

**2012**

**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.

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

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

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

## Glossary of Terms:

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

**Length:** Length of the traffic segment in miles.

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

### QA: Quality of AADT:

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

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

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

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

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

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

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

### QC: Quality of Classification Data:

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

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

**QK:** Quality of the K Factor estimate:

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

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

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

**QW:** Quality of AAWDT:

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

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

# Route Shield Legend

## Route Systems



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

Wve - Wve Route connector



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



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

Virginia Department of Transportation  
Traffic Engineering Division  
2012  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Waynesboro

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
East 64	From: WCL Waynesboro															
	City of Waynesboro (Maint: 07)	0.23	18000	G	89%	1%	1%	1%	9%	0%	F	0.085	F	18000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		36000	G	89%	1%	1%	1%	9%	0%	F	NA		36000	G	
East 64	From: US 340 Stuarts Draft Hwy															
	City of Waynesboro (Maint: 07)	1.95	18000	A	89%	1%	1%	1%	9%	0%	C	0.106	A	18000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		36000	F	89%	1%	1%	1%	9%	0%	C	0.102	A	0.568	36000	F
East 64	From: Delphine Ave, To 07-624															
	City of Waynesboro (Maint: 07)	0.70	16000	A	89%	1%	1%	1%	9%	0%	F	0.109	A	16000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		33000	A	89%	1%	1%	1%	9%	0%	F	NA		32000	A	
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	18000	G	88%	1%	1%	1%	9%	0%	F	0.084	F	18000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		36000	G	89%	1%	1%	1%	9%	0%	F	NA		36000	G	
West 64	From: US 340 Stuarts Draft Hwy															
	City of Waynesboro (Maint: 07)	2.15	18000	F	88%	1%	1%	1%	9%	0%	C	0.117	A	18000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		36000	F	89%	1%	1%	1%	9%	0%	C	0.109	A	0.541	36000	F
West 64	From: Delphine Ave, To 07-624															
	City of Waynesboro (Maint: 07)	0.30	16000	A	88%	1%	1%	1%	9%	0%	F	0.122	A	16000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		33000	A	89%	1%	1%	1%	9%	0%	F	NA		32000	A	
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	G	99%	0%	0%	0%	0%	0%	C	0.087	F	0.541	20000	G
250 Main St	From: Carman Ave															
	City of Waynesboro	0.30	18000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.502	20000	G
250 Main St	From: Hopeman Pkwy															
	City of Waynesboro	0.67	12000	G	99%	0%	1%	0%	0%	0%	C	0.088	F	0.504	13000	G
250 Broad St	From: US 340 Rosser Ave															
	City of Waynesboro	0.25	11000	G	98%	0%	1%	0%	1%	0%	C	0.083	F	0.534	12000	G
250 Broad St	From: Poplar Ave															
	City of Waynesboro	0.50	11000	G	98%	0%	1%	0%	1%	0%	C	0.085	F	0.543	12000	G
	To: Wayne Ave															

Virginia Department of Transportation  
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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: Wayne Ave 250 Broad St	City of Waynesboro	0.12	9600	G	99%	0%	0%	0%	0%	F	0.084	F	0.555	10000	G	
To: Arch Ave 250 Broad St	City of Waynesboro	0.44	9700	G	98%	0%	1%	0%	1%	C	0.087	F	0.529	10000	G	
From: US 340 Main St 250 340 Main St	City of Waynesboro	0.19	11000	G	97%	1%	1%	0%	1%	C	0.087	F	0.526	12000	G	
To: US 340 Broad St 250 Main St	City of Waynesboro	1.00	7300	G	97%	0%	1%	0%	1%	C	0.097	F	0.621	7700	G	
From: US 340 Delphine Ave 250 Main St	City of Waynesboro	0.44	6600	G	97%	0%	1%	0%	1%	C	0.097	F	0.634	7100	G	
To: Hunter St 254 Ivy St	City of Waynesboro	1.19	5600	G	97%	0%	1%	1%	1%	C	0.103	F	0.511	5900	G	
From: WCL Waynesboro 254 Ivy St	City of Waynesboro	0.52	5800	G	98%	0%	1%	0%	0%	C	0.098	F	0.576	6200	G	
To: Hopeman Pkwy 254 Poplar Ave	City of Waynesboro	0.30	11000	G	98%	0%	1%	0%	0%	C	0.090	F	0.528	12000	G	
From: King Ave 254 Poplar Ave	City of Waynesboro	0.07	3400	G	98%	0%	1%	0%	0%	F	0.114	F	0.584	3600	G	
To: Broad St 340 Rosser Ave	City of Waynesboro	0.34	18000	G	97%	0%	0%	0%	2%	C	0.090	F	0.570	19000	G	
From: WCL Waynesboro 340 Rosser Ave	City of Waynesboro	0.56	29000	G	98%	0%	0%	0%	1%	C	0.092	F	0.535	31000	G	
To: I-64 340 Rosser Ave	City of Waynesboro	0.71	17000	G	99%	0%	1%	0%	0%	C	0.089	F	0.519	18000	G	
From: Lew Dewitt Blvd 340 Rosser Ave	City of Waynesboro	0.61	13000	G	99%	0%	1%	0%	0%	C	0.088	F	0.509	13000	G	
To: Northgate Ave 340 Rosser Ave	City of Waynesboro	0.56	12000	G	99%	0%	1%	0%	0%	F	0.09	F	0.512	13000	G	
From: Forrest Dr 340 Main St	City of Waynesboro	0.38	8600	G	99%	0%	0%	0%	0%	C	0.093	F	0.55	9200	G	
To: US 250 Main St 340 Main St	City of Waynesboro	0.35	6700	G	99%	0%	1%	0%	0%	F	0.095	F	0.537	7100	G	
From: Rosser Ave 340 Main St	City of Waynesboro	0.14	4500	G	98%	1%	1%	0%	0%	C	0.096	F	0.518	4800	G	
To: New Hope Rd 340 Main St	City of Waynesboro	0.14	4500	G	98%	1%	1%	0%	0%	C	0.096	F	0.518	4800	G	
From: Wayne Ave 340 Main St	City of Waynesboro	0.14	4500	G	98%	1%	1%	0%	0%	C	0.096	F	0.518	4800	G	
To: Arch Ave																



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							2Axle	3+Axle	1Trail	2Trail						
From: <u>Arch Ave</u>																
<b>340</b> Main St	City of Waynesboro	0.39	<b>5900</b>	<b>G</b>	97%	1%	2%	0%	0%	0%	C	0.093	F	0.509	6300	G
To: <u>US 250 Broad St</u>																
From: <u>US 250 Broad St</u>																
<b>340</b> <b>250</b> Main St	City of Waynesboro	0.19	<b>11000</b>	<b>G</b>	97%	1%	1%	0%	1%	0%	C	0.087	F	0.526	12000	G
To: <u>Main St</u>																
From: <u>Main St</u>																
<b>340</b> Delphine Ave	City of Waynesboro	0.25	<b>11000</b>	<b>G</b>	96%	0%	1%	1%	2%	0%	F	0.09	F	0.557	11000	G
To: <u>7th St</u>																
From: <u>7th St</u>																
<b>340</b> Delphine Ave	City of Waynesboro	0.60	<b>10000</b>	<b>G</b>	96%	0%	1%	1%	2%	0%	F	0.086	F	0.565	11000	G
To: <u>Second St</u>																
From: <u>Second St</u>																
<b>340</b> Delphine Ave	City of Waynesboro	0.81	<b>8400</b>	<b>G</b>	93%	1%	3%	1%	2%	0%	C	0.095	F	0.6	9000	G
To: <u>Hopeman Pkwy</u>																
From: <u>Hopeman Pkwy</u>																
<b>340</b> Delphine Ave	City of Waynesboro	0.25	<b>10000</b>	<b>G</b>	96%	0%	1%	1%	2%	0%	C	0.097	F	0.654	11000	G
To: <u>NCL Waynesboro</u>																

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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							
<b>City of Waynesboro</b>																
(F209) Shenandoah Village Dr	0.27	NA					From: US 340 Rosser Ave					NA		NA		
							To: Dead End									
(F210) Windgrove Rd	0.04	NA					From: US 340 Rosser Ave					NA		NA		
							To: Dead End									
(F211) Chinquapin Dr	0.40	580	R				From: SCL Waynesboro					NA		NA	04/17/2007	
							To: 07-1040 Chinquapin Dr; ECL Waynesboro									
(1) Kirby St	0.12	340	G				From: Shenandoah Ave				0.113	F	0.556	360	G	2012
							To: A Street									
(2) A St	0.22	1500	G	98%	1%	1%	0%	0%	0%	C	0.099	F	0.609	1600	G	2012
							From: Kirby Ave									
							To: ECL Waynesboro									
(5100) Thirteenth St	0.63	4100	G	98%	0%	1%	0%	0%	0%	F	0.103	F	0.553	4300	G	2012
							From: Rosser Ave									
							To: Pine Ave									
(5100) Thirteenth St	0.43	2700	G	98%	0%	1%	0%	0%	0%	C	0.1	F	0.620	2900	G	2012
							From: Arch Ave									
(5101) Davis Rd	0.09	1600	G	99%	0%	0%	0%	0%	0%	F	0.109	F	0.518	1700	G	2012
							From: Northgate Ave									
							To: Vedette St									
(5101) Vedette Ave	0.68	1500	G	99%	0%	0%	0%	0%	0%	C	0.11	F	0.526	1600	G	2012
							From: Davis Rd									
							To: Meadowbrook Rd									
(5103) Northgate Ave	0.33	2700	G	99%	0%	0%	0%	0%	0%	C	0.101	F	0.520	2900	G	2012
							From: Northgate Ave									
							To: Lyndhurst Rd									
(5103) Meadowbrook Rd	0.76	3200	G	99%	0%	0%	0%	0%	0%	C	0.102	F	0.530	3400	G	2012
							From: Lyndhurst Rd									
							To: Main St									
(5104) Hopeman Pkwy	0.89	9700	G	99%	0%	0%	0%	0%	0%	C	0.091	F	0.523	10000	G	2012
							From: Main St									
							To: Ivy St									
(5104) Hopeman Pkwy	0.96	8100	G	97%	0%	1%	1%	1%	0%	C	0.093	F	0.535	8700	G	2012
							From: Ivy St									
							To: King Ave									
(5104) Hopeman Pkwy	0.58	6900	G	97%	1%	1%	0%	1%	0%	F	0.102	F	0.565	7400	G	2012
							From: King Ave									
							To: Genicom Dr									
(5104) Hopeman Pkwy	0.29	6300	G	97%	1%	1%	0%	1%	0%	C	0.103	F	0.602	6700	G	2012
							From: Genicom Dr									
							To: Delphine Ave									
(5105) Lyndhurst Rd	1.61	2700	G	99%	0%	1%	0%	0%	0%	C	0.101	F	0.515	2900	G	2012
							From: Delphine Ave									
							To: Meadowbrook Rd									
(5105) Lyndhurst Rd	0.65	5300	G	99%	0%	0%	0%	0%	0%	C	0.093	F	0.575	5700	G	2012
							From: Meadowbrook Rd									
							To: Woodrow Ave									
(5105) Wayne Ave	0.37	5600	G	99%	0%	0%	0%	0%	0%	C	0.102	F	0.571	6000	G	2012
							From: Woodrow Ave									
							To: 13th St									
(5105) Wayne Ave	0.47	4600	G	99%	0%	1%	0%	0%	0%	F	0.098	F	0.543	4900	G	2012
							From: 13th St									
							To: US 250 Broad St									
(5105) Florence Ave	0.83	1200	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.532	1300	G	2012
							From: US 250 Broad St									
							To: Ohio St									
							To: Bridge Ave									
(5106) New Hope Rd	0.59	630	G	97%	0%	1%	0%	1%	0%	C	NA			670	G	2012
							From: Bridge Ave									
							To: Poplar Ave									
							To: Hopeman Pkwy									

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Waynesboro</b>																
(5106) Whitebridge Rd	0.98	830	G	98%	1%	0%	0%	0%	0%	C	0.12	F	0.547	890	G	2012
(5107) King Ave	0.62	3900	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.543	4200	G	2012
(5107) King Ave	0.57	3400	G	98%	1%	1%	0%	0%	0%	C	0.104	F	0.506	3600	G	2012
(5108) Poplar Ave	0.29	2400	G	98%	1%	1%	0%	0%	0%	F	0.114	F	0.507	2500	G	2012
(5109) Windsor Rd	0.43	3600	G	99%	0%	1%	0%	0%	0%	C	0.11	F	0.592	3800	G	2012
(5110) 4th St	0.31	1200	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.546	1300	G	2012
(5110) 4th St	0.46	2400	G	98%	0%	1%	0%	0%	0%	C	0.097	F	0.629	2600	G	2012
(5111) Arch Ave	0.77	2600	G	96%	1%	1%	1%	0%	0%	C	0.102	F	0.503	2700	G	2012
(5111) Arch Ave	0.08	1800	G	97%	0%	1%	1%	1%	0%	C	0.109	F	0.564	1900	G	2012
(5112) Bridge Ave	0.52	1600	G	98%	0%	1%	0%	0%	0%	C	0.090	F	0.553	1700	G	2012
(5112) Second St	0.74	3500	G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.601	3700	G	2012
(5113) Charlotte Ave	0.72	3700	G	96%	0%	1%	1%	1%	0%	C	0.096	F	0.508	3900	G	2012
(5113) 3rd St	0.18	1100	G	96%	0%	1%	1%	1%	0%	F	0.111	F	0.673	1200	G	2012
(5114) Shenandoah Ave	0.58	940	G	98%	1%	1%	0%	0%	0%	C	0.115	F	0.570	1000	G	2012
(5118) Delphine Ave	1.22	4300	G	89%	1%	1%	1%	8%	0%	C	0.095	F	0.505	4600	G	2012
(5118) Delphine Ave	0.84	8900	G	95%	0%	1%	1%	3%	0%	C	0.093	F	0.555	9500	G	2012
(5118) Delphine Ave	1.41	7200	G	94%	1%	1%	1%	3%	0%	C	0.088	F	0.505	7700	G	2012
(5118) Ramp	0.19	NA									NA			NA		
(5118) Ramp	0.16	NA									NA			NA		
(5119) Oak Lane	1.39	500	G	99%	0%	0%	0%	0%	0%	C	0.121	F	0.712	530	G	2012

Virginia Department of Transportation  
Traffic Engineering Division  
2012  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Waynesboro

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Waynesboro</b>																
(5120) Sherwood Rd	0.18	1000	G	99%	0%	From: Hopeman Pkwy To: NCL Waynesboro				C	0.102	F	0.657	1100	G	2012
(5121) Guilford Lane	0.07	1100	G	99%	0%	From: White Bridge Rd To: Hampton Dr				F	0.114	F	0.508	1200	G	2012
(5121) Guilford Lane	0.08	1500	G	99%	0%	From: Hampton Dr To: Ivy St				C	0.108	F	0.588	1600	G	2012
(5122) Lew Dewitt Blvd	1.45	13000	G	99%	0%	From: Rosser Ave To: Main St				C	0.095	F	0.513	14000	G	2012
Bath Ave		1300	G			From: 2nd St To: 3rd St						F	0.670	1300	G	2012
Bath Avenue		300	G			From: 3rd Street To: 4th Street						F	0.5	300	G	2012
Bookerdale Rd		1600	G	98%	0%	From: Lew Dewitt Blvd To: US 250 Main St				C	NA			1600	G	2012
Chatham Rd		210	G			From: Greenbrier Rd To: Sunset Lane						F	0.509	230	G	2012
Cherry Ave		270	G			From: 13th St To: 14th St						F	0.76	290	G	2012
Chestnut Ave		360	G			From: 12th St To: 13th St						F	0.95	390	G	2012
Duke Rd		100	G	98%	2%	From: Rockfish Rd To: NCL Waynesboro				C	NA			100	G	2012
Edward Avenue		200	G			From: SR 254 To: Hickory Street						F	0.71	200	G	2012
Florence Ave		1000	G			From: Hemlock St To: Bridge Ave						F	0.58	1100	G	2012
Monticello St		100	G			From: Bader St To: Dead End						F	0.551	110	G	2012
Pelham Drive		3000	G	98%	1%	From: US 250 Jefferson Hwy To: Village Dr				C	NA			3000	G	2012