

2020

**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**

The reported 2020 AADTs represent the best estimate of 2020 average daily traffic, however, this year's AADTs do vary from normal traffic in the years prior to 2020 due to COVID-19. The reported AADTs may not represent typical traffic for a given day or period within the year as the drastic seasonal variations were normalized through the factoring process. The 2020 publications are therefore colored to draw users attention to the fact that uses of the 2020 published estimates versus alternative data sources should be determined at users' discretion based on the objectives or nature of the analyses being performed.

The estimated 2020 DVMT for the entire state maintained network total to 208,000,000, which has trended down by 11 percent compared to the 2019 level of 234,000,000. For most traffic links across the state, the estimated 2020 AADTs are also seen to have decreased from their 2019 levels.

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 buses.

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
2020
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	18000	G	86%	1%	1%	1%	11%	0%	F	0.084	F	17000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		36000	G	86%	1%	1%	1%	11%	0%	F	0.083	F	0.507	35000	G
East 64	To: US 340 Stuarts Draft Hwy From: City of Waynesboro (Maint: 07)	1.95	18000	A	86%	1%	1%	1%	11%	0%	C	0.104	A	18000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		37000	A	86%	1%	1%	1%	11%	0%	C	0.107	A	0.545	37000	A
East 64	To: Delphine Ave, To 07-624 From: City of Waynesboro (Maint: 07)	0.70	16000	A	86%	1%	1%	1%	11%	0%	F	0.109	A	16000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		33000	A	86%	1%	1%	1%	11%	0%	F	0.108	A	0.569	33000	A
East 64 Ramp	To: ECL Waynesboro From: City of Waynesboro (Maint: 07)	0.22	2900	G								0.097	F	2900	G	
West 64	To: I-64 East From: City of Waynesboro (Maint: 07)	0.43	18000	G	86%	1%	1%	1%	11%	0%	F	0.09	F	18000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		36000	G	86%	1%	1%	1%	11%	0%	F	0.087	F	0.523	35000	G
West 64	To: US 340 Stuarts Draft Hwy From: City of Waynesboro (Maint: 07)	2.15	19000	A	86%	1%	1%	1%	11%	0%	C	0.117	A	19000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		37000	A	86%	1%	1%	1%	11%	0%	C	0.107	A	0.545	37000	A
West 64	To: Delphine Ave, To 07-624 From: City of Waynesboro (Maint: 07)	0.30	16000	A	86%	1%	1%	1%	11%	0%	F	0.124	A	17000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		33000	A	86%	1%	1%	1%	11%	0%	F	0.108	A	0.569	33000	A
West 64 Ramp	To: ECL Waynesboro From: City of Waynesboro (Maint: 07)	0.24	1300	G								0.162	F	1300	G	
250 Main St	To: I-64 West From: City of Waynesboro	0.90	16000	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.522	18000	G
250 Main St	To: Carman Ave From: City of Waynesboro	0.30	16000	G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.509	18000	G
250 Main St	To: Hopeman Pkwy From: City of Waynesboro	0.67	11000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.518	11000	G
250 Broad St	To: US 340 Rosser Ave From: City of Waynesboro	0.25	12000	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.902	12000	G
250 Broad St	To: Poplar Ave From: City of Waynesboro	0.50	9200	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.589	9800	G
	To: Wayne Ave															

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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	8200	G	99%	0%	0%	0%	0%	F	0.083	F	0.589	8700	G	
To: Arch Ave																
250 Broad St	City of Waynesboro	0.44	8300	G	98%	0%	1%	0%	1%	C	0.085	F	0.531	8800	G	
To: US 340 Main St																
From: US 340 Broad St																
250 340 Main St	City of Waynesboro	0.19	10000	G	98%	0%	1%	0%	1%	F	0.084	F	0.563	11000	G	
To: US 340 Delphine Ave																
250 Main St	City of Waynesboro	1.00	7500	G	97%	0%	1%	0%	1%	F	0.092	F	0.619	8000	G	
To: Hunter St																
250 Main St	City of Waynesboro	0.44	7500	G	97%	0%	1%	0%	1%	C	0.092	F	0.639	8000	G	
To: ECL Waynesboro																
From: WCL Waynesboro																
254 Ivy St	City of Waynesboro	1.19	5200	G	97%	0%	1%	1%	1%	C	0.102	F	0.538	5500	G	
To: Hopeman Pkwy																
254 Ivy St	City of Waynesboro	0.52	5200	G	97%	0%	1%	1%	1%	F	0.096	F	0.521	5500	G	
To: King Ave																
254 Poplar Ave	City of Waynesboro	0.30	10000	G	98%	1%	1%	0%	0%	C	0.089	F	0.567	11000	G	
To: Broad St																
254 Poplar Ave	City of Waynesboro	0.07	2400	G	98%	1%	1%	0%	0%	F	0.109	F	0.576	2500	G	
To: Main St																
From: WCL Waynesboro																
340 Rosser Ave	City of Waynesboro	0.34	15000	G	97%	0%	0%	1%	2%	F	0.087	F	0.553	16000	G	
To: I-64																
340 Rosser Ave	City of Waynesboro	0.56	23000	G	99%	0%	1%	0%	0%	F	0.087	F	0.557	25000	G	
To: Lew Dewitt Blvd																
340 Rosser Ave	City of Waynesboro		14000	G	99%	0%	1%	0%	0%	C	0.084	F	0.53	15000	G	
To: Northgate Ave																
340 Rosser Ave	City of Waynesboro		9200	G	99%	0%	1%	0%	0%	F	0.087	F	0.524	9800	G	
To: Forrest Dr																
340 Rosser Ave	City of Waynesboro	0.56	9200	G	99%	0%	1%	0%	0%	F	0.086	F	0.525	9800	G	
To: US 250 Main St																
From: Rosser Ave																
340 Main St	City of Waynesboro	0.38	6300	G	99%	0%	1%	0%	0%	F	0.087	F	0.514	6700	G	
To: New Hope Rd																
340 Main St	City of Waynesboro	0.35	5000	G	99%	0%	1%	0%	0%	F	0.086	F	0.504	5300	G	
To: Wayne Ave																
340 Main St	City of Waynesboro	0.14	3500	G	99%	0%	1%	0%	0%	F	0.085	F	0.505	3700	G	
To: Arch Ave																

Virginia Department of Transportation
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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: <input type="text"/> Arch Ave																
340 Main St	City of Waynesboro	0.39	4200	G	99%	0%	1%	0%	0%	F	0.101	F	0.567	4500	G	
To: <input type="text"/> US 250 Broad St																
From: <input type="text"/> US 250 Broad St																
340 250 Main St	City of Waynesboro	0.19	10000	G	98%	0%	1%	0%	1%	F	0.084	F	0.563	11000	G	
To: <input type="text"/> Main St																
From: <input type="text"/> Main St																
340 Delphine Ave	City of Waynesboro	0.25	11000	G	95%	0%	1%	1%	2%	F	0.09	F	0.549	12000	G	
To: <input type="text"/> 7th St																
From: <input type="text"/> 7th St																
340 Delphine Ave	City of Waynesboro	0.60	11000	G	95%	0%	1%	1%	2%	F	0.089	F	0.555	11000	G	
To: <input type="text"/> Second St																
From: <input type="text"/> Second St																
340 Delphine Ave	City of Waynesboro	0.81	7900	G	95%	0%	1%	1%	2%	F	0.094	F	0.554	8400	G	
To: <input type="text"/> Hopeman Pkwy																
From: <input type="text"/> Hopeman Pkwy																
340 Delphine Ave	City of Waynesboro	0.25	9100	G	95%	0%	1%	1%	2%	C	0.095	F	0.587	9700	G	
To: <input type="text"/> NCL Waynesboro																

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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		3000	R								NA		NA		06/25/2013	
(F210) Windigrove Dr	0.04	NA									NA		NA			
(F211) Chinquapin Dr	0.40	610	R								NA		NA		06/25/2013	
(1) Kirby St	0.12	270	G	96%	2%	2%	0%	0%	0%	C	0.146	F	0.5	290	G	2020
(2) A St	0.22	1100	G	97%	1%	1%	0%	0%	0%	C	0.104	F	0.684	1100	G	2020
(5100) Thirteenth St	0.63	2200	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.536	2300	G	2020
(5100) Thirteenth St	0.43	1600	G	99%	0%	1%	0%	0%	0%	C	0.096	F	0.505	1700	G	2020
(5101) Davis Rd	0.09	3300	G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.511	3500	G	2020
(5101) Vedette Ave	0.68	3200	G	99%	0%	1%	0%	0%	0%	C	0.087	F	0.536	3400	G	2020
(5103) Northgate Ave	0.33	2700	G	99%	0%	1%	0%	0%	0%	C	0.096	F	0.535	2900	G	2020
(5103) Meadowbrook Rd	0.76	2900	G	99%	0%	0%	0%	0%	0%	C	0.097	F	0.508	3100	G	2020
(5104) Hopeman Pkwy	0.89	8600	G	96%	1%	1%	1%	1%	0%	F	0.089	F	0.515	9100	G	2020
(5104) Hopeman Pkwy	0.96	7100	G	96%	1%	1%	1%	1%	0%	F	0.089	F	0.522	7500	G	2020
(5104) Hopeman Pkwy	0.58	6200	G	96%	1%	1%	1%	1%	0%	F	0.093	F	0.514	6600	G	2020
(5104) Hopeman Pkwy	0.29	5700	G	96%	1%	1%	1%	1%	0%	C	0.096	F	0.570	6100	G	2020
(5105) Lyndhurst Rd	1.61	2700	G	99%	0%	1%	0%	0%	0%	C	0.104	F	0.517	2900	G	2020
(5105) Lyndhurst Rd	0.65	4700	G	99%	0%	1%	0%	0%	0%	F	0.098	F	0.582	5000	G	2020
(5105) Wayne Ave	0.37	4200	G	99%	0%	1%	0%	0%	0%	F	0.101	F	0.577	4500	G	2020
(5105) Wayne Ave	0.39	3600	G	99%	0%	1%	0%	0%	0%	F	0.098	F	0.582	3800	G	2020
(5105) Wayne Ave	0.08	2300	G	99%	0%	1%	0%	0%	0%	F	0.098	F	0.582	2400	G	2020
(5105) Florence Ave	0.83	1100	G	99%	0%	1%	0%	0%	0%	F	0.103	F	0.541	1200	G	2020

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Waynesboro																
5106 New Hope Rd	0.57	410	From Poplar Ave													
			G	94%	1%	4%	0%	0%	0%	C	0.122	F	0.683	430	G	2020
5106 Whitebridge Rd	1.00	900	To Hopeman Pkwy													
			G	99%	0%	0%	0%	0%	0%	C	0.116	F	0.529	960	G	2020
5107 King Ave	0.62	3400	From Guilford Lane													
			G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.54	3600	G	2020
5107 King Ave	0.57	2300	To Bridge St													
			G	98%	1%	1%	0%	0%	0%	C	0.102	F	0.507	2500	G	2020
5108 Poplar Ave	0.29	1500	From Hopeman Pkwy													
			G	98%	1%	1%	0%	0%	0%	F	0.138	F	0.517	1700	G	2020
5109 Windsor Rd	0.43	3500	To 13th St													
			G	99%	0%	0%	0%	0%	0%	C	0.111	F		3700	G	2020
5110 4th St	0.31	450	From Delphine Ave													
			G	99%	0%	1%	0%	0%	0%	C	0.098	F	0.567	480	G	2020
5110 4th St	0.46	2000	To Delphine Ave													
			G	99%	0%	0%	0%	0%	0%	C	0.089	F	0.595	2100	G	2020
5111 Arch Ave	0.77	2100	From Jackson Ave													
			G	97%	0%	1%	1%	1%	0%	C	0.093	F	0.568	2200	G	2020
5111 Arch Ave	0.08	2200	To US 340 Main St													
			G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.701	2300	G	2020
5112 Bridge Ave	0.52	1300	From US 250 Broad St													
			G	98%	1%	1%	0%	0%	0%	C	0.094	F	0.503	1300	G	2020
5112 Second St	0.74	2900	To Hopeman Pkwy													
			G	96%	0%	2%	0%	1%	0%	C	0.087	F	0.589	3100	G	2020
5113 Charlotte Ave	0.07	690	From Sherwood Ave													
			G	97%	0%	1%	0%	1%	0%	F	0.095	F	0.53	730	G	2020
5113 Charlotte Ave	0.65	2300	To US 250 Broad St													
			G	97%	0%	1%	0%	1%	0%	C	0.095	F	0.53	2400	G	2020
5113 3rd St	0.18	830	From 3rd St													
			G	97%	0%	1%	0%	1%	0%	C	0.101	F	0.642	880	G	2020
5114 Shenandoah Ave	0.58	570	To Charlotte Ave													
			G	95%	2%	2%	0%	0%	0%	C	0.109	F	0.586	610	G	2020
5118 Delphine Ave	1.13	4200	From Kirby Ave													
			G	87%	1%	1%	2%	9%	0%	C	0.099	F	0.517	4400	G	2020
5118 Delphine Ave	0.84	8700	To SCL Waynesboro													
			G	94%	1%	1%	1%	4%	0%	F	0.093	F	0.556	9200	G	2020
5118 Delphine Ave	1.41	7100	From Windsor Rd													
			G	94%	1%	1%	1%	4%	0%	C	0.094	F	0.513	7500	G	2020
5118 Ramp	0.19	1400	To US 250 Main St													
			G								0.147	F	0.593	1400	G	2020
5118 Ramp	0.16	3600	From 136-5118 Delphine Ave													
			G								0.092	F		3600	G	2020
To I-64 West																

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2020
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	420	G	97%	1%	From: Delphine Ave To: Lyndhurst Ave				C	0.11	F	0.597	450	G	2020
(5120) Sherwood Rd	0.18	790	G	98%	0%	From: Hopeman Pkwy To: NCL Waynesboro				C	0.100	F	0.613	840	G	2020
(5121) Guilford Lane	0.07	1200	G	99%	0%	From: White Bridge Rd To: Hampton Dr				C	0.105	F	0.566	1200	G	2020
(5121) Guilford Lane	0.08	1600	G	99%	0%	From: Hampton Dr To: Ivy St				C	0.1	F	0.592	1700	G	2020
(5122) Lew Dewitt Blvd		10000	G	98%	0%	From: Rosser Ave To: Main St				C	0.095	F	0.525	11000	G	2020
Bath Ave		900	G			From: 2nd St To: 3rd St					0.093	F	0.509	950	G	2020
Bath Avenue		220	G			From: 3rd Street To: 4th Street					0.094	F	0.569	220	G	2020
Bookerdale Rd		1600	G	98%	0%	From: Lew Dewitt Blvd To: US 250 Main St				C	0.104	F	0.551	1600	G	2020
Chatham Rd		190	G			From: Greenbrier Rd To: Sunset Lane					0.114	F	0.778	200	G	2020
Cherry Ave		140	G			From: 13th St To: 14th St					0.125	F	0.556	150	G	2020
Chestnut Ave		220	G			From: 12th St To: 13th St					0.159	F	0.683	230	G	2020
Duke Rd		100	G	98%	2%	From: Rockfish Rd To: NCL Waynesboro				C	0.162	F		100	G	2020
Edward Avenue		200	G			From: SR 254 To: Hickory Street					0.157	F	0.566	200	G	2020
Florence Ave		930	G			From: Hemlock St To: Bridge Ave					0.108	F	0.572	1000	G	2020
Monticello St		80	G			From: Bader St To: Dead End					0.151	F	0.553	90	G	2020
Pelham Drive		3000	G	98%	1%	From: US 250 Jefferson Hwy To: Village Dr				C	0.093	F	0.525	3000	G	2020