

2014

**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

- North
 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
2014
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	88%	1%	1%	1%	9%	0%	F	0.084	F	18000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		37000	G	88%	1%	1%	1%	9%	0%	F	NA		36000	G	
East 64	From: US 340 Stuarts Draft Hwy															
	City of Waynesboro (Maint: 07)	1.95	19000	A	88%	1%	1%	1%	9%	0%	C	0.107	A	18000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		38000	A	88%	1%	1%	1%	9%	0%	C	0.109	A	0.539	37000	A
East 64	From: Delphine Ave, To 07-624															
	City of Waynesboro (Maint: 07)	0.70	17000	A	88%	1%	1%	1%	9%	0%	F	0.111	A	16000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		34000	A	88%	1%	1%	1%	9%	0%	F	NA		33000	A	
East 64 Ramp	From: I-64 East															
	City of Waynesboro (Maint: 07)	0.22	3300	F								0.097	F	3300	F	
	To: 136-5118 Delphine Ave															
West 64	From: WCL Waynesboro															
	City of Waynesboro (Maint: 07)	0.43	19000	G	88%	1%	1%	1%	9%	0%	F	0.09	F	18000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		37000	G	88%	1%	1%	1%	9%	0%	F	NA		36000	G	
West 64	From: US 340 Stuarts Draft Hwy															
	City of Waynesboro (Maint: 07)	2.15	19000	A	88%	1%	1%	1%	9%	0%	C	0.118	A	19000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		38000	A	88%	1%	1%	1%	9%	0%	C	0.109	A	0.539	37000	A
West 64	From: Delphine Ave, To 07-624															
	City of Waynesboro (Maint: 07)	0.30	17000	A	88%	1%	1%	1%	9%	0%	F	0.122	A	17000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		34000	A	88%	1%	1%	1%	9%	0%	F	NA		33000	A	
West 64 Ramp	From: I-64 West															
	City of Waynesboro (Maint: 07)	0.24	1500	F								0.162	F	1500	F	
	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
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
250 Main St	From: Hopeman Pkwy															
	City of Waynesboro	0.67	12000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.505	12000	G
250 Broad St	From: US 340 Rosser Ave															
	City of Waynesboro	0.25	13000	G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.864	14000	G
250 Broad St	From: Poplar Ave															
	City of Waynesboro	0.50	11000	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.554	12000	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	11000	G	99%	0%	0%	0%	0%	F	0.09	F	0.5	12000	G	
	To: Arch Ave															
250 Broad St	City of Waynesboro	0.44	8700	G	98%	0%	1%	0%	1%	C	0.09	F	0.511	9200	G	
	To: US 340 Main St															
	From: US 340 Broad St															
250 340 Main St	City of Waynesboro	0.19	12000	G	97%	0%	1%	0%	1%	C	0.095	F	0.573	12000	G	
	To: US 340 Delphine Ave															
250 Main St	City of Waynesboro	1.00	7300	G	97%	0%	1%	0%	1%	C	0.095	F	0.639	7800	G	
	To: Hunter St															
250 Main St	City of Waynesboro	0.44	7100	G	97%	0%	1%	0%	1%	C	NA			7600	G	
	To: ECL Waynesboro															
	From: WCL Waynesboro															
254 Ivy St	City of Waynesboro	1.19	5900	G	97%	0%	1%	1%	1%	C	NA			6300	G	
	To: Hopeman Pkwy															
254 Ivy St	City of Waynesboro	0.52	5500	G	98%	0%	1%	0%	0%	C	0.103	F	0.637	5800	G	
	To: King Ave															
254 Poplar Ave	City of Waynesboro	0.30	10000	G	98%	0%	1%	0%	0%	C	0.094	F	0.543	11000	G	
	To: Broad St															
254 Poplar Ave	City of Waynesboro	0.07	3200	G	98%	0%	1%	0%	0%	F	0.117	F	0.606	3400	G	
	To: Main St															
	From: WCL Waynesboro															
340 Rosser Ave	City of Waynesboro	0.34	26000	F	97%	0%	0%	0%	2%	F	0.093	F	0.510	27000	F	
	To: I-64															
340 Rosser Ave	City of Waynesboro	0.56	29000	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	18000	G	99%	0%	1%	0%	0%	C	0.089	F	0.532	19000	G	
	To: Northgate Ave															
340 Rosser Ave	City of Waynesboro	0.61	13000	G	99%	0%	1%	0%	0%	F	0.083	F	0.503	13000	G	
	To: Forrest Dr															
340 Rosser Ave	City of Waynesboro	0.56	12000	G	99%	0%	1%	0%	0%	F	0.085	F	0.521	13000	G	
	To: US 250 Main St															
	From: Rosser Ave															
340 Main St	City of Waynesboro	0.38	8100	G	99%	0%	1%	0%	0%	F	0.090	F	0.518	8600	G	
	To: New Hope Rd															
340 Main St	City of Waynesboro	0.35	5800	F	99%	0%	1%	0%	0%	F	0.091	F	0.540	6200	F	
	To: Wayne Ave															
340 Main St	City of Waynesboro	0.14	4800	G	99%	0%	1%	0%	0%	F	NA			5100	G	
	To: Arch Ave															

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							2Axle	3+Axle	1Trail	2Trail						
From: [] To: [] 340 Main St	City of Waynesboro	0.39	6400	G	99%	0%	1%	0%	0%	0%	F	0.090	F	0.565	6800	G
From: [] To: [] 340 250 Main St	City of Waynesboro	0.19	12000	G	97%	0%	1%	0%	1%	0%	C	0.095	F	0.573	12000	G
From: [] To: [] 340 Delphine Ave	City of Waynesboro	0.25	11000	G	97%	0%	1%	1%	1%	0%	F	0.095	F	0.575	11000	G
From: [] To: [] 340 Delphine Ave	City of Waynesboro	0.60	10000	G	97%	0%	1%	1%	1%	0%	F	0.092	F	0.588	11000	G
From: [] To: [] 340 Delphine Ave	City of Waynesboro	0.81	8100	G	97%	0%	1%	1%	1%	0%	F	0.094	F	0.578	8600	G
From: [] To: [] 340 Delphine Ave	City of Waynesboro	0.25	10000	G	97%	0%	1%	1%	1%	0%	C	0.097	F	0.651	11000	G
	From: [] To: []															

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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	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	370	G	94%	3%	2%	0%	0%	0%	F	0.137	F	0.629	400	G	2014
						Shenandoah Ave										
						A Street										
(2) A St	0.22	1400	G	97%	1%	1%	1%	0%	0%	C	0.115	F	0.633	1500	G	2014
						Kirby Ave										
						ECL Waynesboro										
(5100) Thirteenth St	0.63	4300	G	99%	0%	1%	0%	0%	0%	F	NA			4600	G	2014
						Rosser Ave										
						Pine Ave										
(5100) Thirteenth St	0.43	2400	G	99%	0%	1%	0%	0%	0%	C	0.106	F	0.613	2500	G	2014
						Arch Ave										
(5101) Davis Rd	0.09	3100	G	99%	0%	0%	0%	0%	0%	F	0.097	F	0.517	3300	G	2014
						Northgate Ave										
						Vedette St										
(5101) Vedette Ave	0.68	3000	G	99%	0%	0%	0%	0%	0%	C	0.098	F	0.517	3200	G	2014
						Davis Rd										
						Main St										
(5103) Northgate Ave	0.33	3100	G	98%	0%	1%	1%	0%	0%	C	0.096	F	0.577	3300	G	2014
						US 340 Rosser Ave										
						Meadowbrook Rd										
(5103) Meadowbrook Rd	0.76	3400	G	99%	0%	0%	0%	0%	0%	C	0.093	F	0.52	3600	G	2014
						Northgate Ave										
						Lyndhurst Rd										
(5104) Hopeman Pkwy	0.89	10000	G	97%	0%	1%	0%	1%	0%	F	NA			11000	G	2014
						Main St										
						Ivy St										
(5104) Hopeman Pkwy	0.96	8600	G	97%	0%	1%	0%	1%	0%	F	NA			9200	G	2014
						Hopeman Pkwy										
						King Ave										
(5104) Hopeman Pkwy	0.58	7100	G	97%	0%	1%	0%	1%	0%	F	0.096	F	0.531	7600	G	2014
						Hopeman Pkwy										
						Genicom Dr										
(5104) Hopeman Pkwy	0.29	6500	G	97%	0%	1%	0%	1%	0%	C	0.097	F	0.618	6900	G	2014
						Hopeman Pkwy										
						Delphine Ave										
(5105) Lyndhurst Rd	1.61	2900	G	98%	1%	1%	0%	0%	0%	C	0.114	F	0.608	3000	G	2014
						SWCL Waynesboro										
						Meadowbrook Rd										
(5105) Lyndhurst Rd	0.65	5500	G	98%	1%	1%	0%	0%	0%	F	0.104	F	0.596	5900	G	2014
						Lyndhurst Rd										
						Woodrow Ave										
(5105) Wayne Ave	0.37	5100	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.575	5400	G	2014
						Wayne Ave										
						13th St										
(5105) Wayne Ave	0.39	4500	G	98%	1%	1%	0%	0%	0%	F	0.098	F	0.577	4800	G	2014
						Wayne Ave										
						US 340 Main St										
(5105) Wayne Ave	0.08	4500	N	98%	1%	1%	0%	0%	0%	N	0.098	N	0.577	4800	N	2014
						Wayne Ave										
						US 250 Broad St										
(5105) Florence Ave	0.83	1300	G	98%	1%	1%	0%	0%	0%	F	0.103	F	0.541	1400	G	2014
						Florence Ave										
						Ohio St										
						Bridge Ave										

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						2Axle	3+Axle	1Trail	2Trail							
City of Waynesboro																
(5106) New Hope Rd	0.59	580	G	99%	1%	0%	0%	0%	0%	F	0.212	F	0.830	610	G	2014
(5106) Whitebridge Rd	0.98	960	G	99%	1%	0%	0%	0%	0%	C	0.115	F	0.52	1000	G	2014
(5107) King Ave	0.62	4200	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.564	4400	G	2014
(5107) King Ave	0.57	3600	G	98%	1%	1%	0%	0%	0%	C	NA			3800	G	2014
(5108) Poplar Ave	0.29	2000	G	98%	1%	1%	0%	0%	0%	F	0.138	F	0.517	2100	G	2014
(5109) Windsor Rd	0.43	3900	G	99%	0%	1%	0%	0%	0%	C	0.105	F	0.601	4200	G	2014
(5110) 4th St	0.31	970	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.526	1000	G	2014
(5110) 4th St	0.46	2300	G	98%	0%	1%	0%	0%	0%	C	0.101	F	0.598	2400	G	2014
(5111) Arch Ave	0.77	2900	G	97%	0%	1%	1%	1%	0%	C	0.104	F	0.516	3000	G	2014
(5111) Arch Ave	0.08	1400	F	97%	1%	1%	0%	1%	0%	C	0.098	F	0.629	1500	F	2014
(5112) Bridge Ave	0.52	1700	G	99%	0%	1%	0%	0%	0%	C	0.095	F	0.533	1800	G	2014
(5112) Second St	0.74	3700	G	99%	0%	1%	0%	0%	0%	F	NA			3900	G	2014
(5113) Charlotte Ave	0.07	980	G	96%	1%	1%	0%	2%	0%	F	0.104	F	0.512	1000	G	2014
(5113) Charlotte Ave	0.65	3300	G	96%	1%	1%	0%	2%	0%	C	0.099	F	0.508	3500	G	2014
(5113) 3rd St	0.18	1100	G	96%	1%	1%	0%	2%	0%	F	0.105	F	0.591	1200	G	2014
(5114) Shenandoah Ave	0.58	920	G	97%	1%	1%	0%	0%	0%	C	0.101	F	0.59	980	G	2014
(5118) Delphine Ave	1.22	4800	G	88%	1%	1%	1%	9%	0%	C	0.101	F	0.566	5100	G	2014
(5118) Delphine Ave	0.84	9100	G	93%	1%	2%	1%	3%	0%	F	0.097	F	0.555	9700	G	2014
(5118) Delphine Ave	1.41	7700	F	93%	1%	2%	1%	3%	0%	C	0.097	F	0.538	8200	F	2014
(5118) Ramp	0.19	1500	G								0.147	F	0.593	1500	G	2014
(5118) Ramp	0.16	4000	G								0.092	F		4000	G	2014

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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																
(5119) Oak Lane	1.39	530	G	99%	0%	From: Delphine Ave To: Lyndhurst Ave				C	NA			570	G	2014
(5120) Sherwood Rd	0.18	1000	G	99%	0%	From: Hopeman Pkwy To: NCL Waynesboro				C	0.111	F	0.661	1100	G	2014
(5121) Guilford Lane	0.07	1200	G	99%	0%	From: White Bridge Rd To: Hampton Dr				F	0.101	F	0.531	1300	G	2014
(5121) Guilford Lane	0.08	1600	G	99%	0%	From: Hampton Dr To: Ivy St				C	0.099	F	0.526	1800	G	2014
(5122) Lew Dewitt Blvd	1.45	13000	G	99%	0%	From: Rosser Ave To: Main St				C	0.093	F	0.538	14000	G	2014
Bath Ave		1100	G			From: 2nd St To: 3rd St					0.098	F	0.608	1200	G	2014
Bath Avenue		320	G			From: 3rd Street To: 4th Street					0.125	F	0.524	320	G	2014
Bookerdale Rd		1600	G	98%	0%	From: Lew Dewitt Blvd To: US 250 Main St				C	NA			1600	G	2014
Chatham Rd		200	G			From: Greenbrier Rd To: Sunset Lane					0.156	F	0.619	220	G	2014
Cherry Ave		330	G			From: 13th St To: 14th St					0.139	F	0.564	350	G	2014
Chestnut Ave		290	G			From: 12th St To: 13th St					0.156	F	0.670	310	G	2014
Duke Rd		100	G	98%	2%	From: Rockfish Rd To: NCL Waynesboro				C	NA			100	G	2014
Edward Avenue		230	G			From: SR 254 To: Hickory Street					0.142	F	0.58	230	G	2014
Florence Ave		1100	G			From: Hemlock St To: Bridge Ave					0.108	F	0.572	1200	G	2014
Monticello St		100	G			From: Bader St To: Dead End					0.191	F	0.512	110	G	2014
Pelham Drive		3000	G	98%	1%	From: US 250 Jefferson Hwy To: Village Dr				C	NA			3000	G	2014