

2009

**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

Bypas - 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
2009
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	17000	G	89%	1%	1%	1%	9%	0%	F	NA		4400	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		35000	G	89%	1%	1%	1%	9%	0%	F	NA		22000	G	
East 64	To: US 340 Stuarts Draft Hwy															
	City of Waynesboro (Maint: 07)	1.95	18000	B	89%	1%	1%	1%	9%	0%	C	0.109	A	17000	B	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		36000	B	89%	1%	1%	1%	9%	0%	C	0.109	A	0.532	35000	B
East 64	To: Delphine Ave, To 07-624															
	City of Waynesboro (Maint: 07)	0.70	16000	G	89%	1%	1%	1%	9%	0%	F	NA		20000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		31000	G	89%	1%	1%	1%	9%	0%	F	NA		26000	G	
West 64	To: ECL Waynesboro															
	From: WCL Waynesboro															
	City of Waynesboro (Maint: 07)	0.43	18000	G	89%	1%	1%	1%	9%	0%	F	NA		17000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		35000	G	89%	1%	1%	1%	9%	0%	F	NA		22000	G	
West 64	To: US 340 Stuarts Draft Hwy															
	City of Waynesboro (Maint: 07)	2.15	18000	A	89%	1%	1%	1%	9%	0%	C	0.118	A	17000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		36000	B	89%	1%	1%	1%	9%	0%	C	0.109	A	0.532	35000	B
West 64	To: Delphine Ave, To 07-624															
	City of Waynesboro (Maint: 07)	0.30	16000	G	89%	1%	1%	1%	9%	0%	F	NA		5300	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		31000	G	89%	1%	1%	1%	9%	0%	F	NA		26000	G	
250 Main St	From: WCL Waynesboro															
	City of Waynesboro	0.84	20000	F	99%	0%	0%	0%	0%	0%	C	0.089	F	0.513	21000	F
250 Main St	To: Carman Ave															
	City of Waynesboro	0.30	19000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.517	20000	G
250 Main St	To: Hopeman Pkwy															
	City of Waynesboro	0.67	12000	F	99%	0%	1%	0%	0%	0%	C	0.09	F	0.504	14000	F
250 Broad St	To: US 340 Rosser Ave															
	City of Waynesboro	0.25	12000	F	98%	0%	1%	0%	1%	0%	C	0.083	F	0.520	13000	F
250 Broad St	To: Poplar Ave															
	City of Waynesboro	0.50	11000	F	98%	0%	1%	0%	1%	0%	C	0.085	F	0.539	12000	F
250 Broad St	To: Wayne Ave															
	City of Waynesboro	0.12	9900	G	99%	0%	0%	0%	0%	0%	F	0.083	F	0.561	11000	G
250 Broad St	To: Arch Ave															
	City of Waynesboro	0.44	10000	G	98%	0%	1%	0%	1%	0%	C	0.081	F	0.53	11000	G
250 340 Main St	To: US 340 Main St															
	City of Waynesboro	0.19	11000	F	97%	1%	1%	0%	1%	0%	C	0.093	F	0.557	11000	F
	To: US 340 Delphine Ave															

Virginia Department of Transportation
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2009
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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						
250 Main St	City of Waynesboro	1.00	7800	F	97%	0%	1%	0%	1%	0%	C	0.099	F	0.605	8300	F
250 Main St	City of Waynesboro	0.44	6800	G	96%	0%	1%	0%	2%	0%	C	0.093	F	0.602	7300	G
254 Ivy St	City of Waynesboro	1.19	6400	F	98%	0%	1%	0%	1%	0%	C	0.1	F	0.569	6800	F
254 Ivy St	City of Waynesboro	0.52	5300	F	98%	0%	1%	0%	0%	0%	C	0.095	F	0.595	5700	F
254 Poplar Ave	City of Waynesboro	0.30	10000	F	97%	1%	2%	0%	0%	0%	C	0.086	F	0.573	11000	F
254 Poplar Ave	City of Waynesboro	0.07	3200	G	97%	1%	2%	0%	0%	0%	F	0.113	F	0.594	3400	G
340 Rosser Ave	City of Waynesboro	0.34	22000	F	97%	0%	0%	0%	2%	0%	C	0.094	F	0.512	23000	F
340 Rosser Ave	City of Waynesboro	0.56	29000	F	98%	0%	0%	0%	1%	0%	C	0.091	F	0.531	31000	F
340 Rosser Ave	City of Waynesboro	0.71	16000	F	99%	0%	0%	0%	0%	0%	C	0.089	F	0.511	17000	F
340 Rosser Ave	City of Waynesboro	0.61	13000	F	99%	0%	1%	0%	0%	0%	C	0.087	F	0.518	14000	F
340 Rosser Ave	City of Waynesboro	0.56	12000	G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.510	13000	G
340 Main St	City of Waynesboro	0.38	7900	F	99%	0%	0%	0%	0%	0%	C	0.096	F	0.572	8400	F
340 Main St	City of Waynesboro	0.35	6500	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.547	7100	G
340 Main St	City of Waynesboro	0.14	3800	F	98%	1%	1%	0%	0%	0%	C	0.102	F	0.528	4000	F
340 Main St	City of Waynesboro	0.39	6300	F	97%	1%	2%	0%	0%	0%	C	0.094	F	0.505	6700	F
340 250 Main St	City of Waynesboro	0.19	11000	F	97%	1%	1%	0%	1%	0%	C	0.093	F	0.557	11000	F
340 Delphine Ave	City of Waynesboro	0.25	11000	G	96%	0%	1%	1%	2%	0%	F	0.091	F	0.593	11000	G

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							2Axle	3+Axle	1Trail	2Trail							
340 Delphine Ave	From:	7th St															
	To:	City of Waynesboro	0.60	11000	G	96%	0%	1%	1%	2%	0%	F	0.089	F	0.578	12000	G
340 Delphine Ave	From:	Second St															
	To:	City of Waynesboro	0.81	7600	F	93%	1%	3%	1%	2%	0%	C	0.094	F	0.561	8200	F
340 Delphine Ave	From:	Hopeman Pkwy															
	To:	City of Waynesboro	0.25	9900	F	96%	0%	1%	1%	2%	0%	C	0.095	F	0.617	11000	F
	To:	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	0.27	NA					From: US 340 Rosser Ave				NA			NA		
							To: Dead End									
(F210) Windgrove Rd	0.04	NA					From: US 340 Rosser Ave				NA			NA		
							To: Dead End									
(F211) Chinquapin Dr	0.40	580	R				From: SCL Waynesboro				NA			NA	04/17/2007	
							To: 07-1040 Chinquapin Dr; ECL Waynesboro									
(1) Kirby St	0.12	300	G				From: Shenandoah Ave				0.109	F	0.593	330	G	2009
							To: A Street									
(2) A St	0.22	1300	G	98%	1%	1%	0%	0%	0%	C	0.111	F	0.635	1400	G	2009
							From: Kirby Ave									
							To: ECL Waynesboro									
(5100) Thirteenth St	0.63	4000	G	98%	0%	1%	0%	0%	0%	F	0.102	F	0.597	4400	G	2009
							From: Rosser Ave									
							To: Pine Ave									
(5100) Thirteenth St	0.43	2500	G	98%	0%	1%	0%	0%	0%	C	0.098	F	0.544	2700	G	2009
							From: Arch Ave									
							To: Northgate Ave									
(5101) Davis Rd	0.09	900	G	99%	0%	1%	0%	0%	0%	F	0.105	F	0.527	980	G	2009
							From: Vedette St									
							To: Davis Rd									
(5101) Vedette Ave	0.68	830	G	99%	0%	1%	0%	0%	0%	C	0.098	F	0.520	900	G	2009
							From: Main St									
							To: Davis Rd									
(5103) Northgate Ave	0.33	2700	F	99%	0%	0%	0%	0%	0%	C	0.102	F	0.522	2900	F	2009
							From: Meadowbrook Rd									
							To: Northgate Ave									
(5103) Meadowbrook Rd	0.76	3100	F	99%	0%	0%	0%	0%	0%	C	0.106	F	0.508	3300	F	2009
							From: Lyndhurst Rd									
							To: Main St									
(5104) Hopeman Pkwy	0.89	9300	F	99%	0%	0%	0%	0%	0%	C	0.094	F	0.507	10000	F	2009
							From: Ivy St									
							To: King Ave									
(5104) Hopeman Pkwy	0.96	8300	F	97%	0%	1%	1%	1%	0%	C	0.098	F	0.502	8900	F	2009
							From: King Ave									
							To: Genicom Dr									
(5104) Hopeman Pkwy	0.58	6800	G	97%	1%	1%	1%	1%	0%	F	0.102	F	0.578	7400	G	2009
							From: Genicom Dr									
							To: Delphine Ave									
(5104) Hopeman Pkwy	0.29	6500	F	97%	1%	1%	1%	1%	0%	C	0.1	F	0.59	6900	F	2009
							From: Delphine Ave									
							To: SWCL Waynesboro									
(5105) Lyndhurst Rd	1.61	2600	F	98%	1%	1%	0%	0%	0%	C	0.098	F	0.609	2800	F	2009
							From: SWCL Waynesboro									
							To: Meadowbrook Rd									
(5105) Lyndhurst Rd	0.65	5100	F	99%	0%	0%	0%	0%	0%	C	0.100	F	0.556	5500	F	2009
							From: Meadowbrook Rd									
							To: Woodrow Ave									
(5105) Wayne Ave	0.37	5600	F	99%	0%	0%	0%	0%	0%	C	0.109	F	0.508	6000	F	2009
							From: Woodrow Ave									
							To: 13th St									
(5105) Wayne Ave	0.47	4200	G	98%	1%	1%	0%	0%	0%	F	0.104	F	0.507	4600	G	2009
							From: 13th St									
							To: US 250 Broad St									
(5105) Florence Ave	0.83	1500	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.618	1600	G	2009
							From: US 250 Broad St									
							To: Ohio St									
							To: Bridge Ave									
(5106) New Hope Rd	0.59	620	F	97%	0%	1%	0%	1%	0%	C	0.113	F	0.625	660	F	2009
							From: Bridge Ave									
							To: Poplar Ave									
							To: Hopeman Pkwy									

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						2Axle	3+Axle	1Trail	2Trail							
City of Waynesboro																
(5106) Whitebridge Rd	0.98	1000	F	97%	1%	1%	1%	0%	0%	C	0.101	F	0.509	1100	F	2009
(5107) King Ave	0.62	3200	G	97%	1%	1%	1%	0%	0%	F	0.097	F	0.589	3400	G	2009
(5107) King Ave	0.57	3100	F	97%	1%	1%	1%	0%	0%	C	0.109	F	0.553	3400	F	2009
(5108) Poplar Ave	0.29	2300	G	97%	1%	1%	1%	0%	0%	F	0.122	F	0.543	2500	G	2009
(5109) Windsor Rd	0.43	3600	F	99%	0%	1%	0%	0%	0%	C	0.11	F	0.573	3800	F	2009
(5110) 4th St	0.31	410	G	99%	0%	1%	0%	0%	0%	F	0.111	F	0.535	440	G	2009
(5110) 4th St	0.46	2100	G	99%	0%	1%	0%	0%	0%	C	0.09	F	0.558	2200	G	2009
(5111) Arch Ave	0.77	2800	G	97%	1%	1%	1%	0%	0%	C	0.089	F	0.5	3000	G	2009
(5111) Arch Ave	0.08	2000	F	96%	1%	2%	1%	1%	0%	C	0.106	F	0.545	2200	F	2009
(5112) Bridge Ave	0.52	1500	F	99%	0%	1%	0%	0%	0%	C	0.099	F	0.512	1700	F	2009
(5112) Second St	0.74	4300	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.591	4700	G	2009
(5113) Charlotte Ave	0.72	2900	F	97%	1%	1%	1%	0%	0%	C	0.096	F	0.5	3100	F	2009
(5113) 3rd St	0.18	1200	G	97%	1%	1%	1%	0%	0%	F	0.089	F	0.682	1300	G	2009
(5114) Shenandoah Ave	0.58	780	G	97%	1%	1%	0%	0%	0%	C	0.105	F	0.637	850	G	2009
(5118) Delphine Ave	1.22	4200	F	91%	1%	1%	1%	6%	0%	C	0.104	F	0.51	4500	F	2009
(5118) Delphine Ave	0.84	8500	F	95%	0%	1%	1%	3%	0%	C	0.097	F	0.53	9100	F	2009
(5118) Delphine Ave	1.41	7100	F	94%	1%	1%	1%	3%	0%	C	0.09	F	0.508	7600	F	2009
(5119) Oak Lane	1.39	260	G	99%	1%	1%	0%	0%	0%	C	0.136	F	0.628	280	G	2009
(5120) Sherwood Rd	0.18	1100	G	98%	0%	0%	1%	0%	0%	C	0.101	F	0.603	1200	G	2009
(5121) Guilford Lane	0.07	1100	G	98%	0%	1%	1%	0%	0%	F	0.101	F	0.575	1200	G	2009
(5121) Guilford Lane	0.08	1600	F	98%	0%	1%	1%	0%	0%	C	0.100	F	0.536	1700	F	2009

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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																
5122 Lew Dewitt Blvd	1.45	12000	F	99%	0%	From: Rosser Ave				C	0.098	F	0.515	13000	F	2009
						To: Main St										
Bath Ave		1300	G			From: 2nd St					0.085	F		1400	G	2009
						To: 3rd St										
Bath Avenue		250	G			From: 3rd Street					0.094	F	0.66	250	G	2009
						To: 4th Street										
Bookerdale Rd		1600	F	98%	0%	From: Lew Dewitt Blvd				C	0.104	F	0.551	1600	F	2009
						To: US 250 Main St										
Chatham Rd		180	G			From: Greenbrier Rd					0.122	F		200	G	2009
						To: Sunset Lane										
Cherry Ave		180	G			From: 13th St					0.101	F		200	G	2009
						To: 14th St										
Chestnut Ave		310	G			From: 12th St					0.144	F		340	G	2009
						To: 13th St										
Duke Rd		100	F	98%	2%	From: Rockfish Rd				C	0.162	F		100	F	2009
						To: NCL Waynesboro										
Edward Avenue		300	G			From: SR 254					0.130	F	0.582	300	G	2009
						To: Hickory Street										
Florence Ave		1300	G			From: Hemlock St					0.099	F		1400	G	2009
						To: Bridge Ave										
Monticello St		90	G			From: Bader St					0.202	F		100	G	2009
						To: Dead End										
Pelham Drive		3000	F	98%	1%	From: US 250 Jefferson Hwy				C	0.093	F	0.525	3000	F	2009
						To: Village Dr										