

2020
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report

120

City of Martinsville

Information in this report is included in Report

44

(Henry 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 Martinsville

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: 44-667 Koehler Rd 57 Fayette St	City of Martinsville	1.34	2700	G	99%	1%	0%	0%	0%	F	0.111	F	0.572	2900	G	
To: Pine Hall Rd 57 Fayette St	City of Martinsville	0.34	3200	G	99%	1%	0%	0%	0%	C	0.106	F	0.554	3400	G	
From: US 220 Memorial Blvd Bus 57 220 Memorial Blvd	City of Martinsville	0.85	9500	G	97%	1%	1%	0%	2%	C	0.086	F	0.525	10000	G	
To: Broad St Bus 57 220 Memorial Blvd	City of Martinsville	0.25	13000	G	97%	1%	1%	0%	2%	F	0.085	F	0.555	14000	G	
From: US 58; BUS US 220 Bus 57 58 Starling Ave		0.82	7500	G	98%	1%	1%	0%	0%	C	0.085	F	0.521	8000	G	
To: Mulberry Rd Bus 57 58 Starling Ave	City of Martinsville	0.18	6500	G	98%	1%	1%	0%	0%	F	0.086	F	0.542	6900	G	
From: Church St Bus 57 58 Church St		0.10	7700	G	98%	1%	1%	0%	0%	C	0.086	F	0.595	8200	G	
To: Church St Ext Bus 57 58 Church St	City of Martinsville	0.28	7500	G	98%	1%	1%	0%	0%	F	0.084	F	0.635	8100	G	
From: Fairy St Bus 57 58 E Church Rd	City of Martinsville	0.26	7800	G	98%	1%	1%	0%	0%	F	0.087	F	0.615	8300	G	
To: Brookdale St Bus 57 58 E Church Rd	City of Martinsville	0.13	11000	G	98%	1%	1%	0%	1%	F	0.078	F	0.583	11000	G	
From: Hooker St Bus 57 58 E Church Rd	City of Martinsville	0.77	13000	G	98%	1%	1%	0%	1%	C	0.084	F	0.583	14000	G	
To: ECL Martinsville Bus 58 220 Memorial Blvd	City of Martinsville	0.71	15000	G	97%	0%	1%	1%	1%	C	0.087	F	0.585	16000	G	
From: SR 57 Starling Avenue Bus 58 57 Starling Ave	City of Martinsville	0.82	7500	G	98%	1%	1%	0%	0%	C	0.085	F	0.521	8000	G	
To: Bus US 220 Memorial Blvd Bus 58 57 Starling Ave	City of Martinsville	0.18	6500	G	98%	1%	1%	0%	0%	F	0.086	F	0.542	6900	G	
From: Church St Bus 58 57 Church St	City of Martinsville	0.10	7700	G	98%	1%	1%	0%	0%	C	0.086	F	0.595	8200	G	
To: Starling Ave Bus 58 57 Church St	City of Martinsville	0.10	7700	G	98%	1%	1%	0%	0%	C	0.086	F	0.595	8200	G	
From: Oakdale St; Starling Ave Bus 58 57 Church St	City of Martinsville	0.28	7500	G	98%	1%	1%	0%	0%	F	0.084	F	0.635	8100	G	
To: Church St Ext Bus 58 57 Church St	City of Martinsville	0.28	7500	G	98%	1%	1%	0%	0%	F	0.084	F	0.635	8100	G	
From: Fairy St																

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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						
Bus 58 57 E Church Rd	From: Fairy St City of Martinsville	0.26	7800	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.615	8300	G
Bus 58 57 E Church Rd	To: Brookdale St From: City of Martinsville	0.13	11000	G	98%	1%	1%	0%	1%	0%	F	0.078	F	0.583	11000	G
Bus 58 57 E Church Rd	To: Hooker St From: City of Martinsville	0.77	13000	G	98%	1%	1%	0%	1%	0%	C	0.084	F	0.583	14000	G
	To: ECL Martinsville															
174 Liberty St	From: NCL Martinsville City of Martinsville	0.49	11000	G	96%	1%	1%	0%	2%	0%	F	0.103	F	0.534	12000	G
174 Liberty St	To: Inman St From: City of Martinsville	0.20	12000	G	96%	1%	1%	0%	2%	0%	F	0.098	F	0.545	13000	G
174 Liberty St	To: Clearview Dr From: City of Martinsville	0.60	7400	G	96%	1%	1%	0%	2%	0%	C	0.087	F	0.596	8100	G
	To: Commonwealth Blvd															
Bus 220 Bus 58 Memorial Blvd	From: SCL MARTINSVILLE	0.71	15000	G	97%	0%	1%	1%	1%	0%	C	0.087	F	0.585	16000	G
Bus 220 57 Memorial Blvd	To: STARLING AVE From: City of Martinsville	0.25	13000	G	97%	1%	1%	0%	2%	0%	F	0.085	F	0.555	14000	G
Bus 220 57 Memorial Blvd	To: Broad Street From: City of Martinsville	0.85	9500	G	97%	1%	1%	0%	2%	0%	C	0.086	F	0.525	10000	G
Bus 220 Memorial Blvd	To: Fayette St From: City of Martinsville	0.65	10000	G	98%	0%	0%	0%	1%	0%	C	0.087	F	0.526	11000	G
	To: NCL Martinsville															
457 Church St	From: SR 57 BUS US 220 Memorial Blvd City of Martinsville	0.59	3800	G	98%	0%	0%	0%	1%	0%	F	0.091	F	0.583	4000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		6700	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.566	7100	G
457 Market St	To: Moss St From: Fayette St City of Martinsville	0.20	8800	G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.54	9400	G
457 Commonwealth Blvd	To: Commonwealth Blvd From: Market St City of Martinsville	0.56	12000	G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.52	13000	G
457 Commonwealth Blvd	To: Northside Dr From: City of Martinsville	0.36	16000	G	98%	0%	0%	0%	1%	0%	C	0.087	F	0.552	17000	G
	Combined Traffic Estimates for Parallel Roadways on this Route:		NA									NA			NA	
457 Commonwealth Blvd	To: Fairy St From: City of Martinsville	0.48	4800	G	98%	0%	0%	0%	1%	0%	F	0.086	F	0.524	5100	G
	Combined Traffic Estimates for Parallel Roadways on this Route:		NA									NA			NA	
	To: Chatham Rd															

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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						
457 Chatham Rd	From: Commonwealth Blvd															
	City of Martinsville	0.99	4100	G	98%	0%	1%	1%	1%	0%	C	0.095	F	0.551	4300	G
	To: ECL Martinsville															
457 Fayette St	From: US 220 Memorial Blvd															
	City of Martinsville	0.61	2900	G	99%	1%	0%	0%	0%	0%	C	0.097	F	0.544	3100	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		6700	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.566	7100	G
	To: SR 457 Market St															
457 Fairy St	From: SR 457 Commonwealth Blvd															
	City of Martinsville	0.29	6200	G	98%	1%	0%	0%	1%	0%	C	0.091	F	0.595	6600	G
	Combined Traffic Estimates for Parallel Roadways on this Route:		NA									NA			NA	
	To: Bus US 58 Church St															

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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 Martinsville																
(4501) Mulberry Rd	1.41	2100	G	99%	0%	1%	0%	0%	0%	C	0.093	F	0.596	2200	G	2020
(4501) Mulberry Rd	0.21	4000	G	99%	0%	0%	0%	0%	0%	C	0.096	F	0.552	4200	G	2020
(4501) Mulberry Rd	0.18	6600	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.54	7000	G	2020
(4501) Market St	0.87	6600	G	98%	1%	1%	0%	0%	0%	C	0.091	F	0.515	7000	G	2020
(4502) W Church St	0.36	2000	G	99%	1%	1%	0%	0%	0%	F	0.102	F	0.717	2100	G	2020
(4502) E Church St	0.12	3000	G	99%	1%	1%	0%	0%	0%	C	0.098	F		3200	G	2020
(4502) E Church St	0.33	4400	G	98%	0%	0%	0%	1%	0%	F	0.098	F	0.705	4700	G	2020
(4504) Commonwealth Blvd	1.00	14000	G	98%	0%	0%	0%	1%	0%	C	0.086	F	0.575	15000	G	2020
(4506) Stultz Rd	0.73	3000	G	98%	0%	0%	0%	1%	0%	F	0.101	F	0.505	3200	G	2020
(4506) Clearview Dr	0.08	8900	G	98%	0%	0%	0%	1%	0%	F	0.092	F	0.514	9500	G	2020
(4506) Clearview Dr	0.14	5800	G	98%	0%	0%	0%	1%	0%	F	0.095	F	0.508	6200	G	2020
(4506) Clearview Dr		2200	G	96%	1%	1%	2%	0%	0%	C	0.097	F	0.613	2300	G	2020
(4507) Rives Rd	1.34	4500	G	98%	1%	0%	0%	0%	0%	C	0.098	F	0.522	4800	G	2020
(4507) Rives Rd	0.34	3600	G	98%	1%	0%	0%	0%	0%	F	0.102	F	0.633	3800	G	2020
(4509) Rivermont Heights	0.39	1100	G	97%	1%	2%	0%	0%	0%	C	0.098	F	0.536	1100	G	2020
(4511) Forest St	0.56	1700	G	98%	1%	0%	0%	0%	0%	C	0.101	F	0.569	1800	G	2020
(4515) Askin St		280	G	96%	2%	2%	0%	0%	0%	C	0.097	F	0.529	300	G	2020
(4517) Spruce St	0.23	4900	G	99%	0%	0%	0%	0%	0%	F	0.093	F	0.508	5300	G	2020
(4517) Spruce St	0.39	4600	G	99%	0%	0%	0%	0%	0%	C	0.094	F	0.524	4900	G	2020
(4517) Spruce St	0.44	6200	G	99%	0%	0%	0%	0%	0%	F	0.101	F	0.645	6600	G	2020
(4519) Brookdale St	0.53	7400	G	98%	1%	0%	0%	0%	0%	C	0.086	F	0.575	7900	G	2020
(4519) Brookdale St	0.41	5900	G	98%	1%	0%	0%	0%	0%	F	0.084	F	0.587	6300	G	2020

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City of Martinsville

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						2Axle	3+Axle	1Trail	2Trail							
City of Martinsville																
(4521) Parkview Ave	0.32	690	G	99%	1%	1%	0%	0%	0%	C	0.102	F	0.621	730	G	2020
						From: Mulberry Rd										
						To: Spruce St										
(4521) Parkview Ave	0.17	1600	G	98%	1%	1%	0%	0%	0%	C	0.094	F	0.611	1700	G	2020
						From: Brookdale St										
(4523) Cleveland Ave	0.36	2500	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.504	2700	G	2020
						From: US 58 Bus Starling Ave										
						To: Church St										
(4525) Broad St	0.45	780	G	95%	2%	1%	0%	1%	0%	C	0.115	F	0.708	830	G	2020
						From: Memorial Blvd										
(4525) Broad St	0.18	670	G	98%	1%	1%	0%	0%	0%	C	0.100	F	0.529	710	G	2020
						From: Market St										
						To: Church St										
(4527) Bridge St	0.43	5200	G	99%	0%	0%	0%	0%	0%	C	0.087	F	0.563	5600	G	2020
						From: Memorial Blvd										
(4527) Bridge St	0.17	1400	G	98%	1%	0%	0%	0%	0%	C	0.095	F	0.681	1400	G	2020
						From: Market St										
						To: Church St										
(4527) Bridge St	0.18	1000	G	99%	0%	0%	0%	0%	0%	F	0.101	F		1100	G	2020
						From: 120-4502 Church St										
						To: 120-4553 Main St										
(4529) Ellsworth St	0.18	1800	G	99%	0%	0%	0%	0%	0%	F	0.103	F	0.615	2000	G	2020
						From: Market St										
(4529) Lester St	0.35	2300	G	98%	1%	0%	0%	0%	0%	C	0.108	F	0.535	2400	G	2020
						From: Church St										
						To: Commonwealth Blvd										
(4531) Walnut St	0.05	1100	G	98%	1%	0%	0%	0%	0%	F	0.115	F		1200	G	2020
						From: Church St										
(4531) Franklin St	0.09	1300	G	98%	1%	0%	0%	0%	0%	F	0.114	F		1400	G	2020
						From: Main St										
(4531) Franklin St	0.61	1500	G	98%	1%	1%	0%	0%	0%	C	0.117	F	0.617	1600	G	2020
						From: Jones St										
						To: Liberty St										
(4533) Liberty St	0.07	2500	G	95%	2%	2%	0%	0%	0%	C	0.096	F	0.524	2700	G	2020
						From: SR 457 Commonwealth Blvd										
(4533) Liberty St	0.10	1600	G	98%	0%	1%	0%	0%	0%	C	0.095	F	0.508	1700	G	2020
						From: Moss St										
						To: Franklin St										
(4535) Northside Dr		5800	G	98%	1%	1%	0%	0%	0%	C	0.095	F	0.55	6200	G	2020
						From: Commonwealth Blvd										
						To: Clearview Dr										
(4539) Hooker St	0.39	5900	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.522	6300	G	2020
						From: Chatham Rd										
						To: Commonwealth Blvd										
(4541) Barrows Mill Rd	0.67	2600	G	98%	1%	1%	0%	0%	0%	F	0.102	F	0.597	2800	G	2020
						From: Clearview Dr										
						To: NCL Martinsville										
(4542) Hairston St	0.53	1100	G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.530	1200	G	2020
						From: Starling Ave										
						To: Rives Rd										
(4543) Moss St	0.05	1300	G	99%	0%	1%	0%	0%	0%	F	0.11	F	0.768	1400	G	2020
						From: Church St										
						To: Main St										
(4543) Main St		830	G	99%	0%	1%	0%	0%	0%	F	0.112	F		880	G	2020
						From: Moss St										
						To: Jones St										

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City of Martinsville

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Martinsville																
(4543) Main St		1900	N	99%	0%	1%	0%	0%	0%	N	0.105	F		2100	N	2020
						From: Jones St										
						To: Franklin St										
(4543) Main St	0.25	1900	G	99%	0%	1%	0%	0%	0%	C	0.105	F		2100	G	2020
						From: Clay St										
						To: Main St										
(4543) Clay St	0.04	2400	G	99%	0%	1%	0%	0%	0%	F	0.098	F		2600	G	2020
						From: Church St										
						To: C St										
3rd St		490	G								0.118	F	0.646	530	G	2020
						From: Luck St										
						To: Ainsley St.										
Glade St		390	G								0.11	F	0.593	430	G	2020
						From: Clift St										
						To: Branch St										
Highland St		260	G								0.124	F	0.562	270	G	2020
						From: Mulberry Road										
						To: River Forest Place										
Knollwood Place		300	G								0.120	F	0.556	300	G	2020
						From: Ranson Rd South										
						To: Ranson Rd North										
Oakgrove Ave		190	G								0.104	F	0.592	210	G	2020
						From: Church Street Ext										
						To: Madison Street										
Randolph St		310	G								0.27	F	0.65	310	G	2020
						From: Knollwood Pl										
						To: Morningside Lane										
River Forest Pl		70	G								0.147	F	0.724	70	G	2020
						From: Cherokee Trail										
						To: Corn Tassel Trail										
Root Trail		280	G								0.102	F	0.553	300	G	2020
						From: Prospect Hill Dr										
						To: Indian Trail										
Spruce St		2900	G								0.101	F	0.642	3100	G	2020