

**2009**

**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**

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.

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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
-  Bypas - 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.

Virginia Department of Transportation  
Traffic Engineering Division  
2009  
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						
57 Fayette St	From: WCL Martinsville City of Martinsville	0.93	3100	F	99%	1%	0%	0%	0%	0%	F	0.089	F	0.552	3300	F
57 Fayette St	To: Pine Hall Rd City of Martinsville	0.34	3800	F	99%	1%	0%	0%	0%	0%	C	0.088	F	0.531	4000	F
57 Bus 220 Memorial Blvd	From: US 220 Memorial Blvd City of Martinsville	0.85	12000	F	97%	1%	1%	0%	2%	0%	C	0.083	F	0.534	13000	F
57 Bus 220 Memorial Blvd	To: Broad St City of Martinsville	0.25	15000	F	97%	1%	1%	0%	2%	0%	F	0.087	F	0.563	17000	F
57 Bus 58 Starling Ave	From: US 58; BUS US 220 City of Martinsville	0.85	9100	F	98%	1%	0%	0%	1%	0%	C	0.089	F	0.574	9800	F
57 Bus 58 Starling Ave	To: Mulberry Rd City of Martinsville	0.15	8200	F	98%	1%	0%	0%	1%	0%	F	0.095	F	0.554	8800	F
57 Bus 58 Church St	To: Church St From: Starling Ave City of Martinsville	0.10	12000	F	98%	1%	0%	0%	0%	0%	C	0.088	F	0.592	13000	F
57 Bus 58 Church St	From: Church St Ext City of Martinsville	0.28	10000	F	98%	1%	0%	0%	0%	0%	F	0.088	F	0.605	11000	F
57 Bus 58 E Church Rd	To: Fairy St City of Martinsville	0.26	10000	F	98%	1%	0%	0%	0%	0%	F	0.091	F	0.621	11000	F
57 Bus 58 E Church Rd	From: Brookdale St City of Martinsville	0.13	13000	F	98%	1%	1%	0%	1%	0%	F	0.087	F	0.588	14000	F
57 Bus 58 E Church Rd	To: Hooker St City of Martinsville	0.77	16000	F	98%	1%	1%	0%	1%	0%	C	0.085	F	0.62	17000	F
58 Bus 220 Memorial Blvd	To: ECL Martinsville From: SCL Martinsville City of Martinsville	0.71	20000	F	97%	1%	1%	1%	1%	0%	C	0.079	F	0.513	22000	F
58 Bus 57 Starling Ave	To: SR 57 Starling Avenue From: Bus US 220 Memorial Blvd City of Martinsville	0.85	9100	F	98%	1%	0%	0%	1%	0%	C	0.089	F	0.574	9800	F
58 Bus 57 Starling Ave	To: Mulberry Rd City of Martinsville	0.15	8200	F	98%	1%	0%	0%	1%	0%	F	0.095	F	0.554	8800	F
58 Bus 57 Church St	To: Church St From: Starling Ave City of Martinsville	0.10	12000	F	98%	1%	0%	0%	0%	0%	C	0.088	F	0.592	13000	F
58 Bus 57 Church St	To: Oakdale St; Starling Ave From: Church St Ext City of Martinsville	0.28	10000	F	98%	1%	0%	0%	0%	0%	F	0.088	F	0.605	11000	F
	To: Fairy St															

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							2Axle	3+Axle	1Trail	2Trail						
Bus 58 57 E Church Rd	From: Fairy St City of Martinsville	0.26	10000	F	98%	1%	0%	0%	0%	0%	F	0.091	F	0.621	11000	F
Bus 58 57 E Church Rd	To: Brookdale St From: City of Martinsville	0.13	13000	F	98%	1%	1%	0%	1%	0%	F	0.087	F	0.588	14000	F
Bus 58 57 E Church Rd	To: Hooker St From: City of Martinsville	0.77	16000	F	98%	1%	1%	0%	1%	0%	C	0.085	F	0.62	17000	F
	To: ECL Martinsville From: City of Martinsville															
174 Liberty St	To: NCL Martinsville From: City of Martinsville	0.49	13000	F	97%	1%	0%	0%	2%	0%	F	0.095	F	0.548	14000	F
174 Liberty St	To: Inman St From: City of Martinsville	0.20	13000	F	97%	1%	0%	0%	2%	0%	F	0.096	F	0.545	14000	F
174 Liberty St	To: Clearview Dr From: City of Martinsville	0.60	9000	F	97%	1%	0%	0%	2%	0%	C	0.086	F	0.623	9900	F
	To: Commonwealth Blvd From: City of Martinsville															
Bus 220 Bus 58 Memorial Blvd	To: SCL MARTINSVILLE From: City of Martinsville	0.71	20000	F	97%	1%	1%	1%	1%	0%	C	0.079	F	0.513	22000	F
Bus 220 57 Memorial Blvd	To: STARLING AVE From: City of Martinsville	0.25	15000	F	97%	1%	1%	0%	2%	0%	F	0.087	F	0.563	17000	F
Bus 220 57 Memorial Blvd	To: Broad Street From: City of Martinsville	0.85	12000	F	97%	1%	1%	0%	2%	0%	C	0.083	F	0.534	13000	F
Bus 220 Memorial Blvd	To: Fayette St From: City of Martinsville	0.65	14000	F	98%	0%	0%	0%	1%	0%	C	0.082	F	0.506	15000	F
	To: NCL Martinsville From: City of Martinsville															
457 Church St	From: SR 57 BUS US 220 Memorial Blvd City of Martinsville	0.59	5300	F	98%	1%	0%	0%	1%	0%	F	0.086	F	0.507	5900	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		9700	F	99%	0%	0%	0%	0%	0%	F	0.084	F	0.528	10000	F
457 Market St	To: Moss St From: Fayette St City of Martinsville	0.20	10000	F	98%	1%	0%	0%	1%	0%	F	0.088	F	0.526	11000	F
457 Commonwealth Blvd	To: Commonwealth Blvd From: Market St City of Martinsville	0.56	15000	F	98%	1%	0%	0%	1%	0%	F	0.09	F	0.515	16000	F
457 Commonwealth Blvd	To: Northside Dr From: City of Martinsville	0.36	19000	F	98%	1%	0%	0%	1%	0%	C	0.089	F	0.521	21000	F
457 Commonwealth Blvd	To: Fairy St From: City of Martinsville	0.48	5700	F	98%	1%	0%	0%	1%	0%	F	0.089	F	0.503	6300	F
	To: Chatham Rd From: City of Martinsville															



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							2Axle	3+Axle	1Trail	2Trail						
457 Chatham Rd	From: Commonwealth Blvd															
	City of Martinsville	0.99	4800	F	98%	0%	0%	0%	0%	C	0.089	F	0.587	5300	F	
	To: ECL Martinsville															
457 Fayette St	From: US 220 Memorial Blvd															
	City of Martinsville	0.61	4400	F	100%	0%	0%	0%	0%	C	0.084	F	0.504	4100	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		9700	F	99%	0%	0%	0%	0%	F	0.084	F	0.528	10000	F	
	To: SR 457 Market St															
457 Fairy St	From: SR 457 Commonwealth Blvd															
	City of Martinsville	0.29	7800	F	98%	1%	0%	0%	1%	C	0.092	F	0.573	8500	F	
	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							
<b>City of Martinsville</b>																
(4501) Mulberry Rd	1.41	2900	F	99%	0%	0%	0%	0%	0%	F	0.094	F	0.667	3200	F	2009
						From: Lanier Rd										
(4501) Mulberry Rd	0.21	5200	F	99%	0%	0%	0%	0%	0%	C	0.09	F	0.597	5700	F	2009
						From: Spruce St										
(4501) Mulberry Rd	0.18	8200	F	99%	0%	0%	0%	0%	0%	F	0.096	F	0.547	9000	F	2009
						From: Rives Rd										
(4501) Market St	0.87	9300	F	99%	0%	0%	0%	0%	0%	C	0.091	F	0.501	8900	F	2009
						From: US 58 Bus Starling Ave										
						To: Starling Ave										
						To: Church St										
(4502) W Church St	0.36	2600	F	99%	1%	0%	0%	0%	0%	F	0.104	F	0.727	2800	F	2009
						From: SR 457 Market St										
(4502) E Church St	0.12	3800	F	99%	1%	0%	0%	0%	0%	C	0.102	F		4100	F	2009
						From: Broad St										
(4502) E Church St	0.33	6100	F	99%	0%	0%	0%	1%	0%	F	0.1	F	0.674	6700	F	2009
						From: Ellsworth St										
						To: Bus US 58 Starling Ave										
(4504) Commonwealth Blvd	1.00	19000	F	99%	0%	0%	0%	1%	0%	C	0.09	F	0.545	18000	F	2009
						From: WCL Martinsville										
						To: Market St										
(4506) Stultz Rd	0.73	3800	F	99%	0%	0%	0%	1%	0%	F	0.093	F	0.567	4200	F	2009
						From: WCL Martinsville										
(4506) Clearview Dr	0.08	10000	F	99%	0%	0%	0%	1%	0%	F	0.089	F	0.522	11000	F	2009
						From: Liberty St										
(4506) Clearview Dr	0.14	6900	F	99%	0%	0%	0%	1%	0%	F	0.088	F	0.575	7500	F	2009
						From: Northside Dr										
(4506) Clearview Dr	0.86	2700	F	97%	1%	1%	1%	0%	0%	C	0.1	F	0.609	3000	F	2009
						From: Barrows Mill Rd										
						To: NCL Martinsville										
(4507) Rives Rd	1.34	5300	F	99%	0%	0%	0%	0%	0%	C	0.096	F	0.519	5800	F	2009
						From: SCL Martinsville										
(4507) Rives Rd	0.34	3800	F	99%	0%	0%	0%	0%	0%	F	0.096	F	0.549	4200	F	2009
						From: Circle Ct										
						To: Mulberry Rd										
(4509) Rivermont Heights	0.39	1300	F	99%	0%	0%	0%	0%	0%	F	0.095	F	0.536	1400	F	2009
						From: SCL Martinsville										
						To: Memorial Blvd										
(4511) Forest St	0.56	1800	F	99%	0%	0%	0%	0%	0%	F	0.088	F	0.575	1900	F	2009
						From: Starling Ave Bus US 58										
						To: Smith Lake Rd										
(4515) Askin St	0.97	300	F	99%	0%	0%	0%	0%	0%	F	0.125	F	0.59	320	F	2009
						From: 44-801SCL Martinsville										
						To: C4US 220										
(4517) Spruce St	0.23	5600	F	99%	0%	0%	0%	0%	0%	F	0.091	F	0.55	6000	F	2009
						From: Mulberry Rd										
(4517) Spruce St	0.39	5900	F	99%	0%	0%	0%	0%	0%	C	0.097	F	0.671	6300	F	2009
						From: Parkview Ave										
(4517) Spruce St	0.44	7100	F	99%	0%	0%	0%	0%	0%	F	0.092	F	0.651	7600	F	2009
						From: Brookdale St										
						To: ECL Martinsville										
(4519) Brookdale St	0.53	12000	F	98%	1%	1%	0%	0%	0%	C	0.085	F	0.528	13000	F	2009
						From: Bus US 58										
(4519) Brookdale St	0.41	7300	F	98%	0%	0%	0%	0%	0%	C	0.091	F	0.605	7800	F	2009
						From: Parkview Ave										
						To: Spruce 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							
<b>City of Martinsville</b>																
(4521) Parkview Ave	0.32	900	F	99%	0%	From: Mulberry Rd To: Spruce St				F	0.098	F	0.508	970	F	2009
(4521) Parkview Ave	0.17	2400	F	99%	0%	From: Spruce St To: Brookdale St				C	0.094	F	0.504	2500	F	2009
(4523) Cleveland Ave	0.36	3300	F	99%	0%	From: US 58 Bus Starling Ave To: Church St				F	0.103	F	0.546	3500	F	2009
(4525) Broad St	0.45	1400	F	95%	1%	From: Memorial Blvd To: Market St				C	0.111	F	0.645	1500	F	2009
(4525) Broad St	0.18	1000	F	95%	1%	From: Market St To: Church St				F	0.116	F	0.695	1100	F	2009
(4527) Bridge St	0.43	5900	F	99%	0%	From: Memorial Blvd To: Market St				C	0.086	F	0.603	6300	F	2009
(4527) Bridge St	0.17	2300	F	99%	0%	From: Market St To: Church St				F	0.100	F	0.564	2500	F	2009
(4527) Bridge St	0.18	1400	F	99%	0%	From: 120-4502 Church St To: 120-4553 Main St				F	0.101	F		1500	F	2009
(4529) Ellsworth St	0.18	2200	F	99%	0%	From: Market St To: Church St				F	0.104	F	0.549	2400	F	2009
(4529) Lester St	0.35	4400	F	99%	0%	From: Church St To: Commonwealth Blvd				C	0.101	F	0.598	4200	F	2009
(4531) Walnut St	0.05	1400	F	99%	0%	From: Church St To: Main St				F	0.117	F		1500	F	2009
(4531) Franklin St	0.09	2100	F	99%	0%	From: Main St To: Jones St				F	0.103	F	0.763	2300	F	2009
(4531) Franklin St	0.61	1100	F	99%	0%	From: Jones St To: Liberty St				F	0.123	F	0.546	1200	F	2009
(4533) Liberty St	0.07	3500	F	96%	2%	From: SR 457 Commonwealth Blvd To: Moss St				C	0.103	F	0.521	3800	F	2009
(4533) Liberty St	0.10	2400	F	96%	2%	From: Moss St To: Franklin St				F	0.104	F	0.599	2600	F	2009
(4535) Northside Dr	0.80	6300	F	99%	0%	From: Commonwealth Blvd To: Clearview Dr				C	0.098	F	0.558	6900	F	2009
(4539) Hooker St	0.39	6500	F	99%	0%	From: Chatham Rd To: Commonwealth Blvd				F	0.085	F	0.555	7100	F	2009
(4541) Barrows Mill Rd	0.67	2500	F	99%	0%	From: Clearview Dr To: NCL Martinsville				F	0.095	F	0.534	2800	F	2009
(4542) Hairston St	0.53	1200	F	98%	1%	From: Starling Ave To: Rives Rd				C	0.111	F	0.574	1400	F	2009
(4543) Moss St	0.05	1800	F	99%	1%	From: Church St To: Main St				F	0.1	F	0.884	2000	F	2009
(4543) Main St	0.13	1200	F	99%	1%	From: Moss St To: Jones St				F	0.112	F		1300	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							
<b>City of Martinsville</b>																
(4543) Main St	0.04	3200	G	99%	1%	0%	0%	0%	0%	F	0.098	N		3400	G	2009
						From: Jones St										
(4543) Main St	0.25	2700	F	99%	1%	0%	0%	0%	0%	C	0.098	F		3000	F	2009
						From: Franklin St										
						To: Clay St										
(4543) Clay St	0.04	3000	F	99%	1%	0%	0%	0%	0%	F	0.101	F		3300	F	2009
						From: Main St										
						To: Church St										
3rd St		1300	F								0.092	F	0.571	1300	F	2009
						From: C St										
						To: D St										
Glade St		330	F								0.114	F	0.512	350	F	2009
						From: Luck St										
						To: Ainsley St										
Highland St		580	F								0.111	F	0.529	620	F	2009
						From: Clift St										
						To: Branch St										
Knollwood Place		560	F								0.124	F	0.657	560	F	2009
						From: Mulberry Road										
						To: River Forest Place										
Oakgrove Ave		490	F								0.105	F	0.529	520	F	2009
						From: Ranson Rd South										
						To: Ranson Rd North										
Randolph St		480	F								0.142	F	0.639	480	F	2009
						From: Church Street Ext										
						To: Madison Street										
River Forest Pl		100	F								0.141	F	0.546	100	F	2009
						From: Knollwood Pl										
						To: Morningside Lane										
Root Trail		850	F								0.110	F	0.64	930	F	2009
						From: Cherokee Trail										
						To: Corn Tassel Trail										
Spruce St		3300	F								NA			3600	F	2009
						From: Prospect Hill Dr										
						To: Indian Trail										