# 2019
# Virginia Department of Transportation
# Daily Traffic Volume Estimates
# Including Vehicle Classification Estimates

where available

# Special Locality Report
# 269

Town of New Market

Information in this report is included in Report

**85**

(Shenandoah 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
Wye - Wye 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 Maintainenance 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
2019
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of New Market

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | Truck 2Axle | Truck 3+Axle | Truck 1Trail | Truck 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | From: Shenandoah County Line | | | | | | | | | | | | | | | |
| 11 South Congress St | Town of New Market (Maint: 85) | 1.16 | **4200** | **G** | 96% | 0% | 1% | 1% | 2% | 0% | C | 0.092 | F | 0.521 | 4300 | G |
| | To: US 211 South Int New Market | | | | | | | | | | | | | | | |
| | From: US 211 South Int New Market | | | | | | | | | | | | | | | |
| 11 211 Congress St | Town of New Market (Maint: 85) | 0.27 | **7000** | **G** | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.086 | F | 0.505 | 7300 | G |
| | To: US 211 North Int New Market | | | | | | | | | | | | | | | |
| | From: US 211 North Int New Market | | | | | | | | | | | | | | | |
| 11 North Congress St | Town of New Market (Maint: 85) | 0.36 | **5400** | **G** | 95% | 1% | 1% | 1% | 1% | 0% | F | 0.089 | F | 0.53 | 5600 | G |
| | To: NCL New Market | | | | | | | | | | | | | | | |
| | From: SCL New Market | | | | | | | | | | | | | | | |
| North 81 | Town of New Market (Maint: 85) | 0.85 | **21000** | **G** | 74% | 1% | 1% | 1% | 21% | 2% | F | 0.070 | F | | 21000 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | **41000** | **G** | 76% | 1% | 1% | 1% | 20% | 2% | F | 0.071 | F | 0.505 | 40000 | G |
| | To: NCL New Market | | | | | | | | | | | | | | | |
| | From: SCL New Market | | | | | | | | | | | | | | | |
| South 81 | Town of New Market (Maint: 85) | 0.24 | **22000** | **A** | 77% | 1% | 1% | 1% | 19% | 2% | F | 0.113 | A | | 21000 | A |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | **45000** | **A** | 76% | 1% | 1% | 1% | 20% | 2% | F | NA | | | 43000 | A |
| | To: US 211 Old Cross Rd | | | | | | | | | | | | | | | |
| | From: US 211 Old Cross Rd | | | | | | | | | | | | | | | |
| South 81 | Town of New Market (Maint: 85) | 0.61 | **20000** | **G** | 77% | 1% | 1% | 1% | 19% | 2% | F | 0.073 | F | | 19000 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | **41000** | **G** | 76% | 1% | 1% | 1% | 20% | 2% | F | 0.071 | F | 0.505 | 40000 | G |
| | To: NCL New Market | | | | | | | | | | | | | | | |
| | From: I-81 West of New Market | | | | | | | | | | | | | | | |
| 211 W Old Cross Rd | Town of New Market (Maint: 85) | 0.26 | **11000** | **G** | 91% | 1% | 1% | 3% | 5% | 0% | F | 0.085 | F | 0.560 | 11000 | G |
| | To: US 11 New Market South Int | | | | | | | | | | | | | | | |
| | From: US 11 S, Congress St; South Congress St | | | | | | | | | | | | | | | |
| 211 11 Congress St | Town of New Market (Maint: 85) | 0.27 | **7000** | **G** | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.086 | F | 0.505 | 7300 | G |
| | To: US 11 N, North Congress St; Congress St | | | | | | | | | | | | | | | |
| | From: US 11 New Market North Int | | | | | | | | | | | | | | | |
| 211 Lee Highway | Town of New Market (Maint: 85) | 0.45 | **6000** | **G** | 91% | 1% | 1% | 3% | 5% | 0% | C | 0.088 | F | 0.555 | 6200 | G |
| | To: ECL New Market | | | | | | | | | | | | | | | |
| | From: WCL New Market | | | | | | | | | | | | | | | |
| 211 W Old Cross Rd | Town of New Market (Maint: 85) | 0.42 | **6600** | **N** | 94% | 1% | 1% | 1% | 3% | 0% | N | 0.092 | F | 0.516 | 6800 | N |
| | To: I-81 West of New Market | | | | | | | | | | | | | | | |
| | From: SR 211 W Old Cross Rd | | | | | | | | | | | | | | | |
| 305 George Collins Parkway | Town of New Market (Maint: 85) | 1.79 | **140** | **G** | 98% | 0% | 1% | 1% | 0% | 0% | C | 0.175 | F | 0.577 | 140 | G |
| | To: Battlefield Park Entrance | | | | | | | | | | | | | | | |

Virginia Department of Transportation
Traffic Engineering Division
2019
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of New Market

| Route | Length | AADT | QA | 4Tire | Bus | Truck 2Axle | Truck 3+Axle | Truck 1Trail | Truck 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Town of New Market** | | | | | | | | | | | | | | | | |
| 619 85 Miller Lane | 0.08 | **170** | From: SCL New Market<br>**R**<br>To: SR 211; SR 305 George Collins Pkwy | | | | | | | | NA | | | NA | | 09/29/2014 |
| 719 85 Dixie Lane | 0.06 | **660** | From: US 11, North Congress St<br>**R**<br>To: 85-1001 John Sevier Rd | | | | | | | | NA | | | NA | | 11/20/2017 |
| 719 85 Dixie Lane | 0.10 | **90** | From: 85-1001 John Sevier Rd<br>**R**<br>To: Dead End | | | | | | | | NA | | | NA | | 09/29/2014 |
| 735 85 White Mill Rd | 0.05 | **810** | From: 85-1002 Old Cross Rd<br>**R**<br>To: ECL New Market | | | | | | | | NA | | | NA | | 09/29/2014 |
| 787 85 Shenandoah Dr | 0.35 | **370** | From: SR 211 Old Cross Rd<br>**R**<br>To: Cul-de-Sac | | | | | | | | NA | | | NA | | 09/29/2014 |
| 823 85 Clicks Lane | 0.40 | **1000** | From: US 11 South Congress St<br>**R**<br>To: ECL New Market | | | | | | | | NA | | | NA | | 03/28/2002 |
| 1001 85 John Sevier Rd | 0.80 | **1700** | From: 85-1020 Fairway Dr<br>**G** | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.136 | F | 0.712 | 1800 | G | 2019 |
| 1001 85 John Sevier Rd | 0.09 | **630** | To: US 211 Lee Hwy<br>From: 85-719 Dixie Lane<br>**R**<br>To: Dead End | | | | | | | | NA | | | NA | | 11/20/2017 |
| 1001 85 John Sevier Rd | 0.07 | **80** | From: US 11; US 211<br>**R**<br>To: Dead End | | | | | | | | NA | | | NA | | 09/29/2014 |
| 1002 85 Old Cross Rd | 0.05 | **2900** | From: US 11; US 211<br>**G** | 94% | 0% | 1% | 2% | 3% | 0% | F | 0.093 | F | 0.576 | 3000 | G | 2019 |
| 1002 85 Old Cross Rd | 0.37 | **2700** | To: 85-1001 John Sevier Rd<br>From: 85-1001 John Sevier Rd<br>**G** | 94% | 0% | 1% | 2% | 3% | 0% | C | 0.096 | F | 0.669 | 2800 | G | 2019 |
| 1002 85 Old Cross Rd | 0.13 | **2300** | To: 85-735 White Mill Rd<br>From: 85-735 White Mill Rd<br>**G** | 96% | 0% | 1% | 1% | 1% | 0% | C | 0.104 | F | 0.634 | 2400 | G | 2019 |
| 1003 85 Cadet Rd | 0.20 | **830** | To: ECL New Market<br>From: Dead End<br>**R**<br>To: 85-1005 Ashby Lane | | | | | | | | NA | | | NA | | 07/20/2011 |
| 1003 85 Cadet Rd | 0.05 | **400** | From: 85-1005 Ashby Lane<br>**R**<br>To: 85-1004 Stonewall St | | | | | | | | NA | | | NA | | 10/01/2014 |
| 1003 85 Cadet Rd | 0.42 | **1100** | From: 85-1004 Stonewall St<br>**G** | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.136 | F | 0.714 | 1100 | G | 2019 |
| 1004 85 Stonewall St | 0.06 | **200** | To: US 211, W Old Cross Rd<br>From: WCL New Market<br>**R**<br>To: 85-1003 Cadet Rd | | | | | | | | NA | | | NA | | 07/20/2011 |
| 1004 85 Stonewall St | 0.09 | **490** | From: 85-1003 Cadet Rd<br>**G** | 99% | 1% | 0% | 0% | 0% | 0% | C | 0.118 | F | 0.607 | 510 | G | 2019 |
| 1004 85 Stonewall St | 0.06 | **120** | To: US 11, South Congress St<br>From: US 11, South Congress St<br>**R**<br>To: 85-1001 John Sevier Rd | | | | | | | | NA | | | NA | | 10/01/2014 |
| 1005 85 Ashby Lane | 0.09 | **250** | From: 85-1003 Cadet Rd<br>**R**<br>To: US 11, South Congress St | | | | | | | | NA | | | NA | | 11/20/2017 |
| 1006 85 East Seminary Lane | 0.06 | **190** | From: US 11 Congress St<br>**R**<br>To: 85-1001 John Sevier Rd | | | | | | | | NA | | | NA | | 09/29/2014 |
| 1007 85 West Lee St | 0.06 | **150** | From: Dead End<br>**R**<br>To: 85-1003 Cadet Rd | | | | | | | | NA | | | NA | | 07/20/2011 |

Virginia Department of Transportation
Traffic Engineering Division
2019
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of New Market

| Route | Length | AADT | QA | 4Tire | Bus | Truck 2Axle | Truck 3+Axle | Truck 1Trail | Truck 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Town of New Market** | | | | | | | | | | | | | | | | |
| 1007 85 West Lee St | 0.10 | **570** | **R** | | | | | | | | NA | | | NA | | 10/01/2014 |
| From: 85-1003 Cadet Rd<br>To: US 11, South Congress St | | | | | | | | | | | | | | | | |
| 1007 85 West Lee St | 0.06 | **520** | **R** | | | | | | | | NA | | | NA | | 11/20/2017 |
| From: 85-1001 John Sevier Rd<br>To: Dead End | | | | | | | | | | | | | | | | |
| 1007 85 West Lee St | 0.10 | **120** | **R** | | | | | | | | NA | | | NA | | 10/01/2014 |
| From: 85-1003 Cadet Rd<br>To: US 11, South Congress St | | | | | | | | | | | | | | | | |
| 1008 85 Confederate St | 0.10 | **150** | **R** | | | | | | | | NA | | | NA | | 11/20/2017 |
| From: 85-1001 John Sevier Rd<br>To: Dead End | | | | | | | | | | | | | | | | |
| 1008 85 Confederate St | 0.06 | **280** | **R** | | | | | | | | NA | | | NA | | 10/01/2014 |
| From: 85-1003 Cadet Rd<br>To: US 11, South Congress St | | | | | | | | | | | | | | | | |
| 1008 85 Confederate St | 0.09 | **140** | **R** | | | | | | | | NA | | | NA | | 10/01/2014 |
| From: 85-1001 John Sevier Rd<br>To: Dead End | | | | | | | | | | | | | | | | |
| 1009 85 Stuart St | 0.10 | **280** | **R** | | | | | | | | NA | | | NA | | 11/20/2017 |
| From: US 11, South Congress St<br>To: 85-1001 John Sevier Rd | | | | | | | | | | | | | | | | |
| 1009 85 Stuart St | 0.06 | **310** | **R** | | | | | | | | NA | | | NA | | 10/01/2014 |
| From: Dead End<br>To: 85-1001 John Sevier Rd | | | | | | | | | | | | | | | | |
| 1010 85 Breckenridge Rd | 0.15 | **220** | **R** | | | | | | | | NA | | | NA | | 11/20/2017 |
| From: 85-1001 John Sevier Rd<br>To: Dead End | | | | | | | | | | | | | | | | |
| 1011 85 Clark St | 0.11 | **100** | **R** | | | | | | | | NA | | | NA | | 09/29/2014 |
| From: 85-823 Clicks Lane<br>To: Dead End | | | | | | | | | | | | | | | | |
| 1012 85 Fairway Dr | 0.19 | **430** | **R** | | | | | | | | NA | | | NA | | 07/20/2011 |
| From: 85-1012 Fairway Dr<br>To: Dead End | | | | | | | | | | | | | | | | |
| 1013 85 Shenvalle Dr | 0.20 | **120** | **R** | | | | | | | | NA | | | NA | | 09/29/2014 |
| From: Dead End<br>To: 85-1019 Pleasant View Dr | | | | | | | | | | | | | | | | |
| 1014 85 Shady Lane | 0.04 | **10** | **R** | | | | | | | | NA | | | NA | | 10/01/2014 |
| From: 85-1019 Pleasant View Dr<br>To: 85-1017 Massanutten Ave | | | | | | | | | | | | | | | | |
| 1014 85 Shady Lane | 0.08 | **220** | **R** | | | | | | | | NA | | | NA | | 10/01/2014 |
| From: 85-1017 Massanutten Ave<br>To: US 11 South Congress St | | | | | | | | | | | | | | | | |
| 1014 85 Shady Lane | 0.03 | **420** | **R** | | | | | | | | NA | | | NA | | 07/20/2011 |
| From: Dead End<br>To: 85-1003 Cadet Rd | | | | | | | | | | | | | | | | |
| 1015 85 Early St | 0.05 | **130** | **R** | | | | | | | | NA | | | NA | | 11/20/2017 |
| From: Dead End<br>To: US 11 Old Valley Pike | | | | | | | | | | | | | | | | |
| 1016 85 Shipp St | 0.14 | **30** | **R** | | | | | | | | NA | | | NA | | 11/20/2017 |
| From: Dead End<br>To: 85-1014 Shady Lane | | | | | | | | | | | | | | | | |
| 1017 85 Massanutten Ave | 0.21 | **80** | **R** | | | | | | | | NA | | | NA | | 10/01/2014 |
| From: 85-1014 Shady Lane<br>To: Dead End | | | | | | | | | | | | | | | | |
| 1017 85 Massanutten Ave | 0.13 | **110** | **R** | | | | | | | | NA | | | NA | | 07/20/2011 |
| From: Dead End<br>To: SR 211 Old Cross Rd | | | | | | | | | | | | | | | | |
| 1018 85 Jackson Ave | 0.08 | **260** | **R** | | | | | | | | NA | | | NA | | 09/29/2014 |
| From: Dead End<br>To: 85-1014 Shady Lane | | | | | | | | | | | | | | | | |
| 1019 85 Pleasant View Dr | 0.21 | **120** | **R** | | | | | | | | NA | | | NA | | 07/20/2011 |

Virginia Department of Transportation
Traffic Engineering Division
2019
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of New Market

| Route | Length | AADT | QA | 4Tire | Bus | Truck: 2Axle | Truck: 3+Axle | Truck: 1Trail | Truck: 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Town of New Market** | | | | | | | | | | | | | | | | |
| 1019 85 Pleasant View Dr | 0.15 | **120** | From: 85-1014 Shady Lane<br>**R**<br>To: 0.15 MS 85-1014 | | | | | | | | NA | | | NA | | 10/01/2014 |
| 1020 85 Fairway Dr | 0.05 | **1100** | From: US 11 South Congress St<br>**R**<br>To: 85-1001 John Sevier Rd | | | | | | | | NA | | | NA | | 10/01/2014 |
| 1022 85 Clark St | 0.08 | **40** | From: 85-1011 Clark St<br>**R**<br>To: Dead End | | | | | | | | NA | | | NA | | 11/20/2017 |
| 1033 85 Greenview Ln | 0.09 | **48** | From: Cul-de-Sac<br>**R**<br>To: 85-823 Clicks Lane | | | | | | | | NA | | | NA | | 10/01/2014 |
| 1035 85 Tyler Dr | 0.26 | **250** | From: US 11 South Congress St<br>**R**<br>To: Cul-de-Sac | | | | | | | | NA | | | NA | | 08/29/2017 |
| 1036 85 Sun Beau Court | 0.09 | **90** | From: Cul-de-Sac<br>**R**<br>To: 85-1035 Tyler Dr | | | | | | | | NA | | | NA | | 07/27/2011 |
| 1037 85 Sun Briar Court | 0.04 | **30** | From: Cul-de-Sac<br>**R**<br>To: 85-1036 Sun Beau Court | | | | | | | | NA | | | NA | | 07/27/2011 |
| 1038 85 Dillon Court | 0.05 | **40** | From: 85-1035 Tyler Dr<br>**R**<br>To: Cul-de-Sac | | | | | | | | NA | | | NA | | 07/27/2011 |
| 1040 85 Woodbine Way | 0.26 | **150** | From: Dead End, SCL New Market<br>**R**<br>To: 85-1041 Periwinkle Lane | | | | | | | | NA | | | NA | | 08/29/2017 |
| 1040 85 Woodbine Way | 0.07 | **260** | From: 85-1041 Periwinkle Lane<br>**R**<br>To: 85-823 Clicks Lane | | | | | | | | NA | | | NA | | 11/20/2017 |
| 1041 85 Periwinkle Lane | 0.18 | **150** | From: Dead End<br>**R**<br>To: 85-1040 Woodbine Way | | | | | | | | NA | | | NA | | 07/20/2011 |
| 1042 85 Heritage Ln | 0.14 | **100** | From: US 11, South Congress St<br>**R**<br>To: Dead End | | | | | | | | NA | | | NA | | 10/01/2014 |
| 1044 85 Par Dr | 0.16 | **170** | From: 85-823 Clicks Lane<br>**R**<br>To: 85-1045 Tee Court | | | | | | | | NA | | | NA | | 11/20/2017 |
| 1044 85 Par Dr | 0.08 | **40** | From: 85-1045 Tee Court<br>**R**<br>To: 85-1046 Bogey Ave | | | | | | | | NA | | | NA | | 11/20/2017 |
| 1044 85 Par Dr | 0.03 | **20** | From: 85-1046 Bogey Ave<br>**R**<br>To: Dead End | | | | | | | | NA | | | NA | | 08/29/2017 |
| 1045 85 Tee Court | 0.07 | **45** | From: Cul-de-Sac<br>**R**<br>To: 85-1046 Bogey Ave | | | | | | | | NA | | | NA | | 08/29/2017 |
| 1045 85 Tee Court | 0.08 | **100** | From: 85-1046 Bogey Ave<br>**R**<br>To: 85-1044 Par Dr | | | | | | | | NA | | | NA | | 11/20/2017 |
| 1045 85 Tee Court | 0.19 | **80** | From: 85-1044 Par Dr<br>**R**<br>To: Cul-de-Sac | | | | | | | | NA | | | NA | | 08/29/2017 |
| 1046 85 Bogey Ave | 0.13 | **20** | From: 85-1045 Tee Court<br>**R**<br>To: 85-1044 Par Dr | | | | | | | | NA | | | NA | | 11/20/2017 |