2020
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report
117

City of Lexington

Information in this report is included in Report

81

(Rockbridge County)

Prepared By

Virginia Department of Transportation
Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation
Federal Highway Administration

The reported 2020 AADTs represent the best estimate of 2020 average daily traffic, however, this year's AADTs do vary from normal traffic in the years prior to 2020 due to COVID-19. The reported AADTs may not represent typical traffic for a given day or period within the year as the drastic seasonal variations were normalized through the factoring process. The 2020 publications are therefore colored to draw users attention to the fact that uses of the 2020 published estimates versus alternative data sources should be determined at users' discretion based on the objectives or nature of the analyses being performed.

The estimated 2020 DVMT for the entire state maintained network total to 208,000,000, which has trended down by 11 percent compared to the 2019 level of 234,000,000. For most traffic links across the state, the estimated 2020 AADTs are also seen to have decreased from their 2019 levels.

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.

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Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

US Route

Virginia State Route

Frontage Road (F precedes frontage route number)

Secondary Route

Special Routes

Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route

ALT - Alternate Route
Wye - Wye 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 Maintainenance 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
2020
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Lexington

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
	From: SCL Lexington															
11 S Lee Highway	City of Lexington	0.59	**10000**	**G**	97%	0%	1%	1%	0%	0%	C	0.095	F	0.507	11000	G
	To: Main St															
11 N Lee Highway	City of Lexington		**9500**	**G**	97%	0%	1%	1%	0%	0%	F	0.091	F	0.501	10000	G
	To: Bus US 11															
11 N Lee Highway	City of Lexington		**16000**	**N**	97%	0%	1%	1%	1%	0%	N	0.092	F	0.552	17000	N
	To: NCL Lexington															
	From: SCL Lexington															
Bus 11 Main St	City of Lexington	0.39	**2200**	**G**	99%	0%	1%	0%	0%	0%	C	0.097	F	0.505	2300	G
	To: Thornhill Rd															
Bus 11 Main St	City of Lexington	0.16	**3700**	**G**	99%	0%	1%	0%	0%	0%	F	0.095	F	0.530	4000	G
	To: Wallace St															
Bus 11 Main St	City of Lexington	0.31	**3300**	**G**	99%	0%	1%	0%	0%	0%	F	0.096	F	0.526	3500	G
	To: White St															
Bus 11 Main St	City of Lexington	0.31	**2300**	**G**	99%	0%	1%	0%	0%	0%	F	0.124	F		2400	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**3800**	**G**	99%	0%	1%	0%	0%	0%	F	0.094	F	0.808	4000	G
	To: Nelson St															
Bus 11 Main St	City of Lexington	0.24	**3900**	**G**	99%	0%	1%	0%	0%	0%	F	0.082	F		4100	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**6800**	**G**	97%	1%	1%	1%	0%	0%	F	0.087	F	0.538	7200	G
	To: Jefferson St															
Bus 11 Main St	City of Lexington	0.18	**5600**	**G**	99%	0%	1%	0%	0%	0%	F	0.087	F	0.523	5900	G
	To: Letcher St															
Bus 11 Main St	City of Lexington	0.53	**7200**	**G**	99%	0%	1%	0%	0%	0%	C	0.094	F	0.566	7700	G
	To: US 11 N Lee Highway; S Lee Highway															
	From: Bus US 11 Main St															
Bus 11P Jefferson St	City of Lexington	0.35	**1500**	**G**	99%	0%	1%	0%	0%	0%	C	0.121	F		1600	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**3800**	**G**	99%	0%	1%	0%	0%	0%	F	0.094	F	0.808	4000	G
	To: US 60 Nelson St															
Bus 11P Jefferson St	City of Lexington	0.24	**2900**	**G**	96%	1%	2%	1%	0%	0%	C	0.1	F		3100	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**6800**	**G**	97%	1%	1%	1%	0%	0%	F	0.087	F	0.537	7200	G
	To: Bus US 11 Main St															
	From: WCL Lexington															
60 Nelson St	City of Lexington	0.13	**3000**	**G**	98%	0%	1%	0%	0%	0%	C	0.101	F	0.595	3100	G
	To: Borden Rd															
60 Nelson St	City of Lexington	0.45	**4900**	**G**	98%	0%	1%	0%	0%	0%	F	0.094	F	0.535	5200	G
	To: Glasgow Street															

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60 Nelson St	City of Lexington	From: Glasgow Street	0.20	**5200**	**G**	98%	0%	1%	0%	0%	0%	F	0.097	F	0.561	5500	G
		To: C2US 11-P, S Jefferson St															
60 Nelson St	City of Lexington	From: C2US 11-P, S Jefferson St	0.11	**6800**	**G**	96%	1%	1%	1%	1%	0%	F	0.085	F	0.582	7300	G
		To: Randolph St															
60 Nelson St	City of Lexington	From: Randolph Street	0.21	**6200**	**G**	96%	1%	1%	1%	1%	0%	F	0.085	F	0.582	6600	G
		To: Spotswood Dr															
60 Nelson St	City of Lexington	From: Spotswood Dr	0.35	**11000**	**G**	96%	1%	1%	1%	1%	0%	C	0.091	F	0.533	12000	G
		To: ECL Lexington at US 11															
251 Thornhill Rd	City of Lexington	From: WCL Lexington	0.38	**4300**	**G**	97%	0%	1%	0%	1%	0%	C	0.104	F	0.661	4500	G
		To: Link Rd															
251 Link Rd	City of Lexington	From: Thornhill Rd	0.24	**3800**	**G**	97%	0%	1%	0%	1%	0%	F	0.103	F	0.658	4000	G
		To: Main St															

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lexington																
(1) Diamond St		1000	G	98%	0%	1%	1%	0%	0%	C	0.152	F	0.604	1100	G	2020
From: Lewis St																
To: Main St																
(2) Lee Ave		1300	G	96%	1%	1%	1%	0%	0%	C	0.101	F	0.513	1300	G	2020
From: Nelson St																
To: Washington St																
(4251) Thornhill Rd		1500	G	99%	0%	0%	0%	0%	0%	C	0.105	F	0.85	1600	G	2020
From: Link Rd																
To: Main St																
(4252) Enfield Rd		1300	G	98%	0%	1%	1%	0%	0%	C	0.098	F	0.535	1400	G	2020
From: WCL Lexington																
To: Lime Kiln Rd																
(4252) Lime Kiln Rd		1900	G	98%	0%	1%	1%	0%	0%	C	0.098	F	0.540	2000	G	2020
From: Enfield Rd																
To: McLaughlin St																
(4254) Ross Rd		820	G	98%	1%	1%	0%	0%	0%	C	0.114	F	0.774	870	G	2020
From: WCL Lexington																
To: Jackson Ave																
(4254) Jackson Ave		1200	G	98%	0%	1%	0%	0%	0%	C	0.16	F	0.636	1300	G	2020
From: Ross Rd																
To: White St																
(4255) Houston St		1500	G	99%	0%	1%	0%	0%	0%	C	0.116	F	0.512	1600	G	2020
From: SCL Lexington																
To: Taylor St																
(4255) Houston St		1400	G	99%	0%	0%	0%	0%	0%	C	0.123	F	0.566	1500	G	2020
From: Taylor St																
To: Main St																
(4256) McDowell St		250	G	99%	0%	1%	0%	0%	0%	C	0.104	F	0.588	270	G	2020
From: Main St																
To: Jefferson St																
(4257) Walker St		2000	G	99%	0%	1%	0%	0%	0%	C	0.109	F	0.562	2100	G	2020
From: Houston St																
To: Nelson St																
(4258) Preston St		1300	G	99%	0%	1%	0%	0%	0%	F	0.116	F	0.882	1400	G	2020
From: Main St																
To: Jefferson St																
(4260) Henry St		840	G	99%	0%	1%	0%	0%	0%	C	0.088	F	0.647	900	G	2020
From: Main St																
To: Jefferson St																
(4261) Lewis St		2600	G	98%	0%	1%	1%	0%	0%	C	0.103	F	0.623	2700	G	2020
From: Nelson St																
To: Washington St																
(4261) Washington St		2100	G	99%	0%	1%	0%	0%	0%	C	0.089	F	0.613	2200	G	2020
From: Lewis St																
To: Main St																
(4261) Washington St		2700	G	98%	0%	1%	1%	0%	0%	F	0.092	F	0.692	2900	G	2020
From: Main St																
To: Jefferson St																
(4261) Washington St		3100	G	98%	0%	1%	1%	0%	0%	F	0.090	F	0.509	3300	G	2020
From: Jefferson St																
To: Lee Ave																
(4261) Washington St		2100	G	98%	0%	1%	1%	0%	0%	F	0.091	F	0.540	2300	G	2020
From: Lee Ave																
To: Nelson St																
(4262) Borden Rd		910	G	95%	0%	1%	3%	0%	0%	C	0.095	F	0.585	970	G	2020
From: WCL Lexington																
To: Nelson St																
(4263) Lewis St		1200	G	97%	0%	1%	1%	0%	0%	C	0.136	F	0.529	1200	G	2020
From: Washington St																
To: Diamond St																

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City of Lexington																
(4266) Spottswood Dr	From: Houston St To: Nelson St	**2000**	**G**	98%	0%	1%	0%	0%	0%	C	0.112	F	0.533	2100	G	2020
(4267) White St	From: Jefferson St To: Mclaughlin St	**920**	**G**	98%	0%	1%	1%	0%	0%	C	0.119	F	0.796	970	G	2020
(4267) McLaughlin St	From: White St To: Glasgow St	**1900**	**G**	98%	0%	1%	1%	0%	0%	C	0.096	F	0.526	2000	G	2020
(4267) Glasgow St	From: McLaughlin St To: Nelson St	**720**	**G**	99%	0%	1%	0%	0%	0%	C	0.110	F	0.824	770	G	2020
Campbell Lane	From: McCorkle Drive To: US 11	**1200**	**G**	98%	0%	1%	0%	0%	0%	C	0.126	F	0.507	1200	G	2020
Edmondson Ave	From: Jackson Ave To: Main St	**350**	**G**								0.175	F	0.699	350	G	2020
Taylor St	From: Wallace St To: Houston St	**1000**	**G**								0.122	F	0.505	1100	G	2020
Tucker St	From: Washington St To: Massie St	**220**	**G**								0.126	F	0.714	230	G	2020
Waddell St	From: US 11 Main St To: Wallace St	**1300**	**G**	93%	3%	2%	1%	1%	0%	C	0.173	F	0.682	1300	G	2020
White St	From: Jefferson St To: Main St	**3200**	**G**	99%	0%	0%	0%	0%	0%	C	0.108	F		3200	G	2020