2018

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.

1 Trail 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
- 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	

(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

Virginia State Route

- 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	/CL Wave	·1x/			ZANIC	JTANE	TITAL	ZIIali		i actor		i actor		
40 W Main St	Town of Waverly (Maint: 91)	0.76	2000	N	77%	2%	2%	5%	14%	0%	Ν	0.086	F	0.565	2000	N
	To	91-65	1 Lobbs Sh	op Rd			\neg \vdash									
40 W Main St	Town of Waverly (Maint: 91)	1.15	3100	G	87%	1%	1%	3%	8%	0%	С	0.087	F	0.557	3100	G
	To	US 460 C	General Ma	hone Hw	У											
40 W Main St	Town of Waverly (Maint: 91)	1.25	2600	G	93%	1%	2%	1%	4%	0%	С	0.091	F	0.575	2600	G
	To:	I	CL Waver	ly												
	From:	V	/CL Wave	·lv												
(460)	Town of Waverly (Maint: 91)	0.66	12000	N	82%	1%	1%	2%	14%	1%	Ν	0.084	F	0.577	11000	N
<u> </u>	To:	SR	40 W Mai	n St			\neg \vdash									
(460)	Town of Waverly (Maint: 91)	0.72	11000	N	82%	1%	1%	2%	14%	1%	Ν	0.086	F	0.513	10000	Ν
	To:	F	CL Waver	ly			i									

						rown or waverry								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tr		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Waverly		Fron	J			CD 40 W W Main Ca			1					
606 Beaver Dam Rd	0.60	200	G	93%	1%	SR 40 W, W Main St 5% 0% 0% NCL Waverly	% 0%	С	0.155	F	0.6	200	G	2018
		Fron	1:			SR 40, W Main St								
615 Georgetown Rd	0.28	320	R						NA			NA		03/12/2014
		From	<u>'</u>			ECL Waverly								
651 Lobbs Shop Rd	0.28	530	N	87%	0%	WCL Waverly 1% 2% 10°	% 0%	N	0.108	F	0.617	530	N	2018
(651) Lobbs Shop Rd	0.20	To		0.70	0,0	SR 40, W Main St	, 0 0 70			•	0.0.7			
		Fron	1:			91-606 Beaver Dam Rd								
653 Bank St	0.94	420	G	97%	1%	1% 0% 0%	6 0%	С	0.135	F	0.508	430	G	2018
<u> </u>	0.00	Fron		070/	40/	91-654 Gray Ave	/ OO/	0			0.507	F.40		0010
(653) Bank St	0.26	540	G	97%	1%	2% 0% 0% SR 40 E, W Main St	6 0%	С	0.119	F	0.507	540	G	2018
		Fron	1:			SR 40 E, W Main St SR 40 W, W Main St								
(653) Hunter St	0.09	380	G	97%	1%	1% 0% 19	6 0%	С	0.127	F	0.796	380	G	2018
		Fron	12			US 460 NORTH US 460 SOUTH								
653 Hunter St	0.21	90	G	94%	1%	5% 0% 0%	6 0%	С	0.128	F	0.75	90	G	2018
91		Tr				91-1002 Maifield Ave								
Bank St; Spring Bran	nch R đ .46	180 From	N	98%	1%	0% 0% 0%	6 0%	N	0.115	F	0.619	180	Ν	2018
91		To):			NCL Waverly								
		Fron	1.			SCL Waverly								
654 Coppahaunk Ave	0.49	280	G	94%	2%	4% 0% 0%	6 0%	С	0.131	F	0.5	280	G	2018
$\overline{\bigcirc}$		Fron				91-1014 Norris Ave								
654 Coppahaunk Rd	0.40	540 To	G	96%	2%	1% 0% 0%	<u>6 0%</u>	С	0.134	F	0.589	540	G	2018
		Fron				91-653 Bank St			_					
(1001) New St	0.11	1000	R			SR 40, W Main St			NA			NA		10/02/2014
(1001) New St	0.11	T. T.	,			01 1006 0 1 10								10/02/2011
New St	0.17	870 From	R			91-1006 School St			NA			NA		10/02/2014
(1001) New St	••••	т.				01 1000 M1- Ct								
(1001) New St	0.06	490 Fron	R			91-1009 Maple St			NA			NA		10/02/2014
1001		Te				91-1011 Pine St								
(1001) New St	0.08	290 From	R			91-1011 Tille St			NA			NA		10/02/2014
917		To):			Dead End								
		Fron	1:			SR 40, W Main St								
(1002) Maifield Ave	0.25	170	R						NA			NA		01/24/2017
<u> </u>		Fron	1			US 460								
(1002) Maifield Ave	0.06	180	R			01 (52)			NA			NA		10/02/2014
		Fron	,			91-653 Hunter St								
(1003) Railroad Ave	0.13	710	"L			91-606 Beaver Dam Rd			NA			NA		10/02/2014
(1003) Railroad Ave	0.10	т.	,			91-1029 Locust Dr						1471		10/02/2014
O		Fron	ı.			91-1029 Locust St								
1003 Railroad Ave	0.08	670	R						NA			NA		10/02/2014
<u> </u>		From	<u>, </u>			91-1028 Dogwood Ave			□					10/00/00/1
(1003) Railroad Ave	0.24	1100	R						NA			NA		10/02/2014
O Deilmand Arm	0.00	Fron				91-1016 Butler St						NIA		10/00/0014
(1003) Railroad Ave	0.20	1200	R						NA			NA		10/02/2014
(1003) Railroad Ave	0.15	Fron	<u> </u>			91-1005 Chestnut St			NA			NA		10/02/2014
(1003) Railroad Ave	0.15	1400	R			SR 40, W Main St						INA		10/02/2014
		Fron	1:			SR 40, W Main St								
(1004) Fleetwood Ave	0.12	830	R			or to, w main of			NA			NA		10/02/2014
91		To):			91-1021 Chappell Lane								
·		·				·	·	_	·	· <u>-</u>	_		_	

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Route	Length	AADT	QA	4Tire	Bus			Truck -Axle 1Tr		ററ	K Factor	, QK	Dir Factor	AAWDT	QW	Year
Town of Waverly		Fron				01.1	021 Che	nnall I ana								
1004 Fleetwood Ave	0.15	400	R			91-1	021 Cna	ppell Lane			NA			NA		10/02/2014
		T. Fron				91-1	019 Tho	mas Circle								
(1004) Fleetwood Ave	0.21	280 To	R			01.1	1023 Ca	rpenter Dr			NA			NA		10/02/2014
		From					91-653 E									
(1005) Chestnut St	0.13	140	R				71-033 1	Dalik St			NA			NA		10/02/2014
(1005) Chestnut St		To				91-1	1003 Ra	ilroad Ave								
<u> </u>		Fron			9	1-1008	8 Pleasa	nt Spring Av	e							
1006 School St	0.13	430	R			0	1 1001	N. C.			NA			NA		10/02/2014
		Fron	1				1-1001									
1007) Oak St	0.18	320	R		9	1-1008	8 Pleasa	nt Spring Av	e		NA			NA		10/02/2014
(1007) Oak St	00	- T/				0.1	1 1000 3	41- C4								. 0, 02, 20 .
(1007) Oak St	0.05	210 From	R			91	1-1009 N	Maple St			NA			NA		10/02/2014
(1007) Oak St		To				9	1-1011	Pine St								
		Fron				SF	R 40, W	Main St								
1008 Pleasant Spring Ave	0.13	830	R								NA			NA		10/02/2014
-		Fron				91	-1006 S	chool St								
1008 Pleasant Spring Ave	0.10	120	R								NA			NA		10/02/2014
-		T. Fron				9	91-1007	Oak St								
1008 Pleasant Spring Ave	0.24	230	R								NA			NA		10/02/2014
<u> </u>		Ta					WCL W				J					
Marila Ol	0.44	Fron				9	91-1007	Oak St						NIA		10/00/001
Maple St	0.11	260	R			0	1-1001	New St			NA			NA		10/02/2014
		Fron					1-1001									
(1010) Robert Wilkins Ave	0.46	230	R			,	1-1020	w ye si			NA			NA		10/02/2014
(1010) Robert Wilkins Ave		To				SF	R 40, W	Main St								
		Fron				9	1-1001	New St								
(1011) Pine St	0.11	110	R								NA			NA		10/02/2014
		To					91-1007									
CI 04	0.07	Fron	Ļ_			SF	R 40, W	Main St						NIA		10/00/0014
1012 Elm St	0.27	380	R								NA			NA		10/02/2014
(1012) Elm St	0.05	Fron	R			9	01-1013	Burt St			NA			NA		10/03/2014
(1012) Elm St	0.03	130	<u> </u>				Dead	End						INA		10/03/2014
		Fron				S	SR 40; 9									
1013 Burt St	0.08	430	R				,,,,	1 1010			NA			NA		10/03/2014
91		т.				91	-1017 G	um Lane			<u> </u>					
1013 Burt St	0.05	320 From	R								NA			NA		10/03/2014
91		Te Fron				ç	91-1012	Elm St			<u> </u>					
Burt St	0.05	130	R								NA			NA		10/03/2014
91)		Ta				91-	-1031 W	/alnut Ln								
<u> </u>		Fron				91-63	54 Copp	ahaunk Rd								
Norris Ave	0.12	260	R								NA			NA		10/03/2014
<u> </u>		Fron		_	9	91-101	15 N, Gr	aydon Circle	;	_	\neg					
Norris Ave	0.10	270	R								NA			NA		10/03/2014
<u> </u>	0.10	Fron	Ļ			91-101	15 S, Gr	aydon Circle						N 1 A		10/00/001
Norris Ave	0.10	240	R			r	91-653 E	Pank St			NA			NA		10/03/2014
		Fron									+					
(1015) Graydon Circle	0.23	50	L			91-10	014 W,	Norris Ave			NA			NA		10/03/2014
(1015) Graydon Circle		To				91-1	014 E, I	Norris Ave								
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							or vvavorry							
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tr		(.)(,	K Factor	QK Dir Factor	AAWDT	QW	Year
Town of Waverly		From	n-l			Do	ad End							
(1016) Butler St	0.10	350	R			De	ad End			NA		NA		10/03/2014
(1016) Butler St		т	o.			91-1003	Railroad Ave							
		Fror	n:			91-10	13 Burt St							
(1017) Gum Lane	0.07	40	R							NA		NA		10/03/2014
		T	00				Horton Circle							
Connobount Ave	0.05	From				91-654 Co	oppahaunk Rd					NIA		10/00/001
Coppahaunk Ave	0.25	570 T	R			SP 40	; 91-1013			NA T		NA		10/03/201
		From	n:				W Main St			_				
1019 Sylvan Rd	0.10	570	R			SK 40,	w Maii St			NA		NA		10/03/201
91		т.	2			01 1027	Belvidere St							
Sylvan Rd	0.11	240 From	R			91-1027	Dervidere St			NA		NA		10/03/201
		т.				01 1020	Authorn Corret							
Sylvan Rd	0.21	240 From	R			91-1020	Arthur Court			NA		NA		10/03/201
1019						01 1004 E	7							
1019 Thomas Circle	0.07	220 From	R			91-1004 F	leetwood Ave			NA		NA		10/03/201
Thomas Circle	0.07					01 1021 (31 11.7							10/00/201
1019 Thomas Circle	0.03	340 From	R			91-1021	Chappell Lane			NA		NA		10/03/201
Thomas Circle	0.00	т	00			91-1022	Jasper Lane			–		1471		10/00/201
		Fror	n:				Thomas Circle							
1020 Arthur Court	0.04	150	R							NA		NA		10/03/201
91/		т	o.			Cul	-de-Sac							
<u> </u>		From	n:			91-1004 F	leetwood Ave							
1021 Chappell Lane	0.21	190	R							NA_		NA		10/03/201
<u> </u>		Т	00			91-1019 7	Thomas Circle							
<u> </u>	0.00	From				91-1019 7	Thomas Circle			<u> </u>		N I A		10/00/001
Jasper Lane	0.28	300	R							NA 		NA		10/03/201
	0.40	From				91-102	4 Branch St							10/00/001
Jasper Lane	0.12	160	R							NA		NA		10/03/201
$\widehat{}$		From				91-1025	Cowling St			<u> </u>				10/00/00/
Jasper Lane	0.43	110	R				15.1			NA		NA		10/03/201
		Fror	1				ad End							
1023) Carpenter Dr	0.13	150	" <u> </u> R			91-1004 F	leetwood Ave			NA		NA		10/03/201
Carpenter Dr	0.10	130										14/3		10/00/201
1023) Carpenter Dr	0.12	60 From	R			91-102	4 Branch St			NA		NA		10/03/201
Carpenter Dr	0.12	00										INA		10/03/201
1023) Carpenter Dr	0.06	7 From				91-1025	Cowling St			NA		NA		10/03/201
Carpenter Dr	0.00	Т	R			De	ad End					INA		10/03/201
		From	n:				Carpenter Dr							
1024 Branch St	0.08	30	R			91-1023	Carpenter Di			NA		NA		10/03/201
Branch St		т.				01 1022	Inches I and							
1024) Branch St	0.04	8	R			91-1022	Jasper Lane			NA		NA		09/10/201
Branch St		Т	00			De	ad End							
		From	n-			De	ad End							
1025 Cowling St	0.03	8	R							NA		NA		09/10/2014
91			2			91-1023	Carpenter Dr			\neg —				
1025 Cowling St	0.08	49	R							NA		NA		09/10/201
91		Т	0:			91-1022	Jasper Lane							
		From	n:		0.08 N	4S 91-1010	Robert Wilkin	s Ave						
1026 Wye St	80.0	140	R							NA		NA		09/10/2014
<u> </u>		Т	00		91	1-1010 Rot	ert Wilkins Av	e						

						TOW	II OI VV	averry								
Route	Length	AADT	QA	4Tire	Bus			-Truck xle 1Tra		ററ	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Waverly		From	1		ç	1-1010 1	Robert V	Vilkins Ave			1					
1026	0.08	70	R								NA			NA		09/10/2014
(g)		Tr					Dead E	nd								
O 5 111 01		From				91-1	019 Syl	van Rd								22/11/22/1
1027 Belvidere St	0.13	180	R				~u1 do €	100			NA			NA		09/11/2014
		From					Cul-de-S				_					
Dogwood Ave	0.20	470	R R			91-1	030 Mi	idle St			NA			NA		09/11/2014
Logwood Ave		To				91-100	03 Railr	oad Ave								
		From				91-	-653 Ba	nk St								
Locust Dr	0.16	180	R								NA			NA		09/11/2014
		T _e Fron				91-1	030 Mic	idle St								
Locust Dr	0.21	500	R								NA			NA		09/25/2014
31)		To				91-10	03 Railr	oad Ave								
O MILLE O	0.40	From	<u> </u>			(Cul-de-S	lac								00/05/004
1030 Middle St	0.10	180	R								NA —			NA		09/25/2014
O MELLI O	0.44	From				91-102	28 Dogw	ood Ave						N14		00/05/004
1030 Middle St	0.11	280	R								NA			NA		09/25/2014
	2.22	From	<u> </u>			91-1	029 Loc	ust Dr			\supset			N14		00/05/004
1030 Middle St	0.09	280 To	R				Dead E	ad.			NA			NA		09/25/2014
		From									_					
(1031) Walnut Ln	0.06	48	R				Dead E	na			NA			NA		09/25/2014
(1031) Walnut Ln	0.00	To	<u> </u>				Dead E	nd			—			1471		00/20/2014
		From					-1013 B				i					
1032 Horton Circle	0.05	10	R								NA			NA		09/11/2014
91		T _e From				91-1	017 Gui	n Lane			\neg					
Horton Circle	0.02	20	R								NA			NA		09/11/2014
91		To					Dead E	nd								
		From			9	1-1008 I	Pleasant	Spring Ave								
1034 Moore St	0.02	220	R								NA			NA		09/17/2014
		To	<u> </u>				Dead E									
(1035) Merchants Dr	0.04	290	<u> </u>				Dead E	nd			NA			NA		09/17/2014
1035 Merchants Dr	0.04	∠90 ™	R			91.	-653 Ba	nk St						IVA		09/17/2014
		From					Dead E									
(1036) Cedar St	0.07	60	R				Dead E	Iu			NA			NA		09/17/2014
(1036) Cedar St		To				91-1	029 Loc	ust Dr								
		From					Dead E	nd								
1037 Barkley Place	0.11	240	R								NA			NA		09/17/2014
91)		To From				91-1	1038 Br	an Dr			\neg —					
1037 Barkley PI	0.08	610	R								NA			NA		09/17/2014
91)		To				91-	-653 Ba	nk St								
O 21 2		From	<u> </u>			91-103	37 Barkl	ey Place								.= //
1038 Brian Dr	0.22	180	R			01.606	D	Dam Rd			NA			NA		07/06/2014
		From	1								+					
(1039) Lesley Ct	0.09	130	G	91%	5%	91-10: 3%		ey Place % 0%	0%	С	0.162	F	0.565	130	G	2018
(1039) Lesley Ct	0.00	To		3.70	3 /0		Cul-de-S		0 /0			•	0.000	100	G	2010
		From					Cul-de-S									
1040 Brian Court	0.07	130	R					-			NA			NA		08/06/2014
91		To				91-1	1038 Br	an Dr								
		From					Dead E	nd								
Forest Lane	0.28	120	R								NA			NA		08/06/2014
•		To	<u> </u>			91-10	014 Nor	ris Ave								

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	40	R					NA			NA		03/20/2014
91		Te				SR 40; 91-1018							
		Fron				Jackson Elem School							
9873	0.01	190	R					NA			NA		03/20/2014
91		To			(0.01 ME 91-1006 School St							
		Fron			(0.01ME 91-1006 School St							
9873	0.11	310	R					NA			NA		03/20/2014
91		To				91-1006 School St							