ave											
				To:	Augusta St											
6033 Florida Ave	0.88	3700	G	86%	1%	12%	0%	0%	0%	F	0.102	F	0.683	3900	G	2002
				From:	Augusta St											
				To:	Main St											
6034 Martin St	0.58	1400	G	86%	1%	12%	0%	0%	0%	F	0.091	F		1400	G	2002
				From:	Florida Ave											
				To:	ECL Lynchburg											
6035 Candler Mtn Rd	1.09	3000	G								0.099	F	0.727	3000	G	2002
				From:	SCL Lynchburg											
				To:	Ramp From US 460; FR 906											
6035 Candler Mtn Rd	0.74	16000	G								0.094	F	0.716	16000	G	2002
				From:	Ramp From US 460; FR 906											
				To:	SR 128; Mayflower Drive											
6036 Clay St	0.50	1900	G	95%	0%	4%	1%	0%	0%	C	0.1	F	0.693	1900	G	2002
				From:	5Th St											
				To:	12Th St											
6036 Grace St	0.88	4800	G	95%	1%	3%	0%	1%	0%	C	0.099	F	0.598	5000	G	2002
				From:	12Th St											
				To:	Florida Ave											

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
(6037) Stadium Dr	0.38	4800	G	95%	1%	3%	0%	1%	0%	F	0.098	F	0.554	5000	G	2002
				From:	Wythe St											
				To:	Carroll Ave											
(6038) Wythe St	0.27	7800	G	93%	2%	3%	1%	1%	0%	C	0.098	F	0.547	8100	G	2002
				From:	Fort Ave											
				To:	Stadium Dr											
(6040) James St	0.22	4000	G	95%	2%	2%	1%	1%	0%	C	0.096	F	0.553	4200	G	2002
				From:	Stadium Dr											
				To:	Carroll Ave											
(6042) Cranehill Dr	1.04	2300	G	98%	1%	1%	0%	0%	0%	C	0.147	F	0.839	2400	G	2002
				From:	Langhorne Rd											
				To:	Link Rd											
(6044) Old Forest Rd	0.94	20000	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.501	21000	G	2002
				From:	US 501 NW Expressway											
				To:	Forrest Brook Rd											
(6044) Old Forest Rd	0.45	20000	G	98%	1%	1%	1%	0%	0%	C	0.089	F	0.535	21000	G	2002
				From:	Link Rd											
(6044) Old Forest Rd	0.21	15000	G	98%	1%	1%	1%	0%	0%	F	0.093	F	0.547	16000	G	2002
				From:	Link Rd											
(6044) Old Forest Rd	1.61	10000	G	98%	1%	1%	1%	0%	0%	F	0.099	F	0.658	11000	G	2002
				From:	Linkhome Dr											
				To:	Lakeside Dr											
(6045) Greenwood Dr	0.38	3900	G	97%	1%	1%	0%	0%	0%	C	0.116	F	0.68	4000	G	2002
				From:	Oakdale Dr											
				To:	Perrymont Ave											
(6045) Thomas Dr	0.51	4900	G	97%	1%	1%	0%	0%	0%	F	0.125	F	0.565	5100	G	2002
				From:	Functional Class Change											
				To:	Langhorne Ln											
(6045) Richmond Rd	0.35	4800	G	97%	1%	1%	1%	0%	0%	C	0.098	F	0.61	5000	G	2002
				From:	Langhorne Ln											
				To:	Oakley Ave											
(6046) Sandusky Dr	0.77	3500	G	98%	1%	1%	0%	0%	0%	C	0.112	F	0.527	3600	G	2002
				From:	Greenwood Dr											
				To:	Pawnee Dr											
(6046) Sandusky Dr	0.49	5000	G	97%	1%	1%	0%	0%	0%	C	0.099	F	0.566	5200	G	2002
				From:	Pawnee Dr											
				To:	Fort Ave											
(6048) Perrymont Ave	0.84	3800	G	97%	1%	2%	0%	0%	0%	C	0.12	F	0.567	4000	G	2002
				From:	US 29 Bus Fort Ave											
				To:	Greenwood Dr											
(6050) Odd Fellows Rd	0.60	8800	G	83%	2%	6%	2%	7%	0%	F	0.096	F	0.653	9100	G	2002
				From:	Lynchburg Expressway											
				To:	Mayflower Dr											
(6050) Odd Fellows Rd	0.67	850	G	83%	2%	6%	2%	7%	0%	C	0.108	F	0.808	890	G	2002
				From:	Mayflower Dr											
				To:	Dead End											
(6052) Campbell Ave	0.33	7800	G	96%	1%	3%	1%	1%	0%	C	0.089	F	0.559	8200	G	2002
				From:	12Th St											
				To:	17Th St											
(6052) Campbell Ave	0.41	8000	G	96%	1%	3%	1%	1%	0%	F	0.093	F	0.561	8300	G	2002
				From:	17Th St											
				To:	Kemper St											
(6054) Fenwick Dr	0.96	4600	G	94%	1%	3%	1%	1%	0%	F	0.099	F	0.6	4800	G	2002
				From:	CBus 460 Fenwick & Sheffield Dr											
				To:	CBus 29 Wards Rd											
(6056) Greenview Dr	1.29	12000	G	94%	1%	3%	1%	1%	0%	C	0.084	F	0.537	12000	G	2002
				From:	WCL Lynchburg											
				To:	Leesville Rd											
(6066) Leesville Rd	1.14	7400	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.524	7800	G	2002
				From:	SCL Lynchburg											
				To:	North St											

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						2Axle	3+Axle	1Trail	2Trail							
City of Lynchburg																
(6066) Leesville Rd	1.15	8600	G	98%	1%	1%	0%	0%	0%	C	0.091	F	0.571	9000	G	2002
				From:	North St											
				To:	Timberlake Rd											
(6070) Wards Ferry Road	1.29	7000	F	98%	0%	1%	0%	0%	0%	F	0.097	F		7400	F	2002
				From:	CBusUS 460 Logans Lane											
(6070) Wards Ferry Road	1.06	5700	F	98%	0%	1%	0%	0%	0%	C	0.111	F		6000	F	2002
				From:	Harvard St											
				To:	US 29; Wards Rd											
(6071) Harvard St	0.08	270	G	94%	1%	3%	1%	1%	0%	F	0.128	F	0.894	280	G	2002
				From:	Wards Ferry Rd											
				To:	College Park Dr											
(6072) Old Graves Mill Rd	1.70	11000	G	94%	1%	3%	1%	1%	0%	C	0.086	F	0.621	11000	G	2002
				From:	Timberlake Rd											
				To:	Graves Mill Rd											
(6073) Mcconville Rd	1.80	3700	G	97%	1%	1%	0%	0%	0%	C	0.108	F	0.557	3900	G	2002
				From:	Graves Mill Rd											
				To:	Wyndale Dr											
(6073) Wyndale Dr	0.24	3600	G	97%	1%	1%	1%	0%	0%	C	0.096	F	0.58	3700	G	2002
				From:	McConville Rd											
				To:	Lakeside Dr											
(6074) Evergreen Rd	0.33	2600	G	98%	1%	1%	0%	0%	0%	C	0.106	F	0.697	2700	G	2002
				From:	Link Rd											
				To:	Indian Hill Rd											
(6074) Indian Hill Rd	0.98	2300	G	98%	1%	1%	0%	0%	0%	F	0.105	F	0.536	2400	G	2002
				From:	Evergreen Rd											
				To:	Burnt Bridge Rd											
(6074) Burnt Bridge Rd	0.97	1800	G	98%	1%	1%	0%	0%	0%	C	0.120	F	0.635	1900	G	2002
				From:	Indian Hill Rd											
				To:	Boonsboro Rd											
(6075) Langhome Lane	0.34	3300	G	97%	1%	2%	0%	0%	0%	C	0.111	F	0.5	3400	G	2002
				From:	Richmond St											
				To:	Eldon St											
(6075) Eldon St	0.07	3500	G	97%	1%	2%	0%	0%	0%	F	0.105	F	0.505	3600	G	2002
				From:	Langhome Ln											
				To:	Memorial Ave											
(6076) Linkhorne Rd	0.59	5500	G	97%	1%	2%	0%	0%	0%	F	0.096	F	0.535	5700	G	2002
				From:	Old Forest Rd											
				To:	Cranehill Dr											
(6077) Jefferson St	0.41	1800	G	97%	1%	2%	0%	0%	0%	F	0.111	F	0.531	1800	G	2002
				From:	7Th St											
				To:	Concord Tnpk											
(6078) Washington St	0.11	1200	G	91%	1%	3%	3%	2%	0%	F	0.11	F	0.647	1200	G	2002
				From:	Main St											
				To:	Jefferson St											
(6078) Concord Tnpk	1.66	3400	G	91%	1%	3%	3%	2%	0%	F	0.110	F	0.501	3500	G	2002
				From:	Rockwell Rd											
				To:	US 460											
(6078) Concord Tnpk	1.07	3400	G	91%	1%	3%	3%	2%	0%	C	0.109	F	0.587	3500	G	2002
				From:	12Th St											
				To:	5Th St											
(6081) Forest Brook Rd	0.92	3400	G	96%	1%	1%	1%	1%	0%	C	0.106	F	0.580	3500	G	2002
				From:	Lakeside Dr											
				To:	Old Forest Rd											
(6082) Hill St	0.58	4000	G	97%	1%	2%	0%	0%	0%	F	0.101	F	0.726	4200	G	2002
				From:	Old Forest T Rd											
				To:	Langhome Rd											

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City of Lynchburg																
(6083) Edgewood Ave	0.73	2200	G	97%	1%	2%	0%	0%	0%	C	0.095	F	0.533	2300	G	2002
				From:	Fort Ave											
				To:	Wards Rd											
4th St		50	G								0.149	F		60	G	2002
				From:	Wise St											
				To:	Monroe St											
Caroline St		600	G								0.093	F		620	G	2002
				From:	York St											
				To:	Chambers St											
Chambers St		1100	G								0.082	F		1100	G	2002
				From:	Caroline St											
				To:	2Nd St											
Clayton Ave		650	G								0.177	F		680	G	2002
				From:	Morningside Dr											
				To:	Spottswood Pl											
Danridge Dr		1600	G								0.102	F		1600	G	2002
				From:	Berkley Pl											
				To:	Craigmont Dr											
Fairview Ave		480	G								0.102	F		500	G	2002
				From:	Maryland Ave											
				To:	Mackel St											
Fleetwood Dr		1100	G								0.098	F		1100	G	2002
				From:	Ridgeway Dr											
				To:	Hillwood Dr											
Georgia Ave		410	G								0.093	F		420	G	2002
				From:	Campbell Ave											
				To:	Nevada Ave											
Gorman Dr		440	G								0.102	F		460	G	2002
				From:	Glen Oak Ln											
				To:	Northwood Cir											
Hawthorne Rd		160	G								0.141	F		170	G	2002
				From:	Montgomery Rd											
				To:	Woodcrest Dr											
Hayes Dr		140	G								0.106	F		140	G	2002
				From:	Rhonda Dr											
				To:	Crawford Dr											
John Scott Dr		430	G	97%	2%	1%	0%	0%	0%	C	0.134	F		440	G	2002
				From:	Old Trents Ferry Rd											
				To:	Dead End											
Leyburn Ave		300	G								0.079	F		310	G	2002
				From:	Mosby Ave											
				To:	Sackett St											
Locksview Dr		910	G								0.111	F		950	G	2002
				From:	Bell Tavern Rd											
				To:	Norvell House Ct											
Maryland Ave		310	G								0.1	F		330	G	2002
				From:	Craig St											
				To:	Fairview Ave											
McKinney Ave		440	G								0.084	F		460	G	2002
				From:	ClarkE St											
				To:	Dodd St											
Mimosa Dr		680	G								0.106	F		710	G	2002
				From:	Burnt Bridge Rd											
				To:	Woodcrest Dr											

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						2Axle	3+Axle	1Trail	2Trail							
Morningside Dr		530	G			From: McGuffey Ln				0.19	F		550	G	2002	
						To: Wood Ln										
Myrtle St		690	G			From: Westview Dr				0.112	F		720	G	2002	
						To: Toledo Ave										
New Hampshire Ave		430	G			From: Oakridge Blvd				0.12	F		450	G	2002	
						To: Tremont St										
Oxford St		450	G			From: McKinney Ave				0.126	F		470	G	2002	
						To: Radcliffe Ave										
Page St		3200	G			From: Hillcrest Rd				0.089	F		3400	G	2002	
						To: 2Nd St										
Rhode Island Ave		140	G			From: Tremont St				0.107	F		150	G	2002	
						To: Fort Ave										
Sanhill Dr		430	G			From: Rhonda Dr				0.132	F		440	G	2002	
						To: Apache Ln										
Texas Ave		330	G			From: Campbell Ave				0.115	F		340	G	2002	
						To: Nevada Ave										
Warren Ave		210	G			From: Wingfield Ave				0.089	F		220	G	2002	
						To: Perry Ave										