

**2019**  
**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
-  Bypass - 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  
 2019  
 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	21000	G	89%	1%	1%	1%	9%	0%	F	0.084	F	21000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		43000	G	88%	1%	1%	1%	9%	0%	F	0.083	F	0.507	42000	G
East 64	From: US 340 Stuarts Draft Hwy															
	City of Waynesboro (Maint: 07)	1.95	22000	A	89%	1%	1%	1%	9%	0%	C	0.1	A	22000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		44000	A	88%	1%	1%	1%	9%	0%	C	0.104	A	0.537	44000	A
East 64	From: Delphine Ave, To 07-624															
	City of Waynesboro (Maint: 07)	0.70	20000	A	89%	1%	1%	1%	9%	0%	F	0.101	A	20000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		40000	A	88%	1%	1%	1%	9%	0%	F	0.105	A	0.522	39000	A
East 64 Ramp	From: I-64 East															
	City of Waynesboro (Maint: 07)	0.22	3500	G								0.097	F	3500	G	
	To: 136-5118 Delphine Ave															
West 64	From: WCL Waynesboro															
	City of Waynesboro (Maint: 07)	0.43	22000	G	88%	1%	1%	1%	9%	0%	F	0.09	F	21000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		43000	G	88%	1%	1%	1%	9%	0%	F	0.087	F	0.523	42000	G
West 64	From: US 340 Stuarts Draft Hwy															
	City of Waynesboro (Maint: 07)	2.15	22000	A	88%	1%	1%	1%	9%	0%	C	0.113	A	22000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		44000	A	88%	1%	1%	1%	9%	0%	C	0.104	A	0.537	44000	A
West 64	From: Delphine Ave, To 07-624															
	City of Waynesboro (Maint: 07)	0.30	20000	A	88%	1%	1%	1%	9%	0%	F	0.119	A	20000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		40000	A	88%	1%	1%	1%	9%	0%	F	0.105	A	0.522	39000	A
West 64 Ramp	From: I-64 West															
	City of Waynesboro (Maint: 07)	0.24	1600	G								0.162	F	1600	G	
	To: 136-5118 Delphine Ave															
250 Main St	From: WCL Waynesboro															
	City of Waynesboro	0.84	18000	F	99%	0%	0%	0%	0%	0%	F	0.084	F	0.522	20000	F
250 Main St	From: Carman Ave															
	City of Waynesboro	0.30	18000	F	99%	0%	0%	0%	0%	0%	F	0.083	F	0.509	20000	F
250 Main St	From: Hopeman Pkwy															
	City of Waynesboro	0.67	12000	F	99%	0%	0%	0%	0%	0%	F	0.086	F	0.518	13000	F
250 Broad St	From: US 340 Rosser Ave															
	City of Waynesboro	0.25	14000	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.902	14000	G
250 Broad St	From: Poplar Ave															
	City of Waynesboro	0.50	11000	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.589	12000	G
	To: Wayne Ave															

Virginia Department of Transportation  
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2019  
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						
	From: Wayne Ave															
250 Broad St	City of Waynesboro	0.12	9800	G	99%	0%	0%	0%	0%	F	0.083	F	0.589	10000	G	
	To: Arch Ave															
250 Broad St	City of Waynesboro	0.44	9800	G	98%	0%	1%	0%	1%	C	0.085	F	0.531	10000	G	
	To: US 340 Main St															
	From: US 340 Broad St															
250 340 Main St	City of Waynesboro	0.19	12000	F	98%	0%	1%	0%	1%	F	0.084	F	0.563	13000	F	
	To: US 340 Delphine Ave															
250 Main St	City of Waynesboro	1.00	8900	F	97%	0%	1%	0%	1%	F	0.092	F	0.619	9500	F	
	To: Hunter St															
250 Main St	City of Waynesboro	0.44	8800	F	97%	0%	1%	0%	1%	C	0.092	F	0.639	9400	F	
	To: ECL Waynesboro															
	From: WCL Waynesboro															
254 Ivy St	City of Waynesboro	1.19	6100	F	97%	0%	1%	1%	1%	C	0.102	F	0.538	6500	F	
	To: Hopeman Pkwy															
254 Ivy St	City of Waynesboro	0.52	6100	F	97%	0%	1%	1%	1%	F	0.096	F	0.521	6500	F	
	To: King Ave															
254 Poplar Ave	City of Waynesboro	0.30	12000	F	98%	1%	1%	0%	0%	C	0.089	F	0.567	13000	F	
	To: Broad St															
254 Poplar Ave	City of Waynesboro	0.07	2800	G	98%	1%	1%	0%	0%	F	0.109	F	0.576	3000	G	
	To: Main St															
	From: WCL Waynesboro															
340 Rosser Ave	City of Waynesboro	0.34	18000	F	97%	0%	0%	1%	2%	F	0.087	F	0.553	19000	F	
	To: I-64															
340 Rosser Ave	City of Waynesboro	0.56	28000	F	99%	0%	1%	0%	0%	F	0.087	F	0.557	29000	F	
	To: Lew Dewitt Blvd															
340 Rosser Ave	City of Waynesboro	0.71	16000	F	99%	0%	1%	0%	0%	C	0.084	F	0.53	18000	F	
	To: Northgate Ave															
340 Rosser Ave	City of Waynesboro	0.61	11000	F	99%	0%	1%	0%	0%	F	0.087	F	0.524	12000	F	
	To: Forrest Dr															
340 Rosser Ave	City of Waynesboro	0.56	11000	F	99%	0%	1%	0%	0%	F	0.086	F	0.525	12000	F	
	To: US 250 Main St															
	From: Rosser Ave															
340 Main St	City of Waynesboro	0.38	7500	G	99%	0%	1%	0%	0%	F	0.087	F	0.514	8000	G	
	To: New Hope Rd															
340 Main St	City of Waynesboro	0.35	6000	G	99%	0%	1%	0%	0%	F	0.086	F	0.504	6300	G	
	To: Wayne Ave															
340 Main St	City of Waynesboro	0.14	4100	G	99%	0%	1%	0%	0%	F	0.085	F	0.505	4300	G	
	To: Arch Ave															



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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: [ ] To: [ ] <b>340</b> Main St	City of Waynesboro	0.39	<b>5000</b>	<b>G</b>	99%	0%	1%	0%	0%	0%	F	0.101	F	0.567	5300	G
From: [ ] To: [ ] <b>340</b> <b>250</b> Main St	City of Waynesboro	0.19	<b>12000</b>	<b>F</b>	98%	0%	1%	0%	1%	0%	F	0.084	F	0.563	13000	F
From: [ ] To: [ ] <b>340</b> Delphine Ave	City of Waynesboro	0.25	<b>13000</b>	<b>F</b>	95%	0%	1%	1%	2%	0%	F	0.09	F	0.549	14000	F
From: [ ] To: [ ] <b>340</b> Delphine Ave	City of Waynesboro	0.60	<b>12000</b>	<b>F</b>	95%	0%	1%	1%	2%	0%	F	0.089	F	0.555	13000	F
From: [ ] To: [ ] <b>340</b> Delphine Ave	City of Waynesboro	0.81	<b>9400</b>	<b>F</b>	95%	0%	1%	1%	2%	0%	F	0.094	F	0.554	9900	F
From: [ ] To: [ ] <b>340</b> Delphine Ave	City of Waynesboro	0.25	<b>11000</b>	<b>F</b>	95%	0%	1%	1%	2%	0%	C	0.095	F	0.587	11000	F
	To: [ ] NCL Waynesboro															

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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	3000	R			US 340 Rosser Ave					NA			NA		06/25/2013
						Dead End										
(F210) Windigrove Dr	0.04	NA				US 340 Rosser Ave					NA			NA		
						End State Maintenance										
(F211) Chinquapin Dr	0.40	610	R			SCL Waynesboro					NA			NA		06/25/2013
						07-1040 Chinquapin Dr; ECL Waynesboro										
(1) Kirby St	0.12	320	F	96%	2%	2%	0%	0%	0%	C	0.146	F	0.5	340	F	2019
						Shenandoah Ave										
						A Street										
(2) A St	0.22	1300	F	97%	1%	1%	0%	0%	0%	C	0.104	F	0.684	1300	F	2019
						Kirby Ave										
						ECL Waynesboro										
(5100) Thirteenth St	0.63	2600	F	99%	0%	1%	0%	0%	0%	F	0.093	F	0.536	2800	F	2019
						Rosser Ave										
						Pine Ave										
(5100) Thirteenth St	0.43	1900	F	99%	0%	1%	0%	0%	0%	C	0.096	F	0.505	2000	F	2019
						Arch Ave										
(5101) Davis Rd	0.09	3900	F	99%	0%	1%	0%	0%	0%	F	0.088	F	0.511	4200	F	2019
						Northgate Ave										
						Vedette St										
(5101) Vedette Ave	0.68	3800	F	99%	0%	1%	0%	0%	0%	C	0.087	F	0.536	4100	F	2019
						Davis Rd										
						Main St										
(5103) Northgate Ave	0.33	3200	F	99%	0%	1%	0%	0%	0%	C	0.096	F	0.535	3400	F	2019
						US 340 Rosser Ave										
						Meadowbrook Rd										
(5103) Meadowbrook Rd	0.76	3500	F	99%	0%	0%	0%	0%	0%	C	0.097	F	0.508	3700	F	2019
						Northgate Ave										
						Lyndhurst Rd										
(5104) Hopeman Pkwy	0.89	10000	F	96%	1%	1%	1%	1%	0%	F	0.089	F	0.515	11000	F	2019
						Main St										
						Ivy St										
(5104) Hopeman Pkwy	0.96	8400	F	96%	1%	1%	1%	1%	0%	F	0.089	F	0.522	8900	F	2019
						King Ave										
(5104) Hopeman Pkwy	0.58	7300	F	96%	1%	1%	1%	1%	0%	F	0.093	F	0.514	7800	F	2019
						Genicom Dr										
(5104) Hopeman Pkwy	0.29	6800	F	96%	1%	1%	1%	1%	0%	C	0.096	F	0.570	7200	F	2019
						Delphine Ave										
(5105) Lyndhurst Rd	1.61	3200	F	99%	0%	1%	0%	0%	0%	C	0.104	F	0.517	3400	F	2019
						SWCL Waynesboro										
						Meadowbrook Rd										
(5105) Lyndhurst Rd	0.65	5600	F	99%	0%	1%	0%	0%	0%	F	0.098	F	0.582	5900	F	2019
						Woodrow Ave										
(5105) Wayne Ave	0.37	5000	F	99%	0%	1%	0%	0%	0%	F	0.101	F	0.577	5300	F	2019
						13th St										
(5105) Wayne Ave	0.39	4200	F	99%	0%	1%	0%	0%	0%	F	0.098	F	0.582	4500	F	2019
						US 340 Main St										
(5105) Wayne Ave	0.08	2700	G	99%	0%	1%	0%	0%	0%	F	0.098	F	0.582	2900	G	2019
						US 250 Broad St										
						Ohio St										
(5105) Florence Ave	0.83	1300	G	99%	0%	1%	0%	0%	0%	F	0.103	F	0.541	1400	G	2019
						Bridge Ave										

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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>																	
(5106) New Hope Rd	0.59	480	F	94%	1%	4%	0%	0%	0%	C	0.122	F	0.683	510	F	2019	
						From: Poplar Ave											
						To: Hopeman Pkwy											
(5106) Whitebridge Rd	0.98	1100	F	99%	0%	0%	0%	0%	0%	C	0.116	F	0.529	1100	F	2019	
						From: Guilford Lane											
						To: NCL Waynesboro											
(5107) King Ave	0.62	4000	F	98%	1%	1%	0%	0%	0%	F	0.091	F	0.54	4200	F	2019	
						From: Ivy St											
						To: Bridge St											
(5107) King Ave	0.57	2800	F	98%	1%	1%	0%	0%	0%	C	0.102	F	0.507	2900	F	2019	
						From: Hopeman Pkwy											
						To: Hopeman Pkwy											
(5108) Poplar Ave	0.29	1800	G	98%	1%	1%	0%	0%	0%	F	0.138	F	0.517	2000	G	2019	
						From: 13th St											
						To: Main St											
(5109) Windsor Rd	0.43	4200	F	99%	0%	0%	0%	0%	0%	C	0.111	F		4400	F	2019	
						From: Delphine Ave											
						To: Lyndhurst Rd											
(5110) 4th St	0.31	530	F	99%	0%	1%	0%	0%	0%	C	0.098	F	0.567	560	F	2019	
						From: Charlotte Ave											
						To: Delphine Ave											
(5110) 4th St	0.46	2300	F	99%	0%	0%	0%	0%	0%	C	0.089	F	0.595	2500	F	2019	
						From: Jackson Ave											
						To: Jackson Ave											
(5111) Arch Ave	0.77	2500	F	97%	0%	1%	1%	1%	0%	C	0.093	F	0.568	2600	F	2019	
						From: Wayne Ave											
						To: US 340 Main St											
(5111) Arch Ave	0.08	2600	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.701	2800	G	2019	
						From: US 250 Broad St											
						To: US 250 Broad St											
(5112) Bridge Ave	0.52	1500	F	98%	1%	1%	0%	0%	0%	C	0.094	F	0.503	1600	F	2019	
						From: Hopeman Pkwy											
						To: Sherwood Ave											
(5112) Second St	0.74	3400	F	96%	0%	2%	0%	1%	0%	C	0.087	F	0.589	3700	F	2019	
						From: US 340 Delphine Ave											
						To: US 340 Delphine Ave											
(5113) Charlotte Ave	0.07	820	G	97%	0%	1%	0%	1%	0%	F	0.095	F	0.53	860	G	2019	
						From: US 340 Main St											
						To: US 250 Broad St											
(5113) Charlotte Ave	0.65	2700	F	97%	0%	1%	0%	1%	0%	C	0.095	F	0.53	2800	F	2019	
						From: 3rd St											
						To: Charlotte Ave											
(5113) 3rd St	0.18	980	F	97%	0%	1%	0%	1%	0%	C	0.101	F	0.642	1000	F	2019	
						From: Bath Ave											
						To: Bath Ave											
(5114) Shenandoah Ave	0.58	680	F	95%	2%	2%	0%	0%	0%	C	0.109	F	0.586	720	F	2019	
						From: Delphine Ave											
						To: Kirby Ave											
(5118) Delphine Ave	1.22	4900	F	87%	1%	1%	2%	9%	0%	C	0.099	F	0.517	5200	F	2019	
						From: SCL Waynesboro											
						To: I-64											
(5118) Delphine Ave	0.84	10000	F	94%	1%	1%	1%	4%	0%	F	0.093	F	0.556	11000	F	2019	
						From: Windsor Rd											
						To: Windsor Rd											
(5118) Delphine Ave	1.41	8300	F	94%	1%	1%	1%	4%	0%	C	0.094	F	0.513	8900	F	2019	
						From: US 250 Main St											
						To: US 250 Main St											
(5118) Ramp	0.19	1600	G								0.147	F	0.593	1600	G	2019	
						From: 136-5118 Delphine Ave											
						To: I-64 East											
(5118) Ramp	0.16	4300	G								0.092	F		4300	G	2019	
						From: 136-5118 Delphine Ave											
						To: I-64 West											

Virginia Department of Transportation  
Traffic Engineering Division  
2019  
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>																
(5119) Oak Lane	1.39	500	F	97%	1%	2%	1%	0%	0%	C	0.11	F	0.597	530	F	2019
(5120) Sherwood Rd	0.18	930	F	98%	0%	0%	1%	0%	0%	C	0.100	F	0.613	990	F	2019
(5121) Guilford Lane	0.07	1400	F	99%	0%	1%	0%	0%	0%	C	0.105	F	0.566	1500	F	2019
(5121) Guilford Lane	0.08	1900	F	99%	0%	0%	1%	0%	0%	C	0.1	F	0.592	2000	F	2019
(5122) Lew Dewitt Blvd	1.45	12000	F	98%	0%	1%	0%	0%	0%	C	0.095	F	0.525	13000	F	2019
Bath Ave		1100	F								0.093	F	0.509	1100	F	2019
Bath Avenue		260	F								0.094	F	0.569	260	F	2019
Bookerdale Rd		1600	G	98%	0%	1%	0%	0%	0%	C	0.104	F	0.551	1600	G	2019
Chatham Rd		220	F								0.114	F	0.778	240	F	2019
Cherry Ave		160	F								0.125	F	0.556	170	F	2019
Chestnut Ave		250	F								0.159	F	0.683	270	F	2019
Duke Rd		100	G	98%	2%	0%	0%	0%	0%	C	0.162	F		100	G	2019
Edward Avenue		240	F								0.157	F	0.566	240	F	2019
Florence Ave		1100	G								0.108	F	0.572	1200	G	2019
Monticello St		100	F								0.151	F	0.553	110	F	2019
Pelham Drive		3000	G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.525	3000	G	2019