2011

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

where available

Special Locality Report 323

Town of Waverly

Information in this report is included in Report

91

(Sussex 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

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
(600)	Secondary Route	

Special Routes

Bus	Bus - Business Route	
{29}	Bypas - Bypass Route	
	Truck - Truck Route	
ALT	ALT - Alternate Route	
(220)	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.

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	ΩK	Dir ctor	AAWDT	QW
	From:	7	WCL Waver	rly												
40) W Main St	Town of Waverly (Maint: 91)	0.76	2000	N	81%	2%	2%	4%	11%	0%	Ν	0.089	N		2000	Ν
<u> </u>	To:	91-65	51 Lobbs Sh	op Rd			<u> </u>									
(40) W Main St	Town of Waverly (Maint: 91)	1.15	3800	F	91%	1%	1%	1%	6%	0%	С	0.088	F		3800	F
	To	US 460 (General Mal	hone Hw	у											
40 W Main St	Town of Waverly (Maint: 91)	1.25	3000	F	95%	0%	1%	1%	3%	0%	С	0.091	F		3000	F
\bigcirc	To:	I	ECL Waver	ly												
	From:	7	WCL Waver	ly												
(460)	Town of Waverly (Maint: 91)	0.66	11000	N	83%	1%	1%	1%	14%	0%	Ν	0.075	N		10000	Ν
$\stackrel{\smile}{\longrightarrow}$	To- From:	SR	2 40 W Mair	n St												
460	Town of Waverly (Maint: 91)	0.72	11000	N	83%	1%	1%	1%	14%	0%	Ν	NA			11000	Ν

ECL Waverly

Seary Dam Rd							I own of Wave	rly								
Section Companies Compan	Route	Length	AADT	QA	4Tire	Bus			2Trail	QC		QK		AAWDT	QW	Year
## Bearver Dam Rd	Town of Waverly										-					
Miles Mile	Popular Dam Pd	0.60		<u> </u>	069/	00/			00/		0 110	_		240	_	2011
SR 40, W Main 81	606) Beaver Daili Ku	0.00	240	Ė	90 /6	0 /6		1 /0	0 /6		0.118	-		240		2011
Second comparison Seco			From:	I				74			1					
Second Color Shop Rd Color Shop	Georgetown Rd	0.28		R			SR 40, W Main S	ST.			NΑ			NΔ		04/01/2008
See Lobbs Shop Rd 0.28 570	615 Georgelowi Rd	0.20		r <u>``</u>			ECL Waverly				—i"`			14/1		04/01/2000
Composition			From:								1					
SR 40, W Main St	Lobbs Shop Rd	0.28	570	N	90%	2%		7%	0%	N	0.115	N		580	N	2011
Search St	(031) ====================================															
Bank St			From													
Second S	653 Bank St	0.94	510	F	96%	2%			0%	С	0.123	F		520	F	2011
Section Sect	0910		To								_					
Hunter St 0.09 340 F F 37% 0% 1% 0% 1% 0% C 0.111 F 340 F 2011	Rank St	0.26		<u> </u>	06%	20/-			0%	F	0.125	F		700	F	2011
Hunter St 0.09 340 F F 37% 0% 1% 0% 1% 0% C 0.111 F 340 F 2011	(653) Darik St	0.20	To:	Ė	30 /0	270			070		0.123	•		700	'	2011
Second S			From:													
Second Second Processes Second Second Processes Second Second Processes Second Second Processes Se	653) Hunter St	0.09	340	F	97%	0%	1% 0%	1%	0%	С	0.111	F		340	F	2011
Hunter St	917						US 460 NORTH	ł								
Second S		20:		<u> </u>	0.457	001			201	_		_		4.45	_	2011
Second S	(653) Hunter St	0.21	130	F	94%	2%	1% 1%	1%	0%	С	0.183	F		140	F	2011
NCL Waverly SCL Waverly School St School School St School School St School			To-				91-1002									
No. C. Waserly	(653) Bank St; Spring Brand	ch Rd0.46	220	N	94%	2%	1% 1%	1%	0%	N	0.113	Ν		220	Ν	2011
Coppenhaunk Ave	91)		To:				NCL Waverly									
Second S			From:				SCL Waverly									
Second S	(654) Coppahaunk Ave	0.49	320	F	96%	2%	2% 0%	0%	0%	F	0.134	F		320	F	2011
Section Coppenhaunk Rd O.40 S20 F 96% 2% 2% 0% 0% 0% C 0.106 F 530 F 2011	91)		To				91-1014 Norris A	ve								
91-1019 Mew St	Coppahaunk Rd	0.40		F	96%	2%			0%	С	0.106	F		530	F	2011
New St 0.11 1000 R	91		To:													-
New St 0.11 1000 R			From				SR 40 W Main S	St			Ī					
91-1006 School St 1001 New St 0.17 870 R	New St	0.11	1000	R			51C 40, W Wani	π			NA			NA		02/07/2008
New St 0.17 870 R	(1001)	0														02/01/2000
Second S	Na Ct	0.47		ᄂ			91-1006 School S	St						NΙΔ		00/07/000
1009 New St 0.06 490 R	1001) New St	0.17	870								INA			NA		02/07/2008
91-1011 Pine St 91-1011 Pine St Dead End NA NA 02/07/200 0.25 720 R NA NA NA 02/07/200 0.25 720 R NA NA NA 02/07/200 0.26 720 R NA NA NA 02/07/200 0.27 1002	<u> </u>		From:				91-1009 Maple S	St			<u> </u>					
1900 New St 0.08 280 R	(1001) New St	0.06	490	R							NA			NA		02/07/2008
Dead End SR 40, W Main St NA			To:				91-1011 Pine St									
Dead End SR 40, W Main St NA	(1001) New St	0.08	280	R							NA			NA		02/07/2008
1002 1002 1003	91)		To:				Dead End									
1002 180 R 180 R NA NA 02/07/200			From				SR 40, W Main S	St								
1002 1003 Railroad Ave 0.13 720 R 91-606 Beaver Dam Rd NA NA 02/07/200	(1002)	0.25	720	R							NA			NA		02/07/2008
1002 180 R NA NA 02/07/200 190 1	91		To				US 460									
91-603 Hunter St 1003	(1002)	0.06		R							NA			NA		02/07/2008
Railroad Ave 0.13 720 R NA NA 02/07/200 Railroad Ave 0.08 680 R NA NA 02/07/200 Railroad Ave 0.24 1200 R NA NA 02/07/200 Railroad Ave 0.24 1200 R NA NA 02/07/200 Railroad Ave 0.20 1300 R NA NA 02/07/200 Railroad Ave 0.20 1300 R NA NA 02/07/200 Railroad Ave 0.15 1500 R NA NA NA 02/07/200 Railroad Ave 0.15 1500 R NA NA NA 02/07/200 Railroad Ave 0.15 1500 R NA NA NA 02/07/200 Railroad Ave 0.15 1500 R NA NA NA 02/07/200 Railroad Ave 0.15 1500 R NA NA NA 02/07/200 Railroad Ave 0.15 1500 R NA NA NA 02/07/200 Railroad Ave 0.15 1500 R NA NA NA 02/07/200 Railroad Ave 0.15 1500 R NA NA NA 02/07/200 Railroad Ave 0.15 1500 R NA NA NA 02/07/200 Railroad Ave 0.15 1500 R NA NA NA 02/07/200 Railroad Ave 0.15 1500 R NA NA NA 02/07/200 Railroad Ave 0.15 1500 R NA NA NA 02/07/200	912						91-653 Hunter S	t								
Railroad Ave 0.13 720 R NA NA 02/07/200 Tro 91-1029 Locust Dr 91-1029 Locust St NA NA 02/07/200 Railroad Ave 0.08 680 R NA NA 02/07/200 Railroad Ave 0.24 1200 R NA NA 02/07/200 Railroad Ave 0.24 1200 R NA NA 02/07/200 Railroad Ave 0.20 1300 R NA NA 02/07/200 Railroad Ave 0.20 1300 R NA NA 02/07/200 Railroad Ave 0.15 1500 R NA NA NA 02/07/200 Railroad Ave 0.15 1500 R NA NA NA 02/07/200 Railroad Ave 0.15 1500 R NA NA NA 02/07/200 Railroad Ave 0.15 1500 R NA NA NA 02/07/200 Railroad Ave 0.15 1500 R NA NA NA 02/07/200 Railroad Ave 0.15 1500 R NA NA NA 02/07/200 Railroad Ave 0.15 1500 R NA NA NA 02/07/200 Railroad Ave 0.15 1500 R NA NA NA 02/07/200 Railroad Ave 0.15 1500 R NA NA NA 02/07/200 Railroad Ave 0.15 1500 R NA NA NA 02/07/200 Railroad Ave 0.15 NA NA NA 02/07/200			From				91-606 Beaver Dan	n Rd								
1003 Railroad Ave 0.08 680 R	Railroad Ave	0.13	720	R			31 000 Beaver Buil				NA			NA		02/07/2008
1003 Railroad Ave 0.08 680 R NA NA 02/07/200 1003 Railroad Ave 0.24 1200 R NA NA 02/07/200 1003 Railroad Ave 0.20 1300 R NA NA 02/07/200 1003 Railroad Ave 0.15 1500 R NA NA 02/07/200 1003 Railroad Ave 0.15 1500 R NA NA 02/07/200 1004 Fleetwood Ave 0.12 820 R NA NA 02/07/200 1005 NA NA NA 02/07/200 1006 SR 40, W Main St NA NA 02/07/200 1007 SR 40, W Main St NA NA 02/07/200 1008 SR 40, W Main St NA NA 02/07/200 1009 Fleetwood Ave 0.12 820 R NA NA 02/07/200 1009 Fleetwood Ave 0.12 820 R NA NA 02/07/200 1009 Fleetwood Ave 0.10 820 R NA NA NA 02/07/200 1009 Fleetwood Ave 0.10 820 R NA NA NA NA NA	91		To				91-1029 Locust I)r								
1003 Railroad Ave 0.24 1200 R			From:													
1003 Railroad Ave 0.24 1200 R	(1003) Railroad Ave	80.0	680	R							NA			NA		02/07/2008
Railroad Ave 0.24 1200 R NA NA 02/07/200 1003	(91)		To				91-1028 Dogwood	Ave			<u> </u>					
1003 Railroad Ave 0.20 1300 R NA NA 02/07/200	(1003) Railroad Ave	0.24	1200	R							NA			NA		02/07/2008
Railroad Ave 0.20 1300 R NA NA 02/07/200 1003	91		Tax				01 1016 Double - 6	!+								
1003 Railroad Ave 0.15 1500 R	Railroad Ave	0.20	1300				51-1010 Butler S	n			NΔ			NΔ		02/07/2009
Railroad Ave 0.15 1500 R NA 02/07/2000 NA NA NA 02/07/2000 NA NA NA 02/07/2000 NA NA 02/07/2000 NA NA NA 02/07/2000 NA NA 02/07/2000 NA NA NA NA 02/07/2000 NA NA NA NA 02/07/2000 NA	91 Train Dad Ave	0.20	1300								11/7			INA		02/01/2000
From: SR 40, W Main St SR 40, W Main St SR 40,	<u> </u>		From	<u> </u>			91-1005 Chestnut	St			<u> </u>					2011
SR 40, W Main St SR 40, W Main St	(1003) Railroad Ave	0.15		R							NA			NA		02/07/2008
1004) Fleetwood Ave 0.12 820 R NA NA 02/07/200							SR 40, W Main S	St								
	\sim			<u> </u>			SR 40, W Main S	St					·			
To: 91-1021 Chappell Lane	(1004) Fleetwood Ave	0.12									<u>N</u> A			NA		02/07/2008
	<u> </u>		To:]			91-1021 Chappell I	ane								

							I own (Of VV a	averiy		 							
Route	Length	AADT	QA	4Tire	Bus	S			Truck de 1Tra		QC	K Factor	QK	Dir Factor	AAW	DT (QW	Year
Town of Waverly		From					1 1021 (C1	. 11 T									
1004 Fleetwood Ave	0.15	390	R			9	91-1021	Спарре	eli Lane			NA			N	4		02/07/2008
1004 Fleetwood Ave	0.21	270 From	R			9	1-1019	Thoma	s Circle			NA			N/	Α		02/07/2008
91		To				ç	91-1023	Carper	nter Dr									
		From					91-65	53 Banl	k St									
(1005) Chestnut St	0.13	140	R					~				NA			N/	4		02/26/200
		From	1				91-1003											
1006) School St	0.13	420	R			91-1	1008 Pie	asant S	Spring Ave	e		NA			N/	Δ		02/26/200
(1006) School St	00	To					91-10	001 Nev	w St							•		02/20/200
		From				91-1	1008 Ple	asant S	Spring Ave	e								
1007 Oak St	0.18	300	R									NA			N	4		02/26/200
•••		To From					91-100	09 Map	ole St			\neg —						
1007 Oak St	0.05	200	R									NA			N/	4		02/26/200
(41)		To					91-10)11 Pin	e St									
O Blassaud Ourism Assa	0.40	From	<u> </u>				SR 40,	, W Ma	in St							^		00/00/000
Pleasant Spring Ave	0.13	820	R									NA 			N/	4		02/26/200
Diameter Constant Asse	0.40	From	ــِـــ				91-100	06 Scho	ool St							^		00/00/000
Pleasant Spring Ave	0.10	100	R									NA			N/	4		02/26/200
O Blassaud Oneice Ace	0.04	From	Ļ				91-10	007 Oa	k St							^		00/00/000
Pleasant Spring Ave	0.24	210 To	R				WCI	L Wave	arly,			NA			N/	4		02/26/200
		From						007 Oal				<u> </u>						
(1009) Maple St	0.11	250	R				91-10	007 Oa	K St			NA			N/	Α		02/25/200
(1009) Maple St		To					91-10	001 Nev	w St									
		From					91-10	026 Wy	e St									
1010 Robert Wilkins Ave	0.46	220	R									NA			N/	4		02/25/200
91)		То					SR 40,	, W Ma	in St									
O 5: 0:	0.44	From	<u> </u>				91-10	001 Nev	w St			<u> </u>						00/05/000
1011 Pine St	0.11	100 To	R				91-10	007 Oal	k St			NA			N/	4		02/25/200
		From				_	SR 40,					1						
1012) Elm St	0.27	360	R				SK 40,	, ** 1110	un st			NA			N/	4		02/25/200
(1012) Elm St		To					91 10)13 Bu	rt St									
(1012) Elm St	0.05	110 From	R				<i>)</i> 1-10	713 D ui	it St			NA			N/	4		02/25/200
917		To					De	ead End	d									
_		From					SR 40	0; 91-1	018									
1013 Burt St	0.08	410	R									NA			N/	4		02/25/200
		To From					91-1017	7 Gum	Lane			\supset						
1013 Burt St	0.05	290	R									NA			N/	4		02/25/200
		To From					91-10)12 Eln	n St			\Box						
1013 Burt St	0.05	110	R									NA			N/	4		02/25/200
		То				<u> </u>		1-1031										
1014) Norris Ave	0.12	From 240	<u> </u>			9	01-654 C	oppaha	unk Rd			 NA			N/	٨		02/25/200
Norris Ave	0.12	4 +0	R				10:	~	. ~			11/7			11/	`		02/25/200
(1014) Norris Ave	0.10	270 From	R			91-	-1015 N,	, Grayd	lon Circle			NA			N/	Δ		02/25/200
Norris Ave	0.10	210					10177	<u> </u>	o						11/	`		021201200
1014) Norris Ave	0.10	250 From	R			91-	-1015 S,	, Grayd	on Circle			NA			N/	Δ		02/25/200
(1014) Norris Ave	0.10	230 To					91-65	53 Banl	k St			\exists			11/	`		021201200
		From				9	01-1014 V											
(1015) Graydon Circle	0.23	60	R					,				NA			N/	4		02/25/2008
91		To				9	91-1014	E, Nor	ris Ave									

						I own of VV	averry							
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Trail	C.	QC Fac	()	Oir Factor	AAWDT	QW	Year
Town of Waverly			1											
1016) Butler St	0.10	340	R			Dead E	nd		 N	Δ		NA		02/25/200
(1016) Butler St	0.10	To	·			91-1003 Railr	oad Ave			•		1471		02/20/200
		From	1			91-1013 B	urt St							
1017 Gum Lane	0.07	40	R						N	А		NA		02/25/200
91)		То	:			91-1032 Horto	on Circle							
	0.05	From				91-654 Coppal	haunk Rd			•				00/05/00
1018 Coppahaunk Ave	0.25	560 To	R			SR 40; 91-	1012		N	4		NA		03/25/20
		From												
1019 Sylvan Rd	0.10	560	R			SR 40, W M	iaii st		N	Д		NA		02/25/20
1019		To				91-1027 Belv	ridom St							
1019 Sylvan Rd	0.11	230 From	R			91-102/ Belv	idele St		N	Ą		NA		02/25/20
91	-	To				01 1020 Arth	ue Couet							
1019) Sylvan Rd	0.21	220 From	R			91-1020 Arth	ur Court		N	Ą		NA		02/25/20
Sylvan Rd		To				01 1004 Floats	vood Avo							
1019 Thomas Circle	0.07	220 From	R			91-1004 Fleetv	wood Ave		N	Α		NA		02/25/20
Thomas Circle		To				01 1021 Cham	ma11 T ama							0-,-0,-0
1019 Thomas Circle	0.03	320 From	7 R			91-1021 Chap	pen Lane		 N	Δ		NA		02/25/20
1019	0.00	To	_			91-1022 Jasp	er Lane			•		100		02/20/20
		From				91-1019 Thom	nas Circle							
1020 Arthur Court	0.04	140	R						N	4		NA		02/25/20
91)		То				Cul-de-S	Sac							
<u> </u>		From				91-1004 Fleetv	wood Ave							
1021 Chappell Lane	0.21	190	R			01 1010 771	G: 1		N	Ą		NA		02/25/20
		10	1			91-1019 Thom								
1022) Jasper Lane	0.28	310	R			91-1019 Thom	nas Circle		 N	Δ		NA		02/25/20
Jasper Lane	0.20	310								`		INA		02/23/20
1022) Jasper Lane	0.12	150 From	R			91-1024 Bra	anch St		 N	۸		NA		02/25/20
Jasper Lane	0.12	130								`		INA		02/23/20
1022) Jasper Lane	0.43	100 From	R			91-1025 Cov	vling St		N	Δ		NA		02/25/20
Jasper Lane	0.40	To				Dead E	nd		$\overline{}$	•		1473		02/20/20
		From	:			91-1004 Fleetv	wood Ave							
1023 Carpenter Dr	0.13	160	R						N	А		NA		02/25/20
91/		To	-			91-1024 Bra	anch St							
1023 Carpenter Dr	0.12	60 From	R						N	А		NA		02/25/20
91/		To	-			91-1025 Cov	vling St							
1023 Carpenter Dr	0.06	9 From	R				<u> </u>		N	А		NA		02/25/20
91/		То				Dead E	nd							
$\widehat{}$		From				91-1023 Carp	enter Dr							
1024 Branch St	0.08	30	R						N	А		NA		02/25/20
		To From				91-1022 Jasp	er Lane		-					
Branch St	0.04	8	R						N	А		NA		02/25/20
<u> </u>		To	1			Dead E								
Cowling St	0.02	From	<u> </u>			Dead E	nd			٨		NI A		02/25/22
Cowling St	0.03	8	R						N	٦.		NA		02/25/20
Couding Ct	0.00	From	<u> </u>			91-1023 Carp	enter Dr			^		NIA		00/05/00
1025 Cowling St	0.08	50	R			91-1022 Jasp	er I ane		N	٠,		NA		02/25/20
		From	! :I						<u>+</u>					
1026) Wye St	0.08	120	R			0.08 MS 91	-1010		N	Α		NA		02/25/20
(1026) Wye St	0.00	To	<u> </u>		(91-1010 Robert V	Wilkins Ave		—-i`	•		, .		

			_				Town of	f Waver	ly	 						
Route	Length	AADT	QA	4Tire	В	liic	2Axle 3			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Waverly		From	:			01 1	1010 Robe	art Wilkin	с Ама		-1					
1026	0.08	60	R			91-1	1010 Robe	CIT AA IIKIII	s Avc		NA			NA		02/25/2008
91		To					Dea	d End								
<u> </u>		From					91-1019	Sylvan R	d		J					
1027 Belvidere St	0.13	270 _{To}	R				Cul	de-Sac			NA			NA		02/25/2008
		From	:					Middle S	t		1					
Dogwood Ave	0.20	450	R				71-1030	Wilder 5			NA			NA		02/25/2008
91		To	:			g	91-1003 R	Railroad A	ve							
		From					91-653	Bank St								
(1029) Locust Dr	0.16	200	R								NA			NA		02/25/2008
<u> </u>		From					91-1030	Middle S	t		<u> </u>					
Locust Dr	0.21	480 To	R				01 1002 B	1 . 1 . 4			NA			NA		02/26/2008
		From				,	91-1003 R		ve							
(1030) Middle St	0.10	180	R				Cul-	de-Sac			 NA			NA		02/26/2008
(1030) Middle St	0.10	To				0	1 1000 D							1471		02/20/2000
(1030) Middle St	0.11	260 From	R			9	1-1028 D	ogwood F	ive		NA			NA		02/26/2008
(1030) Middle St		To					01 1020	Locust D								
(1030) Middle St	0.09	270 From	R				91-1029	Locust D	1		NA			NA		02/26/2008
Middle St		To	:				Dea	d End								
		From					Dea	d End								
1031	0.06	40	R								NA			NA		02/26/2008
		To					Dea	d End								
Llaston Cirola	0.05	From					91-101	3 Burt St						NIA		02/26/2009
Horton Circle	0.05	20	R								NA —			NA		02/26/2008
\bigcirc	0.02	From	R				91-1017	Gum Lan	e		NA			NA		02/26/2008
(1032)	0.02	∠ Ta					Dea	d End						INA		02/20/2000
		From	:			91-1	1008 Pleas		g Ave							
1034 Moore St	0.02	200	R						6		NA			NA		02/25/2008
91)		To	c				Dea	d End								
O		From					Dea	d End								
1035 Merchants Dr	0.04	300 To	R				01.652	Bank St			NA			NA		02/25/2008
_		From					71 000	Dunest								
(1036) Cedar St	0.07	60	R				Dea	d End			 NA			NA		02/25/2008
(1036) Cedar St	0.01	To					91-1029	Locust D	r		TÌ.			1471		02/20/2000
		From					Dea	d End								
1037 Barkley Place	0.11	230	R								NA			NA		02/25/2008
		To From					91-1038	Brian D			\supset					
1037	0.08	570	R								NA			NA		02/25/2008
		To						Bank St								
(1038) Brian Dr	0.22	180	R			9	91-1037 B	arkley Pla	nce		 NA			NA		02/25/2009
(1038) Brian Dr	0.22	ToU				9	1-606 Bea	aver Dam	Rd					INA		02/25/2008
		From					91-1037 B									
1039	0.09	70	R				- 1007 B				NA			NA		02/25/2008
91/		To	c				Cul-	de-Sac								
		From	:				Cul-	de-Sac								
1040 Brian Court	0.07	120	R								NA			NA		02/26/2008
<u> </u>		To	1					Brian D			<u> </u>					
(1041) Forest Lane	0.28	120	R				Dea	d End			 NA			NA		02/26/2008
1041 Forest Lane	0.28	I ∠U Te	<u> </u>				91-1014	Norris Ax	re.		INA			INA		02/20/2000
							,. 1U17	- 102110 / 11	-							

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Waverly			_										
		From				Waverly School							
9403	0.07	30	R					NA			NA		04/09/2008
91		To				SR 40; 91-1018							
		From				Jackson Elem School							
9873	0.01	210	R					NA			NA		04/09/2008
91		To	:			0.01 ME 91-1006							
		From				0.01ME 91-1006							
9873	0.11	290	R					NA			NA		04/09/2008
91		To	:			91-1006 School St							