# 2008

# 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		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:	V	VCL Waveı	·ly												
$\binom{40}{40}$ W Main St	Town of Waverly (Maint: 91)	0.76	1800	N	80%	3%	1%	2%	13%	0%	Ν	0.096	Ν	0.622	1900	Ν
<u> </u>	To	91-65	1 Lobbs Sh	op Rd			$\neg$ $\vdash$									
40 W Main St	Town of Waverly (Maint: 91)	1.15	3900	F	89%	1%	1%	1%	7%	0%	С	0.089	F		4200	F
<u> </u>	To	US 460 C	General Ma	hone Hw	y		_									
(40) W Main St	Town of Waverly (Maint: 91)	1.25	2800	F	95%	1%	1%	2%	2%	0%	С	0.097	F		3000	F
$\overline{}$	To:	To: ECL Waverly														
	From:	V	VCL Wave	·ly												
460	Town of Waverly (Maint: 91)	0.66	12000	N	82%	1%	1%	1%	15%	0%	Ν	NA			11000	Ν
	To		SR 40				<b>—</b> —									
(460)	Town of Waverly (Maint: 91)	0.72	9600	N	80%	1%	1%	2%	16%	0%	Ν	0.089	Ν	0.501	8500	Ν
$\smile$	To:	E	CL Waver	ly												

						Town of Waver	ly								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Waverly								∠ i iali		1 40101		1 40101			
606) Beaver Dam Rd	0.60	270		96%	1%	SR 40 W, W Main 2% 0%	St 1%	0%	F	0.117	F	0.522	290	F	2008
(606) Beaver Dam Rd	0.00	Z/ U	<del></del>	30 /0	1 /0	NCL Waverly	1 /0	070		0.117	'	0.522	290	'	2000
		From	:			SR 40, W Main S	t								
615 Georgetown Rd	0.28	310	R			,				NA			NA		04/01/2008
919		To				ECL Waverly									
		From	:			WCL Waverly									
(651) Lobbs Shop Rd	0.28	500	N	93%	1%	2% 3%	1%	0%	N	0.122	Ν	0.611	540	Ν	2008
		To				SR 40									
Ponk Ct	0.04	From	<u> </u>	000/	10/	91-606 Beaver Dam		00/	С	0111	_	0.565	E00	_	2000
653 Bank St	0.94	550	F	98%	1%	1% 0%	0%	0%	C	0.114	F	0.565	590	F	2008
O B 10	0.00	From		000/	40/	91-654 Gray Ave		00/			_	0.505	740		2000
653 Bank St	0.26	670	F	98%	1%	1% 0% SR 40 W, W Main	0%	0%	F	0.110	F	0.595	710	F	2008
		From	:			SR 40 W, W Main									
653 Hunter St	0.09	330	F	95%	2%	2% 1%	1%	0%	С	0.130	F	0.813	360	F	2008
91)		To	:			US 460 NORTH									
653) Hunter St	0.21	120	F	97%	1%	US 460 SOUTH 1% 1%	0%	0%	С	0.138	F	0.765	130	F	2008
(653) Hunter St	0.21	120		91 /0	1 /0		0 /6	076		0.130	Г	0.703	130		2000
Bank St; Spring Branch	0.46	210 From	N	97%	1%	91-1002 1% 1%	0%	0%	N	0.107	N	0.519	220	N	2008
Bank St; Spring Branch	0.46	ZIU	· N	91 /0	1 /0	NCL Waverly	0 /6	076	IN	0.197	IN	0.519	220	IN	2000
		From				SCL Waverly									
654) Coppahaunk Ave	0.49	280	F	97%	1%	2% 0%	0%	0%	F	0.107	F	0.623	300	F	2008
(654) Coppahaunk Ave		To			.,.				· ·	<del>-</del>	•			·	
(654) Coppahaunk Rd	0.40	500 From	F	97%	1%	91-1014 Norris Av 2% 0%	<u>ме</u> 0%	0%	С	0.122	F	0.525	540	F	2008
654 Coppahaunk Rd	0.40	To		01 70	170	91-653 Bank St	070	070			•	0.020	040	•	2000
		From	:			SR 40, W Main S	t								
(1001) New St	0.11	1000	R			5K 40, W Main 5				NA			NA		02/07/2008
New St		To				91-1006 School S	t								
(1001) New St	0.17	870 From	R			91-1000 School S				NA			NA		02/07/2008
(1001) New St		To				01 1000 Maple S	•			_					
(1001) New St	0.06	490 From	ī∟ R			91-1009 Maple S	ι			NA			NA		02/07/2008
(1001) New St	0.00	To				01 1011 P: C4									02/01/2000
(1001) New St	0.08	280 From	R			91-1011 Pine St				NA			NA		02/07/2008
1001) 1101 51	0.00	To				Dead End				—j"`			14/1		02/01/2000
		From	:			SR 40, W Main S	t								
1002	0.25	720	R			,	-			NA			NA		02/07/2008
91		То	_			US 460									
(1002)	0.06	180 From	R			CD 100				NA			NA		02/07/2008
1002		To				91-653 Hunter S	t								
		From	:			91-606 Beaver Dam	Rd								
Railroad Ave	0.13	720	R							NA			NA		02/07/2008
91)		To				91-1029 Locust D									
(1003) Railroad Ave	0.08	680	R			91-1029 Locust S	t			NA			NA		02/07/2008
(1003) Railroad Ave	0.00	-											INA		02/01/2000
(1003) Railroad Ave	0.24	1200	R			91-1028 Dogwood A	Ave			NA			NA		02/07/2008
(1003) Railroad Ave	0.24	1200											INA		02/01/2000
Deilroad Ava	0.20	From	<u> </u>			91-1016 Butler S	t						NΙΛ		02/07/2000
Railroad Ave	0.20	1300	R							NA —			NA		02/07/2008
Della 14	6.1-	From				91-1005 Chestnut	St		-						00/07/022
1003 Railroad Ave	0.15	1500 <sub>To</sub>	R			CD 40 W34 : 0				NA			NA		02/07/2008
_						SR 40, W Main S				<u> </u>					
(1004) Fleetwood Ave	0.12	From <b>Q20</b>	<u> </u>			SR 40, W Main S	t			 NA			NA		02/07/2008
Fleetwood Ave	0.12	820 To	R			91-1021 Chappell L	ane			INA			NΑ		02/07/2008
		-	ı			71-1021 Chappell L	uiic								

						. ' '	own o	) VV c	AVEITY									
Route	Length	AADT	QA 4	4Tire	Bus				Truck xle 1Tra		- QC	K Facto	QK r	Dir Facto	or A	AWDT	QW	Year
Town of Waverly		From	1			0.1	1001.0	**	11.7			-						
1004) Fleetwood Ave	0.15	390	R			91-	·1021 C	Chappe	ell Lane			NA				NA		02/07/200
Fleetwood Ave	00	To	- · ·			01	1010 T	homo	ıs Circle									02/01/200
1004) Fleetwood Ave	0.21	270 From	R			91-	1019 1	поша	s Circle			NA				NA		02/07/200
1004 Fleetwood Ave		To				91	-1023 (	Carper	nter Dr									
		From					91-653	3 Banl	k St									
1005 Chestnut St	0.13	140	R									NA				NA		02/26/200
91)		To				91	-1003 F	Railro	ad Ave									
O		From			9	91-100	08 Plea	asant S	Spring Ave	e								
1006 School St	0.13	420	R				01 100	)1 N	G,			NA				NA		02/26/20
		10					91-100											
1007) Oak St	0.18	300	R		9	91-100	08 Plea	isant S	Spring Ave	e		NA				NA		02/26/20
Oak St	0.16	300	- N									INA				INA		02/20/20
Ook St	0.05	From	R			ç	91-1009	9 Мар	ile St			NA				NA		02/26/20
Oak St	0.05	<b>200</b>	K				91-101	11 Pin	e St			- NA				INA		02/26/20
		From																
1008) Pleasant Spring Ave	0.13	820	R			K.	SR 40, V	vv ivia	un St			NA				NA		02/26/20
Pleasant Spring Ave	0.10	<b>0_0</b>					1 1007	c C 1	1.0.			``						02/20/20
1008) Pleasant Spring Ave	0.10	100 From	R			,	91-1006	5 Scno	ol St			NA				NA		02/26/20
Pleasant Spring Ave	0.10	100														14/7		02/20/20
1008) Pleasant Spring Ave	0.24	210 From	R				91-100	07 Oal	k St			NA				NA		02/26/20
1008 Pleasant Spring Ave	0.24	ZIU					WCL	Wave	erly							INA		02/20/20
		From	! 				91-100											
1009) Maple St	0.11	250	R				<i>7</i> 1-100	or Oai	KDI			NA				NA		02/25/20
Maple St		To					91-100	)1 Nev	w St									
		From					91-102	26 Wy	e St									
Robert Wilkins Ave	0.46	220	R									NA				NA		02/25/20
91		To				S	SR 40, V	W Ma	in St									
		From					91-100	)1 Nev	w St									
1011) Pine St	0.11	100	R									NA				NA		02/25/20
<u> </u>		To	l				91-100											
C 51 01	0.07	From				S	SR 40, V	W Ma	in St							N.1.A		00/05/00
1012) Elm St	0.27	360	R									NA				NA		02/25/20
_		From					91-101	13 Bur	rt St			<u> </u>						
1012) Elm St	0.05	110 To	R				D.	1.5				NA				NA		02/25/20
		From						ad Enc										
1013) Burt St	0.08	410	R				SR 40;	; 91-1	018			NA				NA		02/25/20
Burt St	0.00	710														14/7		02/23/20
1013) Burt St	0.05	290 From	R			9	1-1017	Gum	Lane			NA				NA		02/25/20
Burt St	0.05	290														INA		02/23/20
Don't Ct	0.05	From	<u> </u>				91-101	12 Eln	n St							NIA		02/25/20
1013 Burt St	0.05	110 To	R				01	-1031				NA				NA		02/25/20
		From	<u> </u>			01												
Norris Ave	0.12	240	R			91-	034 C0	ppana	aunk Rd			NA				NA		02/25/20
Norris Ave	0.12					01.11	115 37	C .	1 C' - 1							, .		5_,_5,,
1014) Norris Ave	0.10	270 From	R			91-1(	)15 N; (	Grayd	lon Circle	<u>;</u>		NA				NA		02/25/20
Norris Ave	0.10	210	- ` -					~				-11/				14/1		JE123120
Norric Ava	0.40	From	<u> </u>			91-10	015 S; 0	Grayd	lon Circle	:		NA				NA		02/25/20
Norris Ave	0.10	250	R				91-653	3 Banl	k St			INA				INA		02/23/20
		From	l						rris Ave									
1015) Graydon Circle	0.23	60	R			71-	1014 W	v, inol	IIS AVE			NA				NA		02/25/200
(1015) Graydon Circle	00	To				01	1014 E	Z. Nor	rris Ave			—i"`						

								n vvav	- 1									
Route	Length	AADT	QA	4Tire	Bus				ruck e 1Trai		QC	K Factor	QK	Dir Factor	r A	AWDT	QW	Year
Town of Waverly		F	.1									-						
1016) Butler St	0.10	340	R				Dea	ad End				 NA				NA		02/25/200
(1016) Butler St	0.10	Tr.	_			91	-1003 I	Railroad	Ave			j.				1471		02/20/200
		Fron	r				91-101	13 Burt	St			Ī						
Gum Lane	0.07	40	R									NA				NA		02/25/200
91)		To	:			91	-1032 I	Horton C	Circle									
<u> </u>		Fron	:			91-	654 Co	ppahau	nk Rd			<u> </u>						
Coppahaunk Ave	0.25	560	R				CD 40	. 01 101	2			NA				NA		03/25/200
		Fron						; 91-101				<u> </u>						
Sylvan Rd	0.10	560	R				SK 40,	W Mair	St			NA				NA		02/25/200
Sylvan Rd	0.10	т.				0.1	1007	D 1 1 1	G.									02/20/200
1019) Sylvan Rd	0.11	230 From	R			91	-1027	Belvide	re St			NA				NA		02/25/200
Sylvan Rd	0.11	200					21 102/		<u> </u>							14/1		02/20/200
1019) Sylvan Rd	0.21	220 From	R			- 9	<del>)</del> 1-1020	) Arthur	Ct			NA				NA		02/25/200
Sylvan Rd	0.21					61	10015		1.4			\ -						J_, _ U, _ UU
Thomas Circle	0.07	220 From	R			91-	1004 F	leetwoo	a Ave			NA				NA		02/25/200
Thomas Circle	0.07	220														INA		02/23/200
Thomas Circle	0.03	720	R			91-	-1021 C	happell	Lane			NIA				NA		02/25/200
Thomas Circle	0.03	320				9	1-1022	Jasper I	ane			NA T				INA		02/23/200
		From	1.					'homas				i I						
Arthur Ct	0.04	140	R			71-	10171	nomas	CHCC			NA				NA		02/25/200
919		To	:				Cul-	-de-Sac										
		Fron	n:			91-	1004 F	leetwoo	d Ave									
021 Chappell Lane	0.21	190	R									NA				NA		02/25/200
91)		Tr	h.			91-	1019 T	'homas	Circle									
		Fron	1:			91-	1019 T	'homas (	Circle									
Jasper Lane	0.28	310	R									NA				NA		02/25/200
<u> </u>		Fron	1:			ç	91-1024	4 Branch	ı St									
Jasper Lane	0.12	150	R									NA				NA		02/25/200
<u> </u>		Tron Fron				9	1-1025	Cowlin	g St									
Jasper Lane	0.43	100	R									NA				NA		02/25/200
		To	):					ad End										
Carnantar Dr	0.12	From	<u> </u>			91-	1004 F	leetwoo	d Ave			NIA.				NIA		00/05/000
Carpenter Dr	0.13	160	R									NA 				NA		02/25/200
	0.40	Fron				ç	91-1024	4 Branch	ı St							NIA.		00/05/000
O23 Carpenter Dr	0.12	60	R									NA 				NA		02/25/200
	2.00	Fron				9	1-1025	Cowlin	g St									00/05/000
O23 Carpenter Dr	0.06	<b>9</b>	R				Day	ad End				NA				NA		02/25/200
		Fron				0.1			D.			<u> </u>						
1024) Branch St	0.08	30	R			91	-1023	Carpent	er Dr			NA				NA		02/25/200
Branch St	0.00	- T					1 1000									14/1		02/20/200
1024) Branch St	0.04	From	R			9.	1-1022	Jasper I	Lane			NA				NA		02/25/200
Branch St	0.04	Т					Dea	ad End				i'				INA		02/23/200
		Fron	1:					ad End				i						
Cowling St	0.03	8	R				Do	2110				NA				NA		02/25/200
91)		ъ				Q1	-1023 (	Carpent	er Dr									
025) Cowling St	0.08	<b>50</b> From	R			71	-1023	carpeill	.ı Dı			NA				NA		02/25/200
025 Cowling St		Tr				9	1-1022	Jasper I	ane									
		Fron	:		0.08				Wilkins A	Ave		Ī						•
Wye St	0.08	120	R									NA				NA		02/25/200
91		To			ç	91-10	10 Rob	ert Will	ins Ave									

								of Wave	-								
Route	Length	AADT	QA	4Tire	В	ริบร				2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Waverly		From	:			01	1010 Del	a cust XXIII	ima Avra								
1026	0.08	60	R			91-	1010 Rob	bert Wilk	ins Ave			NA			NA		02/25/2008
(1026)		To					De	ad End									
		From	:				91-1019	9 Sylvan	Rd								
1027 Belvidere St	0.13	270	R									NA			NA		02/25/2008
		To						-de-Sac									
Dogwood Ave	0.20	From	Ļ				91-1030	0 Middle	St						NIA		02/25/2000
Dogwood Ave	0.20	450	R				91-1003	Railmad	Ave			NA T			NA		02/25/2008
		From	: :					3 Bank S									
1029 Locust Dr	0.16	200	R				91-03	3 Dank S	) t			NA			NA		02/25/2008
1819		To					91-1030	0 Middle	St								
1029 Locust Dr	0.21	480 From	R				91-1030	o wilder	. 51			NA			NA		02/26/2008
Locust Dr		To	:				91-1003	Railroad	Ave								
		From	•				Cul	-de-Sac									
1030 Middle St	0.10	180	R									NA			NA		02/26/2008
g)		To From	:			9	91-1028 I	Dogwood	l Ave			<b>—</b>					
1030 Middle St	0.11	<b>260</b>	R									NA			NA		02/26/2008
91)		To	-				91-1029	9 Locust	Dr								
1030 Middle St	0.09	270 From	R									NA			NA		02/26/2008
91/		To					De	ad End									
<u> </u>		From	:				De	ad End									
1031	0.06	40	R									NA			NA		02/26/200
		To					De	ad End									
		From	<u> </u>				91-10	13 Burt S	St			<u> </u>					
Horton Circle	0.05	<b>20</b>	R				01 1015	7.C I				NA			NA		02/26/2008
		From						7 Gum La 1-1017	ane								
1032	0.02	2	R									NA			NA		02/26/2008
91/		To					De	ad End									
		From	:			91-	1008 Plea	asant Spr	ing Ave								
1034 Moore St	0.02	200	R									NA			NA		02/25/2008
		To					De	ad End									
O 14 1 1 5	0.04	From	<u> </u>				De	ad End				٠.,					00/05/000
Merchants Dr	0.04	300 To	R				01.65	2 Donle S	24			NA			NA		02/25/2008
		From						3 Bank S	ot .								
1036) Cedar St	0.07	60	R				De	ad End				NA			NA		02/25/2008
(1036) Cedar St	0.01	To					91-1029	9 Locust	Dr			<b>–</b> "					02/20/200
		From	:				De	ad End									
1037 Barkley Place	0.11	230	R									NA			NA		02/25/2008
91		To					91-103	88 Brian 1	Dr								
1037	0.08	570 From	R				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					NA			NA		02/25/2008
91		To					91-65	3 Bank S	St								
_		From	:				91-1037 1	Barkley I	Place								
1038 Brian Dr	0.22	180	R									NA			NA		02/25/2008
		To	<u> </u>			ç	91-606 Be	eaver Da	m Rd								
$\cap$	2.22	From	Ļ				91-1037 1	Barkley I	Place								00/05/000
1039	0.09	<b>70</b>	R				C-1	de Caa				NA			NA		02/25/2008
		From						-de-Sac									
1040) Brian Ct	0.07	120	R				Cul	-de-Sac				 NA			NA		02/26/2008
Brian Ct	0.01	To					91-103	88 Brian 1	Dr						14/7		JZ1ZU1ZUU
		From	:					ad End	-			<u> </u>					
1041) Forest Lane	0.28	120	R				DC	LIIU				NA			NA		02/26/2008
Forest Lane		To	_				91-1014	Norris A	Ave								=

Route	Length	AADT	QA	4Tire	Bus	2Axle	Tr 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Waverly			_								_					
		From				Wav	verly Schoo	ol								
9403	0.07	30	R								NA			NA		04/09/2008
91		To				SR 4	40; 91-101	8								
		From				Jackson	n Elem Scl	nool								
9873	0.01	210	R								NA			NA		04/09/2008
91		To	:			0.01 ME 9	91-1006 Sc	hool St								
		From				0.01ME 9	1-1006 Sc	hool St								
9873	0.11	290	R			•			•	•	NA			NA		04/09/2008
91		To	:			91-10	006 School	St								