

2018
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Special Locality Report
136
City of Waynesboro

Information in this report is included in Report
07
(Augusta 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

-  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
-  Bypass - 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
Traffic Engineering Division
2018
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Waynesboro

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
East 64	From: WCL Waynesboro															
	City of Waynesboro (Maint: 07)	0.23	21000	G	89%	1%	1%	1%	9%	0%	F	0.084	F	20000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		42000	G	89%	1%	1%	1%	9%	0%	F	0.083	F	0.507	41000	G
East 64	From: US 340 Stuarts Draft Hwy															
	City of Waynesboro (Maint: 07)	1.95	21000	A	89%	1%	1%	1%	9%	0%	C	0.102	A	21000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		43000	A	89%	1%	1%	1%	9%	0%	C	0.103	A	0.554	43000	A
East 64	From: Delphine Ave, To 07-624															
	City of Waynesboro (Maint: 07)	0.70	19000	A	89%	1%	1%	1%	9%	0%	F	0.103	A	19000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		39000	A	89%	1%	1%	1%	9%	0%	F	0.106	A	0.549	38000	A
East 64 Ramp	From: I-64 East															
	City of Waynesboro (Maint: 07)	0.22	3500	G								0.097	F	3500	G	
	To: 136-5118 Delphine Ave															
West 64	From: WCL Waynesboro															
	City of Waynesboro (Maint: 07)	0.43	21000	G	89%	1%	1%	1%	9%	0%	F	0.09	F	21000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		42000	G	89%	1%	1%	1%	9%	0%	F	0.087	F	0.523	41000	G
West 64	From: US 340 Stuarts Draft Hwy															
	City of Waynesboro (Maint: 07)	2.15	22000	A	89%	1%	1%	1%	9%	0%	C	0.114	A	22000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		43000	A	89%	1%	1%	1%	9%	0%	C	0.103	A	0.554	43000	A
West 64	From: Delphine Ave, To 07-624															
	City of Waynesboro (Maint: 07)	0.30	19000	A	89%	1%	1%	1%	9%	0%	F	0.121	A	19000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		39000	A	89%	1%	1%	1%	9%	0%	F	0.106	A	0.549	38000	A
West 64 Ramp	From: I-64 West															
	City of Waynesboro (Maint: 07)	0.24	1600	G								0.162	F	1600	G	
	To: 136-5118 Delphine Ave															
250 Main St	From: WCL Waynesboro															
	City of Waynesboro	0.84	18000	G	99%	0%	0%	0%	0%	0%	F	0.087	F	0.527	19000	G
	To: Carman Ave															
250 Main St	From: Carman Ave															
	City of Waynesboro	0.30	18000	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.525	20000	G
	To: Hopeman Pkwy															
250 Main St	From: Hopeman Pkwy															
	City of Waynesboro	0.67	11000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.505	12000	G
	To: US 340 Rosser Ave															
250 Broad St	From: US 340 Rosser Ave															
	City of Waynesboro	0.25	14000	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.902	14000	G
	To: Poplar Ave															
250 Broad St	From: Poplar Ave															
	City of Waynesboro	0.50	11000	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.589	12000	G
	To: Wayne Ave															

Virginia Department of Transportation
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 2018
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 City of Waynesboro

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
		From: Wayne Ave														
250 Broad St	City of Waynesboro	0.12	9800	G	99%	0%	0%	0%	0%	F	0.083	F	0.589	10000	G	
		To: Arch Ave														
250 Broad St	City of Waynesboro	0.44	9800	G	98%	0%	1%	0%	1%	C	0.085	F	0.531	10000	G	
		To: US 340 Main St														
		From: US 340 Broad St														
250 340 Main St	City of Waynesboro	0.19	11000	G	98%	0%	1%	0%	1%	F	0.095	F	0.573	12000	G	
		To: US 340 Delphine Ave														
250 Main St	City of Waynesboro	1.00	7800	G	96%	0%	1%	1%	1%	F	0.095	F	0.639	8500	G	
		To: Hunter St														
250 Main St	City of Waynesboro	0.44	7600	G	96%	0%	1%	1%	1%	C	0.097	F	0.634	8300	G	
		To: ECL Waynesboro														
		From: WCL Waynesboro														
254 Ivy St	City of Waynesboro	1.19	5400	G	98%	0%	1%	0%	1%	C	0.103	F	0.511	5900	G	
		To: Hopeman Pkwy														
254 Ivy St	City of Waynesboro	0.52	5500	G	98%	0%	1%	0%	1%	F	0.103	F	0.637	6000	G	
		To: King Ave														
254 Poplar Ave	City of Waynesboro	0.30	10000	G	98%	1%	1%	0%	0%	C	0.094	F	0.543	11000	G	
		To: Broad St														
254 Poplar Ave	City of Waynesboro	0.07	2800	G	98%	1%	1%	0%	0%	F	0.109	F	0.576	3000	G	
		To: Main St														
		From: WCL Waynesboro														
340 Rosser Ave	City of Waynesboro	0.34	18000	G	97%	0%	1%	0%	1%	F	0.093	F	0.510	19000	G	
		To: I-64														
340 Rosser Ave	City of Waynesboro	0.56	28000	G	99%	0%	1%	0%	0%	F	0.091	F	0.558	31000	G	
		To: Lew Dewitt Blvd														
340 Rosser Ave	City of Waynesboro	0.71	16000	G	99%	0%	1%	0%	0%	C	0.089	F	0.532	17000	G	
		To: Northgate Ave														
340 Rosser Ave	City of Waynesboro	0.61	11000	G	99%	0%	1%	0%	0%	F	0.083	F	0.503	12000	G	
		To: Forrest Dr														
340 Rosser Ave	City of Waynesboro	0.56	11000	G	99%	0%	1%	0%	0%	F	0.085	F	0.521	12000	G	
		To: US 250 Main St														
		From: Rosser Ave														
340 Main St	City of Waynesboro	0.38	7500	G	99%	0%	1%	0%	0%	F	0.087	F	0.514	8000	G	
		To: New Hope Rd														
340 Main St	City of Waynesboro	0.35	6000	G	99%	0%	1%	0%	0%	F	0.086	F	0.504	6300	G	
		To: Wayne Ave														
340 Main St	City of Waynesboro	0.14	4100	G	99%	0%	1%	0%	0%	F	0.085	F	0.505	4400	G	
		To: Arch Ave														

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							2Axle	3+Axle	1Trail	2Trail						
From: <input type="text"/> Arch Ave																
340 Main St	City of Waynesboro	0.39	5000	G	99%	0%	1%	0%	0%	0%	F	0.101	F	0.567	5300	G
From: <input type="text"/> US 250 Broad St																
340 250 Main St	City of Waynesboro	0.19	11000	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.573	12000	G
From: <input type="text"/> Main St																
340 Delphine Ave	City of Waynesboro	0.25	11000	G	96%	1%	1%	1%	2%	0%	F	0.095	F	0.575	12000	G
From: <input type="text"/> 7th St																
340 Delphine Ave	City of Waynesboro	0.60	11000	G	96%	1%	1%	1%	2%	0%	F	0.092	F	0.588	12000	G
From: <input type="text"/> Second St																
340 Delphine Ave	City of Waynesboro	0.81	8500	G	96%	1%	1%	1%	2%	0%	F	0.094	F	0.578	9200	G
From: <input type="text"/> Hopeman Pkwy																
340 Delphine Ave	City of Waynesboro	0.25	9800	G	96%	1%	1%	1%	2%	0%	C	0.097	F	0.651	11000	G
To: <input type="text"/> NCL Waynesboro																

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City of Waynesboro

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Waynesboro																
(F209) Shenandoah Village Dr	0.27	3000	R			US 340 Rosser Ave					NA			NA		06/25/2013
						Dead End										
(F210) Windigrove Dr	0.04	NA				US 340 Rosser Ave					NA			NA		
						End State Maintenance										
(F211) Chinquapin Dr	0.40	610	R			SCL Waynesboro					NA			NA		06/25/2013
						07-1040 Chinquapin Dr; ECL Waynesboro										
(1) Kirby St	0.12	320	G	94%	3%	2%	0%	0%	0%	F	0.137	F	0.629	350	G	2018
						Shenandoah Ave										
						A Street										
(2) A St	0.22	1300	G	98%	1%	1%	0%	0%	0%	C	0.115	F	0.633	1400	G	2018
						Kirby Ave										
						ECL Waynesboro										
(5100) Thirteenth St	0.63	3300	G	99%	0%	1%	0%	0%	0%	F	0.103	F	0.553	3600	G	2018
						Rosser Ave										
						Pine Ave										
(5100) Thirteenth St	0.43	2000	G	99%	0%	1%	0%	0%	0%	C	0.106	F	0.613	2200	G	2018
						Arch Ave										
(5101) Davis Rd	0.09	3300	G	99%	0%	0%	0%	0%	0%	F	0.097	F	0.517	3600	G	2018
						Northgate Ave										
						Vedette St										
(5101) Vedette Ave	0.68	3200	G	99%	0%	0%	0%	0%	0%	C	0.098	F	0.517	3500	G	2018
						Davis Rd										
						Main St										
(5103) Northgate Ave	0.33	2800	G	99%	0%	0%	0%	0%	0%	C	0.096	F	0.577	3000	G	2018
						US 340 Rosser Ave										
						Meadowbrook Rd										
(5103) Meadowbrook Rd	0.76	3000	G	100%	0%	0%	0%	0%	0%	C	0.093	F	0.52	3300	G	2018
						Northgate Ave										
						Lyndhurst Rd										
(5104) Hopeman Pkwy	0.89	9500	G	97%	0%	1%	0%	1%	0%	F	0.091	F	0.523	10000	G	2018
						Main St										
						Ivy St										
(5104) Hopeman Pkwy	0.96	8200	G	97%	0%	1%	0%	1%	0%	F	0.093	F	0.535	8900	G	2018
						King Ave										
(5104) Hopeman Pkwy	0.58	7000	G	97%	0%	1%	0%	1%	0%	F	0.096	F	0.531	7600	G	2018
						Genicom Dr										
(5104) Hopeman Pkwy	0.29	6400	G	97%	0%	1%	0%	1%	0%	C	0.097	F	0.618	6900	G	2018
						Delphine Ave										
(5105) Lyndhurst Rd	1.61	2900	G	99%	0%	1%	0%	0%	0%	C	0.114	F	0.608	3100	G	2018
						SWCL Waynesboro										
						Meadowbrook Rd										
(5105) Lyndhurst Rd	0.65	5000	G	99%	0%	1%	0%	0%	0%	F	0.104	F	0.596	5500	G	2018
						Woodrow Ave										
(5105) Wayne Ave	0.37	5300	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.575	5700	G	2018
						13th St										
(5105) Wayne Ave	0.39	4500	G	99%	0%	1%	0%	0%	0%	F	0.098	F	0.577	4900	G	2018
						US 340 Main St										
(5105) Wayne Ave	0.08	2700	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.565	2900	G	2018
						US 250 Broad St										
						Ohio St										
(5105) Florence Ave	0.83	1300	G	99%	0%	1%	0%	0%	0%	F	0.103	F	0.541	1400	G	2018
						Bridge Ave										

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						2Axle	3+Axle	1Trail	2Trail								
City of Waynesboro																	
5106 New Hope Rd	0.59	480	From Poplar Ave				1%	0%	0%	0%	F	0.212	F	0.830	520	G	2018
			To Hopeman Pkwy														
5106 Whitebridge Rd	0.98	1000	From Guilford Lane				1%	0%	0%	0%	C	0.115	F	0.52	1100	G	2018
			To NCL Waynesboro														
5107 King Ave	0.62	3600	From Ivy St				1%	0%	0%	0%	F	0.094	F	0.564	3900	G	2018
			To Bridge St														
5107 King Ave	0.57	2900	From Bridge St				1%	0%	0%	0%	C	0.104	F	0.506	3200	G	2018
			To Hopeman Pkwy														
5108 Poplar Ave	0.29	1800	From 13th St				1%	0%	0%	0%	F	0.138	F	0.517	2000	G	2018
			To Main St														
5109 Windsor Rd	0.43	3800	From Delphine Ave				1%	0%	0%	0%	C	0.105	F	0.601	4100	G	2018
			To Lyndhurst Rd														
5110 4th St	0.31	410	From Charlotte Ave				1%	0%	0%	0%	F	0.104	F	0.526	450	G	2018
			To Delphine Ave														
5110 4th St	0.46	2200	From Delphine Ave				1%	0%	0%	0%	C	0.101	F	0.598	2400	G	2018
			To Jackson Ave														
5111 Arch Ave	0.77	2200	From Wayne Ave				1%	1%	1%	0%	C	0.104	F	0.516	2300	G	2018
			To US 340 Main St														
5111 Arch Ave	0.08	2600	From US 340 Main St				1%	1%	1%	0%	F	0.096	F	0.701	2800	G	2018
			To US 250 Broad St														
5112 Bridge Ave	0.52	1600	From Hopeman Pkwy				1%	0%	0%	0%	C	0.095	F	0.533	1800	G	2018
			To Sherwood Ave														
5112 Second St	0.74	3300	From Sherwood Ave				1%	0%	0%	0%	F	0.095	F	0.601	3600	G	2018
			To US 340 Delphine Ave														
5113 Charlotte Ave	0.07	820	From US 340 Main St				1%	0%	1%	0%	F	0.110	F	0.534	860	G	2018
			To US 250 Broad St														
5113 Charlotte Ave	0.65	2600	From US 250 Broad St				1%	0%	1%	0%	C	0.099	F	0.508	2800	G	2018
			To 3rd St														
5113 3rd St	0.18	890	From Charlotte Ave				1%	0%	1%	0%	F	0.105	F	0.591	970	G	2018
			To Bath Ave														
5114 Shenandoah Ave	0.58	810	From Delphine Ave				1%	0%	0%	0%	C	0.101	F	0.59	880	G	2018
			To Kirby Ave														
5118 Delphine Ave	1.22	4700	From SCL Waynesboro				1%	2%	8%	0%	C	0.101	F	0.566	5100	G	2018
			To I-64														
5118 Delphine Ave	0.84	9300	From I-64				1%	2%	3%	0%	F	0.097	F	0.555	10000	G	2018
			To Windsor Rd														
5118 Delphine Ave	1.41	7700	From Windsor Rd				1%	2%	3%	0%	C	0.097	F	0.538	8400	G	2018
			To US 250 Main St														
5118 Ramp	0.19	1600	From 136-5118 Delphine Ave									0.147	F	0.593	1600	G	2018
			To I-64 East														
5118 Ramp	0.16	4300	From 136-5118 Delphine Ave									0.092	F		4300	G	2018
			To I-64 West														

Virginia Department of Transportation
Traffic Engineering Division
2018
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Waynesboro

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Waynesboro																
(5119) Oak Lane	1.39	390	G	98%	0%	1%	1%	0%	0%	C	0.121	F	0.712	420	G	2018
(5120) Sherwood Rd	0.18	900	G	99%	0%	0%	0%	0%	0%	C	0.111	F	0.661	980	G	2018
(5121) Guilford Lane	0.07	1300	G	99%	0%	0%	0%	0%	0%	F	0.101	F	0.531	1500	G	2018
(5121) Guilford Lane	0.08	1800	G	99%	0%	0%	0%	0%	0%	C	0.099	F	0.526	1900	G	2018
(5122) Lew Dewitt Blvd	1.45	12000	G	99%	0%	1%	0%	0%	0%	C	0.093	F	0.538	13000	G	2018
Bath Ave		1000	G								0.098	F	0.608	1100	G	2018
Bath Avenue		320	G								0.125	F	0.524	320	G	2018
Bookerdale Rd		1600	G	98%	0%	1%	0%	0%	0%	C	0.104	F	0.551	1600	G	2018
Chatham Rd		220	G								0.156	F	0.619	240	G	2018
Cherry Ave		150	G								0.139	F	0.564	160	G	2018
Chestnut Ave		290	G								0.156	F	0.670	320	G	2018
Duke Rd		100	G	98%	2%	0%	0%	0%	0%	C	0.162	F		100	G	2018
Edward Avenue		270	G								0.142	F	0.58	270	G	2018
Florence Ave		1100	G								0.108	F	0.572	1200	G	2018
Monticello St		100	G								0.191	F	0.512	110	G	2018
Pelham Drive		3000	G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.525	3000	G	2018