2013
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report
136

City of Waynesboro

Information in this report is included in Report

07

(Augusta 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.

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

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
2013
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Waynesboro

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
East 64	From: WCL Waynesboro															
	City of Waynesboro (Maint: 07)	0.23	**18000**	**F**	88%	1%	1%	1%	9%	0%	F	0.084	F		17000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**37000**	**F**	88%	1%	1%	1%	9%	0%	F	NA			36000	F
	To: / From: US 340 Stuarts Draft Hwy															
East 64	City of Waynesboro (Maint: 07)	1.95	**18000**	**A**	88%	1%	1%	1%	9%	0%	C	0.107	A		18000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**37000**	**B**	88%	1%	1%	1%	9%	0%	C	0.107	A	0.532	37000	B
	To: / From: Delphine Ave, To 07-624															
East 64	City of Waynesboro (Maint: 07)	0.70	**17000**	**A**	88%	1%	1%	1%	9%	0%	F	0.109	A		16000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**33000**	**A**	88%	1%	1%	1%	9%	0%	F	NA			32000	A
	To: ECL Waynesboro															
East 64 Ramp	From: I-64-E TO DELPHINE AVENUESOUTH & NORT															
	City of Waynesboro (Maint: 07)	0.22	**NA**									NA			NA	
	To: 136-5118 FROM I-64 EAST															
West 64	From: WCL Waynesboro															
	City of Waynesboro (Maint: 07)	0.43	**19000**	**F**	89%	1%	1%	1%	9%	0%	F	0.09	F		19000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**37000**	**F**	88%	1%	1%	1%	9%	0%	F	NA			36000	F
	To: / From: US 340 Stuarts Draft Hwy															
West 64	City of Waynesboro (Maint: 07)	2.15	**19000**	**B**	89%	1%	1%	1%	9%	0%	C	0.113	A		19000	B
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**37000**	**B**	88%	1%	1%	1%	9%	0%	C	0.107	A	0.532	37000	B
	To: / From: Delphine Ave, To 07-624															
West 64	City of Waynesboro (Maint: 07)	0.30	**17000**	**A**	89%	1%	1%	1%	9%	0%	F	0.122	A		16000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		**33000**	**A**	88%	1%	1%	1%	9%	0%	F	NA			32000	A
	To: ECL Waynesboro															
West 64 Ramp	From: I-64-W TO DELPHINE AVENUESOUTH & NORT															
	City of Waynesboro (Maint: 07)	0.24	**NA**									NA			NA	
	To: 136-5118; 136-5118- 1B FROM & TO RT															
250 Main St	From: WCL Waynesboro															
	City of Waynesboro	0.84	**18000**	**F**	99%	0%	0%	0%	0%	0%	C	0.087	F	0.527	20000	F
	To: / From: Carman Ave															
250 Main St	City of Waynesboro	0.30	**18000**	**F**	99%	0%	0%	0%	0%	0%	F	0.085	F	0.525	20000	F
	To: / From: Hopeman Pkwy															
250 Main St	City of Waynesboro	0.67	**12000**	**F**	99%	0%	1%	0%	0%	0%	C	0.088	F	0.505	13000	F
	To: / From: US 340 Rosser Ave															
250 Broad St	City of Waynesboro	0.25	**12000**	**F**	98%	0%	1%	0%	1%	0%	C	0.090	F	0.864	13000	F
	To: / From: Poplar Ave															
250 Broad St	City of Waynesboro	0.50	**11000**	**F**	98%	0%	1%	0%	1%	0%	C	0.092	F	0.554	11000	F
	To: Wayne Ave															

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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: Wayne Ave															
250 Broad St	City of Waynesboro	0.12	**11000**	**F**	99%	0%	0%	0%	0%	0%	F	0.09	F	0.5	11000	F
	To: Arch Ave From:															
250 Broad St	City of Waynesboro	0.44	**8300**	**F**	98%	0%	1%	0%	1%	0%	C	0.09	F	0.511	8800	F
	To: US 340 Main St From: US 340 Broad St															
250 340 Main St	City of Waynesboro	0.19	**11000**	**F**	97%	0%	1%	0%	1%	0%	C	0.095	F	0.573	12000	F
	To: From: US 340 Delphine Ave															
250 Main St	City of Waynesboro	1.00	**7000**	**F**	97%	0%	1%	0%	1%	0%	C	0.095	F	0.639	7400	F
	To: From: Hunter St															
250 Main St	City of Waynesboro	0.44	**6700**	**G**	97%	0%	1%	0%	1%	0%	C	NA			7200	G
	To: ECL Waynesboro															
	From: WCL Waynesboro															
254 Ivy St	City of Waynesboro	1.19	**5600**	**G**	97%	0%	1%	1%	1%	0%	C	NA			6000	G
	To: From: Hopeman Pkwy															
254 Ivy St	City of Waynesboro	0.52	**5200**	**F**	98%	0%	1%	0%	0%	0%	C	0.103	F	0.637	5500	F
	To: From: King Ave															
254 Poplar Ave	City of Waynesboro	0.30	**9600**	**F**	98%	0%	1%	0%	0%	0%	C	0.094	F	0.543	10000	F
	To: From: Broad St															
254 Poplar Ave	City of Waynesboro	0.07	**3100**	**F**	98%	0%	1%	0%	0%	0%	F	0.117	F	0.606	3300	F
	To: Main St															
	From: WCL Waynesboro															
340 Rosser Ave	City of Waynesboro	0.34	**18000**	**G**	97%	0%	0%	0%	2%	0%	C	NA			20000	G
	To: From: I-64															
340 Rosser Ave	City of Waynesboro	0.56	**28000**	**F**	98%	0%	0%	0%	1%	0%	C	0.091	F	0.558	30000	F
	To: From: Lew Dewitt Blvd															
340 Rosser Ave	City of Waynesboro	0.71	**17000**	**F**	99%	0%	1%	0%	0%	0%	C	0.089	F	0.532	18000	F
	To: From: Northgate Ave															
340 Rosser Ave	City of Waynesboro	0.61	**12000**	**F**	99%	0%	1%	0%	0%	0%	C	0.083	F	0.503	13000	F
	To: From: Forrest Dr															
340 Rosser Ave	City of Waynesboro	0.56	**12000**	**F**	99%	0%	1%	0%	0%	0%	F	0.085	F	0.521	13000	F
	To: US 250 Main St From: Rosser Ave															
340 Main St	City of Waynesboro	0.38	**7800**	**F**	99%	0%	0%	0%	0%	0%	C	0.090	F	0.518	8200	F
	To: From: New Hope Rd															
340 Main St	City of Waynesboro	0.35	**6700**	**G**	99%	0%	1%	0%	0%	0%	F	NA			7200	G
	To: From: Wayne Ave															
340 Main St	City of Waynesboro	0.14	**4500**	**G**	98%	1%	1%	0%	0%	0%	C	NA			4800	G
	To: Arch Ave															

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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: Arch Ave															
340 Main St	City of Waynesboro	0.39	**6100**	**F**	97%	1%	2%	0%	0%	0%	C	0.090	F	0.565	6500	F
	To: US 250 Broad St From:															
340 250 Main St	City of Waynesboro	0.19	**11000**	**F**	97%	0%	1%	0%	1%	0%	C	0.095	F	0.573	12000	F
	To: Main St From:															
340 Delphine Ave	City of Waynesboro	0.25	**10000**	**F**	97%	0%	1%	1%	1%	0%	F	0.095	F	0.575	11000	F
	To: 7th St From:															
340 Delphine Ave	City of Waynesboro	0.60	**9500**	**F**	97%	0%	1%	1%	1%	0%	F	0.092	F	0.588	10000	F
	To: Second St From:															
340 Delphine Ave	City of Waynesboro	0.81	**7700**	**F**	93%	1%	3%	1%	2%	0%	C	0.094	F	0.578	8200	F
	To: Hopeman Pkwy From:															
340 Delphine Ave	City of Waynesboro	0.25	**9500**	**F**	97%	0%	1%	1%	1%	0%	C	0.097	F	0.651	10000	F
	To: NCL Waynesboro															

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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 Waynesboro																
F209 Shenandoah Village Dr	0.27	**NA**	From: US 340 Rosser Ave To: Dead End								NA			NA		
F210 Windigrove Dr	0.04	**NA**	From: US 340 Rosser Ave To: End State Maintenance								NA			NA		
F211 Chinquapin Dr	0.40	**580**	From: SCL Waynesboro **R** To: 07-1040 Chinquapin Dr; ECL Waynesboro								NA			NA		04/17/2007
1 Kirby St	0.12	**360**	From: Shenandoah Ave **F** To: A Street	94%	3%	2%	0%	0%	0%	C	0.137	F	0.629	380	F	2013
2 A St	0.22	**1400**	From: Kirby Ave **F** To: ECL Waynesboro	97%	1%	1%	1%	0%	0%	C	0.115	F	0.633	1500	F	2013
5100 Thirteenth St	0.63	**4100**	From: Rosser Ave **G** To: Pine Ave	99%	0%	1%	0%	0%	0%	F	NA			4400	G	2013
5100 Thirteenth St	0.43	**2300**	From: Pine Ave **F** To: Arch Ave	99%	0%	1%	0%	0%	0%	C	0.106	F	0.613	2400	F	2013
5101 Davis Rd	0.09	**2900**	From: Northgate Ave **F** To: Vedette St	99%	0%	0%	0%	0%	0%	F	0.097	F	0.517	3100	F	2013
5101 Vedette Ave	0.68	**2900**	From: Davis Rd **F** To: Main St	99%	0%	0%	0%	0%	0%	C	0.098	F	0.517	3100	F	2013
5103 Northgate Ave	0.33	**3000**	From: US 340 Rosser Ave **F** To: Meadowbrook Rd	98%	0%	1%	1%	0%	0%	C	0.096	F	0.577	3200	F	2013
5103 Meadowbrook Rd	0.76	**3200**	From: Northgate Ave **F** To: Lyndhurst Rd	99%	0%	0%	0%	0%	0%	C	0.093	F	0.52	3400	F	2013
5104 Hopeman Pkwy	0.89	**9800**	From: Main St **G** To: Ivy St	99%	0%	0%	0%	0%	0%	C	NA			10000	G	2013
5104 Hopeman Pkwy	0.96	**8200**	From: Ivy St **G** To: King Ave	97%	0%	1%	1%	1%	0%	C	NA			8800	G	2013
5104 Hopeman Pkwy	0.58	**6800**	From: King Ave **F** To: Genicom Dr	97%	0%	1%	0%	1%	0%	F	0.096	F	0.531	7200	F	2013
5104 Hopeman Pkwy	0.29	**6200**	From: Genicom Dr **F** To: Delphine Ave	97%	0%	1%	0%	1%	0%	C	0.097	F	0.618	6600	F	2013
5105 Lyndhurst Rd	1.61	**2700**	From: SWCL Waynesboro **F** To: Meadowbrook Rd	98%	1%	1%	0%	0%	0%	C	0.114	F	0.608	2900	F	2013
5105 Lyndhurst Rd	0.65	**5200**	From: Meadowbrook Rd **F** To: Woodrow Ave	99%	0%	0%	0%	0%	0%	C	0.104	F	0.596	5600	F	2013
5105 Wayne Ave	0.37	**4800**	From: Woodrow Ave **F** To: 13th St	99%	0%	0%	0%	0%	0%	C	0.093	F	0.575	5100	F	2013
5105 Wayne Ave	0.39	**4300**	From: 13th St **F** To: US 340 Main St	98%	1%	1%	0%	0%	0%	F	0.098	F	0.577	4600	F	2013
5105 Wayne Ave	0.08	**4300**	From: US 340 Main St **N** To: US 250 Broad St	98%	1%	1%	0%	0%	0%	N	0.098	N	0.577	4600	N	2013
5105 Florence Ave	0.83	**1300**	From: Ohio St **F** To: Bridge Ave	98%	1%	1%	0%	0%	0%	F	0.103	F	0.541	1400	F	2013

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Waynesboro																
			From: Poplar Ave													
(5106) New Hope Rd	0.59	**550**	**F**	97%	0%	1%	0%	1%	0%	C	0.212	F	0.830	590	F	2013
			To: Hopeman Pkwy													
			From: Guilford Lane													
(5106) Whitebridge Rd	0.98	**910**	**F**	99%	1%	0%	0%	0%	0%	C	0.115	F	0.52	970	F	2013
			To: NCL Waynesboro													
			From: Ivy St													
(5107) King Ave	0.62	**4000**	**F**	98%	1%	1%	0%	0%	0%	F	0.094	F	0.564	4200	F	2013
			To: Bridge St													
(5107) King Ave	0.57	**3400**	From: **G**	98%	1%	1%	0%	0%	0%	C	NA			3600	G	2013
			To: Hopeman Pkwy													
			From: 13th St													
(5108) Poplar Ave	0.29	**1900**	**F**	98%	1%	1%	0%	0%	0%	F	0.138	F	0.517	2000	F	2013
			To: Main St													
			From: Delphine Ave													
(5109) Windsor Rd	0.43	**3700**	**F**	99%	0%	1%	0%	0%	0%	C	0.105	F	0.601	4000	F	2013
			To: Lyndhurst Rd													
			From: Charlotte Ave													
(5110) 4th St	0.31	**920**	**F**	98%	0%	1%	0%	0%	0%	F	0.104	F	0.526	980	F	2013
			To: Delphine Ave													
(5110) 4th St	0.46	**2200**	From: **F**	98%	0%	1%	0%	0%	0%	C	0.101	F	0.598	2300	F	2013
			To: Jackson Ave													
			From: Wayne Ave													
(5111) Arch Ave	0.77	**2700**	**F**	97%	0%	1%	1%	1%	0%	C	0.104	F	0.516	2900	F	2013
			To: US 340 Main St													
(5111) Arch Ave	0.08	**1800**	From: **G**	97%	0%	1%	1%	1%	0%	C	NA			1900	G	2013
			To: US 250 Broad St													
			From: Hopeman Pkwy													
(5112) Bridge Ave	0.52	**1600**	**F**	99%	0%	1%	0%	0%	0%	C	0.095	F	0.533	1700	F	2013
			To: Sherwood Ave													
(5112) Second St	0.74	**3500**	From: **G**	99%	0%	1%	0%	0%	0%	F	NA			3700	G	2013
			To: US 340 Delphine Ave													
			From: US 340 Main St													
(5113) Charlotte Ave	0.07	**930**	**F**	96%	1%	1%	0%	2%	0%	F	0.104	F	0.512	990	F	2013
			To: US 250 Broad St													
(5113) Charlotte Ave	0.65	**3100**	From: **F**	96%	1%	1%	0%	2%	0%	C	0.099	F	0.508	3300	F	2013
			To: 3rd St													
			From: Charlotte Ave													
(5113) 3rd St	0.18	**1000**	**F**	96%	1%	1%	0%	2%	0%	F	0.105	F	0.591	1100	F	2013
			To: Bath Ave													
			From: Delphine Ave													
(5114) Shenandoah Ave	0.58	**880**	**F**	97%	1%	1%	0%	0%	0%	C	0.101	F	0.59	930	F	2013
			To: Kirby Ave													
			From: SCL Waynesboro													
(5118) Delphine Ave	1.22	**4500**	**F**	88%	1%	1%	1%	9%	0%	C	0.101	F	0.566	4800	F	2013
			To: I-64													
(5118) Delphine Ave	0.84	**8700**	From: **F**	95%	0%	1%	1%	3%	0%	C	0.097	F	0.555	9200	F	2013
			To: Windsor Rd													
(5118) Delphine Ave	1.41	**7200**	From: **G**	94%	1%	1%	1%	3%	0%	C	NA			7700	G	2013
			To: US 250 Main St													
			From: 136-5118 TO I-64 EAST													
(5118) Ramp	0.19	**1500**	**F**								0.147	F	0.593	1500	F	2013
			To: I-64-E FROM DELPHINE AVENUESOUTH & NO													
			From: 136-5118 I-64-W096A FROM & TO RT 6													
(5118) Ramp	0.16	**4000**	**F**								0.092	F		4000	F	2013
			To: I-64-W FROM DELPHINE AVENUESOUTH & NO													

Virginia Department of Transportation
Traffic Engineering Division
2013
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Waynesboro

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 Waynesboro																
(5119) Oak Lane	1.39	**500**	**G**	99%	0%	0%	0%	0%	0%	C	NA			540	G	2013
From: Delphine Ave																
To: Lyndhurst Ave																
(5120) Sherwood Rd	0.18	**960**	**F**	99%	0%	0%	0%	0%	0%	C	0.111	F	0.661	1000	F	2013
From: Hopeman Pkwy																
To: NCL Waynesboro																
(5121) Guilford Lane	0.07	**1200**	**F**	99%	0%	1%	0%	0%	0%	F	0.101	F	0.531	1200	F	2013
From: White Bridge Rd																
To: Hampton Dr																
(5121) Guilford Lane	0.08	**1600**	**F**	99%	0%	1%	0%	0%	0%	C	0.099	F	0.526	1700	F	2013
From: Hampton Dr																
To: Ivy St																
(5122) Lew Dewitt Blvd	1.45	**12000**	**F**	99%	0%	1%	0%	0%	0%	C	0.093	F	0.538	13000	F	2013
From: Rosser Ave																
To: Main St																
Bath Ave		**1100**	**F**								0.098	F	0.608	1200	F	2013
From: 2nd St																
To: 3rd St																
Bath Avenue		**320**	**F**								0.125	F	0.524	320	F	2013
From: 3rd Street																
To: 4th Street																
Bookerdale Rd		**1600**	**G**	98%	0%	1%	0%	0%	0%	C	NA			1600	G	2013
From: Lew Dewitt Blvd																
To: US 250 Main St																
Chatham Rd		**190**	**F**								0.156	F	0.619	210	F	2013
From: Greenbrier Rd																
To: Sunset Lane																
Cherry Ave		**310**	**F**								0.139	F	0.564	330	F	2013
From: 13th St																
To: 14th St																
Chestnut Ave		**280**	**F**								0.156	F	0.670	290	F	2013
From: 12th St																
To: 13th St																
Duke Rd		**100**	**G**	98%	2%	0%	0%	0%	0%	C	NA			100	G	2013
From: Rockfish Rd																
To: NCL Waynesboro																
Edward Avenue		**230**	**F**								0.142	F	0.58	230	F	2013
From: SR 254																
To: Hickory Street																
Florence Ave		**1100**	**F**								0.108	F	0.572	1200	F	2013
From: Hemlock St																
To: Bridge Ave																
Monticello St		**100**	**F**								0.191	F	0.512	100	F	2013
From: Bader St																
To: Dead End																
Pelham Drive		**3000**	**G**	98%	1%	1%	0%	0%	0%	C	NA			3000	G	2013
From: US 250 Jefferson Hwy																
To: Village Dr																