

2002

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

where available

Special Locality Report

136

City of Waynesboro

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



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 - Business Route
Bypas - Bypass Route
Truck - Truck Route



ALT - Alternate Route
Wve - Wve Route connector



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



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

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Waynesboro

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Waynesboro																
East 64						From: WCL Waynesboro										
	0.23	17000	G	85%	1%	2%	1%	11%	0%	F	0.075	F		15000	G	2002
	Combined Traffic:	31000	G	85%	1%	2%	1%	11%	0%	F	0.073	F		30000	G	
East 64						From: US 340										
	1.95	16000	A	85%	1%	2%	1%	11%	0%	A	0.107	A		15000	A	2002
	Combined Traffic:	32000	A	85%	1%	2%	1%	11%	0%	A	0.108	A	0.569	31000	A	
East 64						From: 136-5118 Delphine Ave To 07-624										
	0.70	14000	G	85%	1%	2%	1%	11%	0%	F	0.077	F		13000	G	2002
	Combined Traffic:	27000	G	85%	1%	2%	1%	11%	0%	F	0.074	F		26000	G	
West 64						From: WCL Waynesboro										
	0.43	15000	G	85%	1%	2%	1%	11%	0%	F	0.079	F		15000	G	2002
	Combined Traffic:	31000	G	85%	1%	2%	1%	11%	0%	F	0.073	F		30000	G	
West 64						From: US 340										
	2.15	16000	A	85%	1%	2%	1%	11%	0%	A	0.117	A		15000	A	2002
	Combined Traffic:	32000	A	85%	1%	2%	1%	11%	0%	A	NA			31000	A	
West 64						From: 07-624 Delphine Ave										
	0.30	13000	G	85%	1%	2%	1%	11%	0%	F	0.094	F		13000	G	2002
	Combined Traffic:	27000	G	85%	1%	2%	1%	11%	0%	F	0.074	F		26000	G	
250 Main St	0.84	21000	G	98%	0%	2%	0%	0%	0%	F	0.085	F	0.508	22000	G	2002
250 Main St	0.30	23000	G	98%	0%	2%	0%	0%	0%	F	0.081	F	0.502	24000	G	2002
250 Main St	0.67	15000	G	98%	0%	2%	0%	0%	0%	F	0.089	F	0.517	16000	G	2002
250 Main St	0.25	13000	G	98%	0%	2%	0%	0%	0%	F	0.086	F	0.538	14000	G	2002
250 Broad St	0.50	14000	G	98%	0%	2%	0%	0%	0%	F	0.087	F	0.534	14000	G	2002
250 Broad St	0.12	11000	G	98%	0%	2%	0%	0%	0%	F	0.087	F	0.571	12000	G	2002
250 Broad St	0.44	7800	G	96%	0%	2%	0%	1%	0%	C	0.083	F	0.536	8000	G	2002
250 Main St	0.19	13000	G	96%	0%	2%	0%	1%	0%	F	0.084	F	0.524	14000	G	2002
250 Main St	1.00	7900	G	94%	0%	3%	0%	2%	0%	F	0.098	F	0.581	8200	G	2002
250 Main St	0.44	6500	G	94%	0%	3%	0%	2%	0%	C	0.099	F	0.58	6800	G	2002
254 Ivy St	1.19	6800	G	94%	1%	2%	1%	1%	0%	C	0.095	F	0.653	7100	G	2002
254 Ivy St	0.52	7000	G	94%	1%	2%	1%	1%	0%	F	0.094	F	0.505	7300	G	2002
254 Poplar Ave	0.30	12000	G	97%	0%	2%	1%	1%	0%	C	0.091	F	0.556	12000	G	2002
254 Poplar Ave	0.07	3800	G	97%	0%	2%	1%	1%	0%	F	0.094	F	0.562	4000	G	2002

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						2Axle	3+Axle	1Trail	2Trail							
City of Waynesboro																
340 Rosser Ave	0.34	19000	G	96%	0%	From: WCL Waynesboro To: I-64				F	0.085	F	0.506	20000	G	2002
340 Rosser Ave	0.56	21000	G	98%	0%	From: I-64 To: Lew Dewitt Blvd				F	0.086	F	0.505	22000	G	2002
340 Rosser Ave	0.71	13000	G	98%	0%	From: Lew Dewitt Blvd To: Northgate Ave				C	0.088	F	0.505	14000	G	2002
340 Rosser Ave	0.61	11000	G	98%	0%	From: Northgate Ave To: Forrest Dr				F	0.087	F	0.502	12000	G	2002
340 Rosser Ave	0.56	8600	G	98%	0%	From: Forrest Dr To: US 250 Main St				F	0.082	F	0.54	8900	G	2002
340 Main St	0.38	9900	G	98%	0%	From: US 250 Main St To: Rosser Ave				F	0.086	F	0.504	10000	G	2002
340 Main St	0.35	7600	G	98%	0%	From: Rosser Ave To: New Hope Rd				F	0.087	F	0.544	8000	G	2002
340 Main St	0.14	5800	G	98%	0%	From: New Hope Rd To: Wayne Ave				F	0.088	F	0.512	6100	G	2002
340 Main St	0.39	8700	G	98%	0%	From: Wayne Ave To: Arch Ave				F	0.085	F	0.531	9100	G	2002
340 250 Main St	0.19	13000	G	96%	0%	From: Arch Ave To: US 250 Broad St				F	0.084	F	0.524	14000	G	2002
340 Delphine Ave	0.25	11000	G	94%	1%	From: US 250 Broad St To: Main St				F	0.089	F	0.56	12000	G	2002
340 Delphine Ave	0.60	11000	G	94%	1%	From: Main St To: 7th St				F	0.088	F	0.557	11000	G	2002
340 Delphine Ave	0.81	9100	G	94%	1%	From: 7th St To: Second St				F	0.087	F	0.555	9500	G	2002
340 Delphine Ave	0.25	9100	G	94%	1%	From: Second St To: Hopeman Pkwy				C	0.087	F	0.627	9500	G	2002
1 Kirby St	0.12	320	G	94%	0%	From: Hopeman Pkwy To: NCL Waynesboro				C	0.118	F	0.561	340	G	2002
2 "A" Street	0.22	1400	G	98%	0%	From: NCL Waynesboro To: Kirby Ave				C	0.091	F	0.583	1500	G	2002
5100 Thirteenth St	0.63	4300	G	98%	0%	From: Kirby Ave To: ECL Waynesboro				F	0.096	F	0.564	4500	G	2002
5100 Thirteenth St	0.43	2800	G	98%	0%	From: ECL Waynesboro To: Rosser Ave				C	0.093	F	0.533	2800	G	2002
5101 Davis Rd	0.09	770	G	99%	0%	From: Rosser Ave To: Pine Ave				F	0.097	F	0.513	790	G	2002
5101 Vedette Ave	0.68	780	G	99%	0%	From: Pine Ave To: Arch Ave				C	0.1	F	0.561	800	G	2002
5103 Northgate Ave	0.33	2300	G	98%	0%	From: Arch Ave To: Northgate Ave				C	0.086	F	0.607	2400	G	2002
5103 Meadowbrook Rd	0.76	3100	G	99%	0%	From: Northgate Ave To: Meadowbrook Rd				C	0.094	F	0.513	3200	G	2002
						From: Meadowbrook Rd To: Northgate Ave										
						From: Northgate Ave To: Lyndhurst Rd										

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						2Axle	3+Axle	1Trail	2Trail							
City of Waynesboro																
(5104) Hopeman Pkwy	0.89	8700	G	95%	0%	2%	1%	2%	0%	F	0.085	F	0.501	9000	G	2002
				From:	Main St											
				To:	Ivy St											
(5104) Hopeman Pkwy	0.96	7500	G	95%	0%	2%	1%	2%	0%	F	0.087	F	0.514	7900	G	2002
				From:	King Ave											
				To:	Genicom Dr											
(5104) Hopeman Pkwy	0.58	7200	G	95%	0%	2%	1%	2%	0%	F	0.087	F	0.529	7500	G	2002
				From:	Delphine Ave											
				To:	SWCL Waynesboro											
(5105) Lyndhurst Rd	1.61	3000	G	97%	0%	2%	1%	0%	0%	C	0.097	F	0.631	3100	G	2002
				From:	Meadowbrook Rd											
				To:	Woodrow Ave											
(5105) Wayne Ave	0.37	6300	G	97%	0%	2%	1%	0%	0%	F	0.099	F	0.611	6500	G	2002
				From:	13Th St											
				To:	US 250 Broad St											
(5105) Florence Ave	0.83	1800	G	97%	0%	2%	1%	0%	0%	F	0.099	F	0.626	1800	G	2002
				From:	Ohio St											
				To:	Bridge Ave											
(5106) New Hope Rd	0.59	NA									NA		NA			
				From:	Dead End											
				To:	Hopeman Pkwy											
(5106) Whitebridge Rd	0.98	940	G	98%	0%	1%	1%	0%	0%	C	0.109	F	0.530	980	G	2002
				From:	Guilford La											
				To:	NCL Waynesboro											
(5107) King Ave	0.62	5500	G	98%	0%	1%	1%	0%	0%	F	0.087	F	0.591	5700	G	2002
				From:	Ivy St											
				To:	Bridge St											
(5107) King Ave	0.57	3500	G	98%	0%	1%	1%	0%	0%	C	0.097	F	0.590	3700	G	2002
				From:	Hopeman Pkwy											
				To:	13Th St											
(5108) Poplar Ave	0.29	2400	G	98%	0%	1%	1%	0%	0%	F	0.09	F	0.593	2400	G	2002
				From:	Main St											
				To:	Delphine Rd											
(5109) Windsor Rd	0.43	3800	G	98%	0%	1%	1%	0%	0%	C	0.098	F	0.51	3900	G	2002
				From:	Lyndhurst Rd											
				To:	Charlotte Ave											
(5110) 4th St	0.31	1300	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.521	1300	G	2002
				From:	Delphine Ave											
				To:	Jackson Ave											
(5111) Arch Ave	0.85	2600	G	93%	2%	2%	2%	2%	0%	C	0.102	F	0.53	2600	G	2002
				From:	Wayne Ave											
				To:	Broad St											
(5112) Bridge Ave	1.02	1900	G	97%	0%	2%	0%	0%	0%	C	0.099	F	0.520	1900	G	2002
				From:	Hopeman Pkwy											
				To:	Bath St											
(5112) Second St	0.24	4300	G	97%	0%	2%	0%	0%	0%	F	0.092	F	0.61	4500	G	2002
				From:	Delphine St											
				To:	Main St											
(5113) Charlotte Ave	0.72	3100	G	95%	0%	2%	1%	2%	0%	C	0.097	F	0.529	3300	G	2002
				From:	3 Rd St											
				To:												

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(5113) 3rd St	0.18	1400	G	95%	0%	2%	1%	2%	0%	F	0.104	F	0.636	1500	G	2002
				From:	Charlotte Ave											
				To:	Bath Ave											
(5114) Shenandoah Ave	0.58	850	G	99%	0%	1%	0%	0%	0%	C	0.100	F	0.5	880	G	2002
				From:	Delphine Ave											
				To:	Kirby Ave											
(5118) Delphine Ave	1.22	4800	G	86%	1%	3%	2%	8%	0%	C	0.095	F	0.533	4900	G	2002
				From:	SCL Waynesboro											
				To:	I-64											
(5118) Delphine Ave	2.25	8400	G	91%	1%	3%	1%	4%	0%	C	0.09	F	0.528	8700	G	2002
				From:	I-64											
				To:	Main St US 250											
(5119) Oak La	1.39	410	G	96%	0%	1%	2%	0%	0%	C	0.1	F	0.609	420	G	2002
				From:	Delphine Ave											
				To:	Lyndhurst Ave											
(5120) Sherwood Rd	0.18	1700	G	99%	0%	1%	0%	0%	0%	C	0.101	F	0.547	1700	G	2002
				From:	Hopeman Pkwy											
				To:	NCL Waynesboro											
(5121) New Hope Rd	0.07	1100	G	97%	0%	1%	1%	0%	0%	F	NA			1100	G	2002
				From:	White Bridge Rd											
				To:	Guilford La											
(5121) Guilford La	0.08	1700	G	97%	0%	1%	1%	0%	0%	C	0.104	F	0.549	1800	G	2002
				From:	Hampton Dr											
				To:	Ivy St											
(5122) Lew Dewitt Blvd	1.45	9100	G	98%	0%	1%	0%	1%	0%	C	0.106	F	0.567	9500	G	2002
				From:	Rosser Ave											
				To:	Main St											
Bath Ave		1600	G								0.101	F		1600	G	2002
				From:	2Nd St											
				To:	3Rd St											
Bath Avenue		400	G								0.127	F	0.52	400	G	2002
				From:	3rd Street											
				To:	4th Street											
Chatham Rd		230	G								0.091	F		240	G	2002
				From:	Greenbrier Rd											
				To:	Sunset Ln											
Cherry Ave		200	G								0.086	F		200	G	2002
				From:	13Th St											
				To:	14Th St											
Chestnut Ave		380	G								0.090	F		390	G	2002
				From:	12Th St											
				To:	13Th St											
Edward Avenue		350	G								0.175	F	0.758	350	G	2002
				From:	Route 254											
				To:	Hickory Street											
Florence Ave		1600	G								0.085	F		1700	G	2002
				From:	Hemlock St											
				To:	Bridge Ave											
Monticello St		190	G								0.102	F		190	G	2002
				From:	Bader St											
				To:	Dead End											