

2017
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
 Bus - Business Route
Bypass - Bypass Route
Truck - Truck Route
- ALT
 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.

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2017
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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						
East 64	From: WCL Waynesboro															
	City of Waynesboro (Maint: 07)	0.23	21000	G	89%	1%	1%	1%	9%	0%	F	0.079		20000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		42000	G	89%	1%	1%	1%	9%	0%	F	0.081	F	0.529	41000	G
East 64	To: US 340 Stuarts Draft Hwy															
	City of Waynesboro (Maint: 07)	1.95	21000	A	89%	1%	1%	1%	9%	0%	C	0.102		21000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		43000	A	89%	1%	1%	1%	9%	0%	C	0.104	A	0.622	42000	A
East 64	To: Delphine Ave, To 07-624															
	City of Waynesboro (Maint: 07)	0.70	20000	A	89%	1%	1%	1%	9%	0%	F	0.105		19000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		39000	A	89%	1%	1%	1%	9%	0%	F	0.107	A	0.546	38000	A
East 64 Ramp	To: ECL Waynesboro															
	From: I-64 East															
	City of Waynesboro (Maint: 07)	0.22	3300	G								0.097		3300	G	
West 64	To: 136-5118 Delphine Ave															
	From: WCL Waynesboro															
	City of Waynesboro (Maint: 07)	0.43	21000	G	89%	1%	1%	1%	9%	0%	F	0.085		21000	G	
West 64	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		42000	G	89%	1%	1%	1%	9%	0%	F	0.081	F	0.529	41000	G
	To: US 340 Stuarts Draft Hwy															
	City of Waynesboro (Maint: 07)	2.15	22000	A	89%	1%	1%	1%	9%	0%	C	0.114		21000	A	
West 64	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		43000	A	89%	1%	1%	1%	9%	0%	C	0.104	A	0.622	42000	A
	To: Delphine Ave, To 07-624															
	City of Waynesboro (Maint: 07)	0.30	20000	A	89%	1%	1%	1%	9%	0%	F	0.12		19000	A	
West 64 Ramp	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		39000	A	89%	1%	1%	1%	9%	0%	F	0.107	A	0.546	38000	A
	To: ECL Waynesboro															
	From: I-64 West															
City of Waynesboro (Maint: 07)	0.24	1500	G								0.162		1500	G		
250 Main St	From: WCL Waynesboro															
	City of Waynesboro	0.84	18000	G	99%	0%	0%	0%	0%	0%	F	0.091		0.532	20000	G
250 Main St	To: Carman Ave															
	City of Waynesboro	0.30	19000	G	99%	0%	0%	0%	0%	0%	F	0.087		0.501	20000	G
250 Main St	To: Hopeman Pkwy															
	City of Waynesboro	0.67	12000	G	99%	0%	0%	0%	0%	0%	F	0.088		0.506	13000	G
250 Broad St	To: US 340 Rosser Ave															
	City of Waynesboro	0.25	14000	F	99%	0%	0%	0%	0%	0%	F	0.085		0.902	15000	F
250 Broad St	To: Poplar Ave															
	City of Waynesboro	0.50	11000	F	99%	0%	0%	0%	0%	0%	F	0.084		0.589	12000	F
	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	10000	F	99%	0%	0%	0%	0%	F	0.083		0.589	11000	F	
To: Arch Ave 250 Broad St	City of Waynesboro	0.44	10000	F	98%	0%	1%	0%	1%	C	0.085		0.531	11000	F	
From: US 340 Main St 250 340 Main St	City of Waynesboro	0.19	11000	G	98%	0%	1%	0%	1%	F	0.090		0.562	12000	G	
To: US 340 Broad St 250 Main St	City of Waynesboro	1.00	8200	G	96%	0%	1%	1%	1%	F	0.095		0.613	8800	G	
From: US 340 Delphine Ave 250 Main St	City of Waynesboro	0.44	8000	G	96%	0%	1%	1%	1%	C	0.094		0.647	8500	G	
To: Hunter St 254 Ivy St	City of Waynesboro	1.19	5700	G	98%	0%	1%	0%	1%	C	0.091		0.563	6100	G	
From: WCL Waynesboro 254 Ivy St	City of Waynesboro	0.52	5800	G	98%	0%	1%	0%	1%	F	0.101		0.622	6200	G	
To: Hopeman Pkwy 254 Poplar Ave	City of Waynesboro	0.30	11000	G	98%	1%	1%	0%	0%	C	0.088		0.573	12000	G	
From: King Ave 254 Poplar Ave	City of Waynesboro	0.07	2900	F	98%	1%	1%	0%	0%	F	0.109		0.576	3100	F	
To: Broad St 340 Rosser Ave	City of Waynesboro	0.34	19000	G	97%	0%	1%	0%	1%	F	0.084		0.559	20000	G	
From: WCL Waynesboro 340 Rosser Ave	City of Waynesboro	0.56	30000	G	99%	0%	1%	0%	0%	F	0.088		0.53	32000	G	
To: I-64 340 Rosser Ave	City of Waynesboro	0.71	17000	G	99%	0%	1%	0%	0%	C	0.086		0.513	18000	G	
From: Lew Dewitt Blvd 340 Rosser Ave	City of Waynesboro	0.61	12000	G	99%	0%	1%	0%	0%	F	0.088		0.521	13000	G	
To: Northgate Ave 340 Rosser Ave	City of Waynesboro	0.56	12000	G	99%	0%	1%	0%	0%	F	0.085		0.505	12000	G	
From: Forrest Dr 340 Main St	City of Waynesboro	0.38	7700	F	99%	0%	1%	0%	0%	F	0.087		0.514	8200	F	
To: US 250 Main St 340 Main St	City of Waynesboro	0.35	6100	F	99%	0%	1%	0%	0%	F	0.086		0.504	6500	F	
From: New Hope Rd 340 Main St	City of Waynesboro	0.14	4200	F	99%	0%	1%	0%	0%	F	0.085		0.505	4500	F	
To: Wayne Ave 340 Main St	City of Waynesboro															
From: Arch Ave																

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							2Axle	3+Axle	1Trail	2Trail						
From: [] To: [] 340 Main St	City of Waynesboro	0.39	5100	F	99%	0%	1%	0%	0%	0%	F	0.101	0.567	5400	F	
From: [] To: [] 340 250 Main St	City of Waynesboro	0.19	11000	G	98%	0%	1%	0%	1%	0%	F	0.090	0.562	12000	G	
From: [] To: [] 340 Delphine Ave	City of Waynesboro	0.25	12000	G	96%	1%	1%	1%	2%	0%	F	0.086	0.549	12000	G	
From: [] To: [] 340 Delphine Ave	City of Waynesboro	0.60	12000	G	96%	1%	1%	1%	2%	0%	F	0.085	0.541	12000	G	
From: [] To: [] 340 Delphine Ave	City of Waynesboro	0.81	8900	G	96%	1%	1%	1%	2%	0%	F	0.087	0.557	9500	G	
From: [] To: [] 340 Delphine Ave	City of Waynesboro	0.25	10000	G	96%	1%	1%	1%	2%	0%	C	0.088	0.613	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	340	G	94%	3%	2%	0%	0%	0%	F	0.134		0.625	360	G	2017
						Shenandoah Ave										
						A Street										
(2) A St	0.22	1400	G	98%	1%	1%	0%	0%	0%	C	0.111		0.608	1500	G	2017
						Kirby Ave										
						ECL Waynesboro										
(5100) Thirteenth St	0.63	3500	G	99%	0%	1%	0%	0%	0%	F	0.100		0.537	3700	G	2017
						Rosser Ave										
						Pine Ave										
(5100) Thirteenth St	0.43	2100	G	99%	0%	1%	0%	0%	0%	C	0.099		0.54	2300	G	2017
						Arch Ave										
(5101) Davis Rd	0.09	3500	G	99%	0%	0%	0%	0%	0%	F	0.092		0.518	3700	G	2017
						Northgate Ave										
						Vedette St										
(5101) Vedette Ave	0.68	3400	G	99%	0%	0%	0%	0%	0%	C	0.091		0.537	3600	G	2017
						Davis Rd										
						Main St										
(5103) Northgate Ave	0.33	2900	G	99%	0%	0%	0%	0%	0%	C	0.102		0.519	3100	G	2017
						US 340 Rosser Ave										
						Meadowbrook Rd										
(5103) Meadowbrook Rd	0.76	3200	G	100%	0%	0%	0%	0%	0%	C	0.106		0.507	3400	G	2017
						Northgate Ave										
						Lyndhurst Rd										
(5104) Hopeman Pkwy	0.89	10000	G	97%	0%	1%	0%	1%	0%	F	0.086		0.516	11000	G	2017
						Main St										
						Ivy St										
(5104) Hopeman Pkwy	0.96	8600	G	97%	0%	1%	0%	1%	0%	F	0.086		0.513	9200	G	2017
						King Ave										
(5104) Hopeman Pkwy	0.58	7300	G	97%	0%	1%	0%	1%	0%	F	0.088		0.538	7800	G	2017
						Genicom Dr										
(5104) Hopeman Pkwy	0.29	6700	G	97%	0%	1%	0%	1%	0%	C	0.088		0.531	7100	G	2017
						Delphine Ave										
(5105) Lyndhurst Rd	1.61	3000	G	99%	0%	1%	0%	0%	0%	C	0.111		0.516	3200	G	2017
						SWCL Waynesboro										
						Meadowbrook Rd										
(5105) Lyndhurst Rd	0.65	5300	G	99%	0%	1%	0%	0%	0%	F	0.104		0.553	5600	G	2017
						Woodrow Ave										
(5105) Wayne Ave	0.37	5500	G	99%	0%	1%	0%	0%	0%	F	0.109		0.534	5900	G	2017
						13th St										
(5105) Wayne Ave	0.39	4800	G	99%	0%	1%	0%	0%	0%	F	0.105		0.555	5100	G	2017
						US 340 Main St										
(5105) Wayne Ave	0.08	2800	F	99%	0%	1%	0%	0%	0%	F	0.096		0.565	2900	F	2017
						US 250 Broad St										
						Ohio St										
(5105) Florence Ave	0.83	1300	G	99%	0%	1%	0%	0%	0%	F	0.098		0.603	1400	G	2017
						Bridge Ave										

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						2Axle	3+Axle	1Trail	2Trail							
City of Waynesboro																
5106 New Hope Rd	0.59	490	From Poplar Ave				1%	0%	0%	0%	F	0.160	0.793	520	G	2017
			To Hopeman Pkwy													
5106 Whitebridge Rd	0.98	1100	From Guilford Lane				1%	0%	0%	0%	C	0.110	0.525	1100	G	2017
			To NCL Waynesboro													
5107 King Ave	0.62	3800	From Ivy St				1%	0%	0%	0%	F	0.086	0.509	4000	G	2017
			To Bridge St													
5107 King Ave	0.57	3100	From Bridge St				1%	0%	0%	0%	C	0.11	0.531	3300	G	2017
			To Hopeman Pkwy													
5108 Poplar Ave	0.29	1900	From 13th St				1%	0%	0%	0%	F	0.117	0.512	2000	G	2017
			To Main St													
5109 Windsor Rd	0.43	4000	From Delphine Ave				1%	0%	0%	0%	C	0.11	0.509	4200	G	2017
			To Lyndhurst Rd													
5110 4th St	0.31	430	From Charlotte Ave				1%	0%	0%	0%	F	0.115	0.509	460	G	2017
			To Delphine Ave													
5110 4th St	0.46	2300	From Delphine Ave				1%	0%	0%	0%	C	0.1	0.525	2500	G	2017
			To Jackson Ave													
5111 Arch Ave	0.77	2300	From Wayne Ave				1%	1%	1%	0%	C	0.086	0.509	2400	G	2017
			To US 340 Main St													
5111 Arch Ave	0.08	2700	From US 340 Main St				1%	0%	1%	0%	C	0.096	0.701	2800	F	2017
			To US 250 Broad St													
5112 Bridge Ave	0.52	1700	From Hopeman Pkwy				1%	0%	0%	0%	C	0.088	0.518	1800	G	2017
			To Sherwood Ave													
5112 Second St	0.74	3500	From Sherwood Ave				1%	0%	0%	0%	F	0.086	0.573	3800	G	2017
			To US 340 Delphine Ave													
5113 Charlotte Ave	0.07	840	From US 340 Main St				1%	0%	1%	0%	F	0.110	0.534	890	F	2017
			To US 250 Broad St													
5113 Charlotte Ave	0.65	2800	From US 250 Broad St				1%	0%	1%	0%	C	0.095	0.503	2900	G	2017
			To 3rd St													
5113 3rd St	0.18	930	From Charlotte Ave				1%	0%	1%	0%	F	0.112	0.689	990	G	2017
			To Bath Ave													
5114 Shenandoah Ave	0.58	850	From Delphine Ave				1%	0%	0%	0%	C	0.111	0.618	910	G	2017
			To Kirby Ave													
5118 Delphine Ave	1.22	5000	From SCL Waynesboro				1%	2%	8%	0%	C	0.104	0.547	5300	G	2017
			To I-64													
5118 Delphine Ave	0.84	9900	From I-64				1%	2%	3%	0%	F	0.096	0.54	10000	G	2017
			To Windsor Rd													
5118 Delphine Ave	1.41	8200	From Windsor Rd				1%	2%	3%	0%	C	0.092	0.511	8700	G	2017
			To US 250 Main St													
5118 Ramp	0.19	1500	From 136-5118 Delphine Ave				1%	0%	0%	0%	C	0.147	0.593	1500	G	2017
			To I-64 East													
5118 Ramp	0.16	4000	From 136-5118 Delphine Ave				1%	0%	0%	0%	C	0.092	0.593	4000	G	2017
			To I-64 West													

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						2Axle	3+Axle	1Trail	2Trail							
City of Waynesboro																
(5119) Oak Lane	1.39	410	G	98%	0%	1%	1%	0%	0%	C	0.117		0.62	440	G	2017
(5120) Sherwood Rd	0.18	950	G	99%	0%	0%	0%	0%	0%	C	0.1		0.606	1000	G	2017
(5121) Guilford Lane	0.07	1400	G	99%	0%	0%	0%	0%	0%	F	0.104		0.564	1500	G	2017
(5121) Guilford Lane	0.08	1900	G	99%	0%	0%	0%	0%	0%	C	0.103		0.545	2000	G	2017
(5122) Lew Dewitt Blvd	1.45	12000	G	99%	0%	1%	0%	0%	0%	C	0.091		0.514	13000	G	2017
Bath Ave		1000	G								0.115		0.637	1100	G	2017
Bath Avenue		320	G								0.123		0.519	320	G	2017
Bookerdale Rd		1600	G	98%	0%	1%	0%	0%	0%	C	0.104		0.551	1600	G	2017
Chatham Rd		240	G								0.12		0.633	250	G	2017
Cherry Ave		160	G								0.128		0.568	170	G	2017
Chestnut Ave		310	G								0.126		0.540	330	G	2017
Duke Rd		100	G	98%	2%	0%	0%	0%	0%	C	0.162			100	G	2017
Edward Avenue		270	G								0.139		0.547	270	G	2017
Florence Ave		1200	G								0.101		0.572	1200	G	2017
Monticello St		110	G								0.175		0.634	110	G	2017
Pelham Drive		3000	G	98%	1%	1%	0%	0%	0%	C	0.093		0.525	3000	G	2017