

2002

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

where available

Special Locality Report

323

Town of Waverly

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

- North
 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
 Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
- ALT
 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.

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 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Town of Waverly

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Waverly																
40	0.76	2000	N	78%	3%	From: WCL Waverly				N	0.084	N	0.549	2000	N	2002
40	1.15	4500	F	88%	1%	From: 91-651 At Waverly				C	0.078	F	0.513	4500	F	2002
40	1.25	2900	F	92%	1%	From: US 460				C	0.09	F	0.538	2900	F	2002
						To: ECL Waverly										
460	0.66	12000	N	79%	1%	From: WCL Waverly				N	0.074	N	0.594	11000	N	2002
460	0.72	9500	N	79%	1%	From: SR 40				N	0.120	N	0.56	9000	N	2002
						To: ECL Waverly										
606	0.60	350	F	95%	1%	From: SR 40 WEST				F	0.1	F	0.595	350	F	2002
						To: SCL Waverly										
615	0.28	300	R			From: SR 40					NA			NA		02/25/2002
						To: ECL Waverly										
651	0.28	540	N	96%	1%	From: WCL Waverly				N	0.103	N	0.593	540	N	2002
						To: SR 40										
653	0.94	540	F	95%	3%	From: 91-606				C	0.108	F	0.525	540	F	2002
653	0.26	900	F	95%	3%	From: 91-654				F	0.096	F	0.505	910	F	2002
						To: SR 40 WEST										
653	0.09	440	F	97%	1%	From: SR 40 EAST				C	0.101	F	0.745	440	F	2002
						To: US 460 NORTH										
653	0.21	130	F	96%	0%	From: US 460 SOUTH				C	0.111	F	0.688	130	F	2002
						To: 91-1002										
653	0.46	270	N	96%	0%	From: 91-1002				N	0.091	N	0.552	270	N	2002
						To: NCL Waverly										
654	0.49	270	F	98%	1%	From: SCL Waverly				F	0.105	F	0.542	270	F	2002
						To: 91-1014										
654	0.40	570	F	98%	1%	From: 91-1014				C	0.1	F	0.69	570	F	2002
						To: 91-653										
1001	0.11	1800	R			From: SR 40					NA			NA		03/04/2002
						To: 91-1006										
1001	0.17	860	R			From: 91-1006					NA			NA		03/04/2002
						To: 91-1009										
1001	0.06	360	R			From: 91-1009					NA			NA		03/04/2002
						To: 91-1011										
1001	0.08	280	R			From: 91-1011					NA			NA		03/04/2002
						To: Dead End										
1002	0.25	730	R			From: SR 40					NA			NA		03/04/2002
						To: US 460										
1002	0.06	150	R			From: US 460					NA			NA		03/04/2002
						To: 91-653										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Waverly																
1003 91	0.12	700	R			From: 91-606					NA		NA			03/04/2002
1003 91	0.08	800	R			From: 91-1029					NA		NA			03/04/2002
1003 91	0.24	1200	R			From: 91-1028					NA		NA			03/04/2002
1003 91	0.20	1300	R			From: 91-1016					NA		NA			03/04/2002
1003 91	0.15	1500	R			From: 91-1005					NA		NA			03/04/2002
						To: SR 40										
1004 91	0.12	830	R			From: SR 40					NA		NA			03/06/2002
1004 91	0.15	400	R			From: 91-1021					NA		NA			03/06/2002
1004 91	0.21	200	R			From: 91-1019					NA		NA			03/06/2002
						To: 91-1023										
1005 91	0.13	320	R			From: 91-653					NA		NA			03/04/2002
						To: 91-1003										
1006 91	0.13	400	R			From: 91-1008					NA		NA			03/04/2002
						To: 91-1001										
1007 91	0.18	370	R			From: 91-1008					NA		NA			03/04/2002
1007 91	0.05	190	R			From: 91-1009					NA		NA			03/04/2002
						To: 91-1011										
1008 91	0.13	610	R			From: SR 40					NA		NA			03/04/2002
1008 91	0.10	430	R			From: 91-1006					NA		NA			03/04/2002
1008 91	0.24	180	R			From: 91-1007					NA		NA			03/04/2002
						To: WCL Waverly										
1009 91	0.11	220	R			From: 91-1007					NA		NA			03/04/2002
						To: 91-1001										
1010 91	0.46	230	R			From: 91-1026					NA		NA			03/04/2002
						To: SR 40										
1011 91	0.11	100	R			From: 91-1001					NA		NA			03/04/2002
						To: 91-1007										
1012 91	0.27	270	R			From: SR 40					NA		NA			03/04/2002
1012 91	0.05	90	R			From: 91-1013					NA		NA			03/04/2002
						To: Dead End										
1013 91	0.08	430	R			From: SR 40; 91-1018					NA		NA			03/04/2002
						To: 91-1017										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Waverly																
1013 91	0.05	330	R			From: 91-1017					NA		NA			03/04/2002
1013 91	0.05	120	R			From: 91-1012					NA		NA			03/04/2002
						To: 91-1031										
1014 91	0.12	250	R			From: 91-654					NA		NA			03/06/2002
1014 91	0.10	280	R			From: 91-1015 NORTH					NA		NA			03/06/2002
						To: 91-1015 SOUTH										
1014 91	0.10	290	R			From: 91-653					NA		NA			03/06/2002
1015 91	0.23	60	R			From: 91-1014 WEST					NA		NA			03/05/2002
						To: 91-1014 EAST										
1016 91	0.10	320	R			From: Dead End					NA		NA			03/04/2002
						To: 91-1003										
1017 91	0.07	60	R			From: 91-1013					NA		NA			03/04/2002
						To: 91-1032										
1018 91	0.25	760	R			From: 91-654					NA		NA			03/04/2002
						To: SR 40; 91-1013										
1019 91	0.10	530	R			From: SR 40					NA		NA			03/06/2002
						To: 91-1027										
1019 91	0.11	210	R			From: 91-1027					NA		NA			03/06/2002
						To: 91-1020										
1019 91	0.21	200	R			From: 91-1020					NA		NA			03/06/2002
						To: 91-1004										
1019 91	0.07	190	R			From: 91-1004					NA		NA			03/06/2002
						To: 91-1021										
1019 91	0.03	310	R			From: 91-1021					NA		NA			03/06/2002
						To: 91-1022										
1020 91	0.04	150	R			From: 91-1019					NA		NA			03/05/2002
						To: Cul-de-Sac										
1021 91	0.21	180	R			From: 91-1004					NA		NA			03/05/2002
						To: 91-1019										
1022 91	0.28	250	R			From: 91-1019					NA		NA			03/05/2002
						To: 91-1024										
1022 91	0.12	130	R			From: 91-1024					NA		NA			03/05/2002
						To: 91-1025										
1022 91	0.43	100	R			From: 91-1025					NA		NA			03/05/2002
						To: Dead End										
1023 91	0.13	150	R			From: 91-1004					NA		NA			03/05/2002
						To: 91-1024										
1023 91	0.12	49	R			From: 91-1024					NA		NA			03/05/2002
						To: 91-1025										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Waverly																
1023 91	0.06	10	R			From: 91-1025					NA		NA			03/05/2002
						To: Dead End										
1024 91	0.08	30	R			From: 91-1023					NA		NA			03/05/2002
						To: 91-1022										
1024 91	0.04	6	R			From: Dead End					NA		NA			03/05/2002
						To: Dead End										
1025 91	0.03	2	R			From: Dead End					NA		NA			03/05/2002
						To: 91-1023										
1025 91	0.08	40	R			From: 91-1022					NA		NA			03/05/2002
						To: 0.08 MS 91-1010										
1026 91	0.08	110	R			From: 91-1010					NA		NA			03/05/2002
						To: Dead End										
1026 91	0.08	70	R			From: Dead End					NA		NA			03/05/2002
						To: 91-1019										
1027 91	0.13	240	R			From: 91-1030					NA		NA			03/04/2002
						To: Cul-de-Sac										
1028 91	0.20	440	R			From: 91-1003					NA		NA			03/04/2002
						To: 91-653										
1029 91	0.16	240	R			From: 91-1030					NA		NA			03/04/2002
						To: 91-1003										
1029 91	0.21	570	R			From: 91-1003					NA		NA			03/04/2002
						To: Cul-de-Sac										
1030 91	0.10	100	R			From: 91-1028					NA		NA			03/04/2002
						To: 91-1029										
1030 91	0.11	280	R			From: 91-1029					NA		NA			03/04/2002
						To: Dead End										
1030 91	0.09	410	R			From: Dead End					NA		NA			03/04/2002
						To: Dead End										
1031 91	0.06	40	R			From: Dead End					NA		NA			03/04/2002
						To: Dead End										
1032 91	0.05	20	R			From: 91-1013					NA		NA			03/04/2002
						To: 91-1017										
1032 91	0.02	5	R			From: Dead End					NA		NA			03/04/2002
						To: 91-1008										
1034 91	0.02	160	R			From: 91-1008					NA		NA			02/27/2002
						To: Dead End										
1035 91	0.04	340	R			From: Dead End					NA		NA			03/04/2002
						To: 91-653										
1036 91	0.07	40	R			From: Dead End					NA		NA			02/27/2002
						To: 91-1029										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Waverly																
(1037/91)	0.11	200	R			From: Dead End					NA		NA			03/06/2002
(1037/91)	0.08	540	R			From: 91-1038					NA		NA			03/06/2002
						To: 91-653										
(1038/91)	0.22	150	R			From: 91-1037					NA		NA			03/06/2002
						To: 91-606										
(1039/91)	0.09	60	R			From: 91-1037					NA		NA			02/27/2002
						To: Cul-de-Sac										
(1040/91)	0.07	40	R			From: Cul-de-Sac					NA		NA			02/27/2002
						To: 91-1038										
(1041/91)	0.28	60	R			From: Dead End					NA		NA			02/27/2002
						To: 91-1014										
(9403/91)	0.07	20	R			From: Waverly School					NA		NA			03/04/2002
						To: SR 40; 91-1018										
(9873/91)	0.01	190	R			From: Jackson Elem School					NA		NA			03/04/2002
						To: 0.02 ME 91-1006										
(9873/91)	0.11	300	R			From: 91-1006					NA		NA			03/04/2002
						To: 91-1006										