

**2005**

**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  
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 Peak Hour 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 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



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  
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 Annual Average Daily Traffic Volume Estimates By Section of Route  
 Town of Waverly

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: WCL Waverly															
40	Town of Waverly (Maint: 91)	0.76	2100	N	82%	2%	1%	2%	13%	0%	N	0.097	N	0.536	2200	N
	To: 91-651 At Waverly															
	From: 91-651 At Waverly															
40	Town of Waverly (Maint: 91)	1.15	4000	F	89%	1%	1%	1%	7%	0%	C	0.086	F	0.52	4100	F
	To: US 460															
	From: US 460															
40	Town of Waverly (Maint: 91)	1.25	3300	F	94%	1%	1%	1%	3%	0%	C	0.103	F	0.566	3300	F
	To: ECL Waverly															
	From: WCL Waverly															
460	Town of Waverly (Maint: 91)	0.66	13000	N	89%	0%	1%	1%	9%	0%	N	0.074	N	0.527	12000	N
	To: SR 40															
	From: SR 40															
460	Town of Waverly (Maint: 91)	0.72	9800	N	89%	0%	1%	1%	9%	0%	N	0.126	N	0.552	9200	N
	To: ECL Waverly															

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Waverly</b>																
(606) 91	0.60	300	F	96%	1%	1%	1%	2%	0%	F	0.112	F	0.556	310	F	2005
(615) 91	0.28	300	R								NA			NA		02/25/2002
(651) 91	0.28	350	N	95%	2%	1%	0%	1%	0%	N	0.115	N	0.564	360	N	2005
(653) 91	0.94	530	F	95%	3%	1%	1%	0%	0%	C	0.111	F	0.541	540	F	2005
(653) 91	0.26	750	F	95%	3%	1%	1%	0%	0%	F	0.110	F	0.503	770	F	2005
(653) 91	Hunter St	0.09	430	F	96%	1%	1%	1%	0%	C	0.119	F	0.8	440	F	2005
(653) 91	Hunter St	0.21	150	F	97%	1%	1%	0%	0%	C	0.121	F	0.833	150	F	2005
(653) 91		0.46	240	N	97%	1%	1%	0%	0%	N	0.136	N	0.524	240	N	2005
(654) 91		0.49	310	F	98%	1%	1%	0%	0%	F	0.121	F	0.667	310	F	2005
(654) 91	Coppahaunk Rd	0.40	500	F	98%	1%	1%	0%	0%	C	0.122	F	0.524	520	F	2005
(1001) 91		0.11	1900	R							NA			NA		03/04/2002
(1001) 91		0.17	860	R							NA			NA		03/04/2002
(1001) 91		0.06	360	R							NA			NA		03/04/2002
(1001) 91		0.08	280	R							NA			NA		03/04/2002
(1002) 91		0.25	730	R							NA			NA		03/04/2002
(1002) 91		0.06	150	R							NA			NA		03/04/2002
(1003) 91		0.13	700	R							NA			NA		03/04/2002
(1003) 91		0.08	800	R							NA			NA		03/04/2002
(1003) 91		0.24	1200	R							NA			NA		03/04/2002
(1003) 91		0.20	1300	R							NA			NA		03/04/2002
(1003) 91		0.15	1500	R							NA			NA		03/04/2002
(1004) 91		0.12	830	R							NA			NA		03/06/2002



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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Waverly</b>																
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	330	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	230	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
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 Coppahaunk Rd					NA		NA			03/06/2002
1014 91	0.10	280	R			From: 91-1015 NORTH					NA		NA			03/06/2002
1014 91	0.10	290	R			From: 91-1015 SOUTH					NA		NA			03/06/2002
						To: 91-653										
1015 91	0.23	70	R			From: 91-1014 WEST					NA		NA			03/05/2002
						To: 91-1014 EAST										




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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Waverly</b>																
1016 91	0.10	320	R											NA		03/04/2002
1017 91	0.07	60	R											NA		03/04/2002
1018 91	0.25	760	R											NA		03/04/2002
1019 91	0.10	530	R											NA		03/06/2002
1019 91	0.11	210	R											NA		03/06/2002
1019 91	0.21	200	R											NA		03/06/2002
1019 91	0.07	190	R											NA		03/06/2002
1019 91	0.03	310	R											NA		03/06/2002
1020 91	0.04	150	R											NA		03/05/2002
1021 91	0.21	180	R											NA		03/05/2002
1022 91	0.28	250	R											NA		03/05/2002
1022 91	0.12	130	R											NA		03/05/2002
1022 91	0.43	100	R											NA		03/05/2002
1023 91	0.13	150	R											NA		03/05/2002
1023 91	0.12	49	R											NA		03/05/2002
1023 91	0.06	10	R											NA		03/05/2002
1024 91	0.08	30	R											NA		03/05/2002
1024 91	0.04	6	R											NA		03/05/2002
1025 91	0.03	4	R											NA		06/21/2005
1025 91	0.08	40	R											NA		03/05/2002
1026 91	0.08	110	R											NA		03/05/2002

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						2Axle	3+Axle	1Trail	2Trail							
<b>Town of Waverly</b>																
1026 91	0.08	70	R				91-1010				NA			NA		03/05/2002
							Dead End									
1027 91	0.13	240	R				91-1019				NA			NA		03/04/2002
							Cul-de-Sac									
1028 91	0.20	450	R				91-1030				NA			NA		03/04/2002
							91-1003									
1029 91	0.16	240	R				91-653				NA			NA		03/04/2002
							91-1030									
1029 91	0.21	570	R				91-1030				NA			NA		03/04/2002
							91-1003									
1030 91	0.10	110	R				Cul-de-Sac				NA			NA		03/04/2002
							91-1028									
1030 91	0.11	280	R				91-1029				NA			NA		03/04/2002
							91-1029									
1030 91	0.09	410	R				Dead End				NA			NA		03/04/2002
							Dead End									
1031 91	0.06	40	R				Dead End				NA			NA		03/04/2002
							Dead End									
1032 91	0.05	20	R				91-1013				NA			NA		03/04/2002
							91-1017									
1032 91	0.02	5	R				91-1017				NA			NA		03/04/2002
							Dead End									
1034 91	0.02	170	R				91-1008				NA			NA		02/27/2002
							Dead End									
1035 91	0.04	340	R				Dead End				NA			NA		03/04/2002
							91-653									
1036 91	0.07	40	R				Dead End				NA			NA		06/21/2005
							91-1029									
1037 91	0.11	200	R				Dead End				NA			NA		03/06/2002
							91-1038									
1037 91	0.08	540	R				91-1038				NA			NA		03/06/2002
							91-653									
1038 91	0.22	150	R				91-1037				NA			NA		03/06/2002
							91-606									
1039 91	0.09	60	R				91-1037				NA			NA		02/27/2002
							Cul-de-Sac									
1040 91	0.07	40	R				Cul-de-Sac				NA			NA		02/27/2002
							91-1038									
1041 91	0.28	60	R				Dead End				NA			NA		02/27/2002
							91-1014									

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						2Axle	3+Axle	1Trail	2Trail								
<b>Town of Waverly</b>																	
	0.07	20	R	From: Waverly School										NA			03/04/2002
				To: SR 40; 91-1018													
	0.01	190	R	From: Jackson Elem School										NA			03/04/2002
				To: 0.01 ME 91-1006													
	0.11	300	R	From: 0.01ME 91-1006										NA			03/04/2002
				To: 91-1006													