

2013
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.

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
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 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
 2013
 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	City of Martinsville	1.34	2900	G	99%	0%	0%	0%	0%	F	0.098	F	0.614	3100	G	
57 Fayette St	City of Martinsville	0.34	3700	G	99%	0%	0%	0%	0%	C	0.099	F	0.613	3900	G	
57 Bus 220 Memorial Blvd	City of Martinsville	0.85	10000	G	97%	0%	1%	0%	2%	C	0.089	F	0.503	11000	G	
57 Bus 220 Memorial Blvd	City of Martinsville	0.25	14000	G	97%	0%	1%	0%	2%	F	0.087	F	0.566	15000	G	
57 Bus 58 Starling Ave	City of Martinsville	0.85	8900	G	98%	1%	1%	0%	1%	C	0.09	F	0.55	9500	G	
57 Bus 58 Starling Ave	City of Martinsville	0.15	7500	G	98%	1%	1%	0%	1%	F	0.096	F	0.576	8000	G	
57 Bus 58 Church St	City of Martinsville	0.10	10000	G	98%	1%	1%	0%	0%	C	0.09	F	0.601	11000	G	
57 Bus 58 Church St	City of Martinsville	0.28	9400	G	98%	1%	1%	0%	0%	F	0.09	F	0.542	10000	G	
57 Bus 58 E Church Rd	City of Martinsville	0.26	8900	G	98%	1%	1%	0%	0%	F	0.092	F	0.616	9500	G	
57 Bus 58 E Church Rd	City of Martinsville	0.13	12000	G	98%	1%	1%	0%	1%	F	0.088	F	0.586	13000	G	
57 Bus 58 E Church Rd	City of Martinsville	0.77	15000	G	98%	1%	1%	0%	1%	C	0.086	F	0.614	16000	G	
Bus 58 Bus 220 Memorial Blvd	City of Martinsville	0.71	19000	G	97%	1%	0%	0%	1%	C	0.086	F	0.542	20000	G	
Bus 58 57 Starling Ave	City of Martinsville	0.85	8900	G	98%	1%	1%	0%	1%	C	0.09	F	0.55	9500	G	
Bus 58 57 Starling Ave	City of Martinsville	0.15	7500	G	98%	1%	1%	0%	1%	F	0.096	F	0.576	8000	G	
Bus 58 57 Church St	City of Martinsville	0.10	10000	G	98%	1%	1%	0%	0%	C	0.09	F	0.601	11000	G	
Bus 58 57 Church St	City of Martinsville	0.28	9400	G	98%	1%	1%	0%	0%	F	0.09	F	0.542	10000	G	

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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	8900	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.616	9500	G
Bus 58 57 E Church Rd	To: Brookdale St From: City of Martinsville	0.13	12000	G	98%	1%	1%	0%	1%	0%	F	0.088	F	0.586	13000	G
Bus 58 57 E Church Rd	To: Hooker St From: City of Martinsville	0.77	15000	G	98%	1%	1%	0%	1%	0%	C	0.086	F	0.614	16000	G
	To: ECL Martinsville															
174 Liberty St	From: NCL Martinsville City of Martinsville	0.49	14000	G	97%	0%	0%	1%	2%	0%	F	0.092	F	0.566	15000	G
174 Liberty St	To: Inman St From: City of Martinsville	0.20	15000	G	97%	0%	0%	1%	2%	0%	F	0.088	F	0.573	16000	G
174 Liberty St	To: Clearview Dr From: City of Martinsville	0.60	8900	G	97%	0%	0%	1%	2%	0%	C	0.095	F	0.607	9500	G
	To: Commonwealth Blvd															
Bus 220 Bus 58 Memorial Blvd	From: SCL MARTINSVILLE City of Martinsville	0.71	19000	G	97%	1%	0%	0%	1%	0%	C	0.086	F	0.542	20000	G
Bus 220 57 Memorial Blvd	To: STARLING AVE From: City of Martinsville	0.25	14000	G	97%	0%	1%	0%	2%	0%	F	0.087	F	0.566	15000	G
Bus 220 57 Memorial Blvd	To: Broad Street From: City of Martinsville	0.85	10000	G	97%	0%	1%	0%	2%	0%	C	0.089	F	0.503	11000	G
Bus 220 Memorial Blvd	To: Fayette St From: City of Martinsville	0.65	12000	G	98%	0%	0%	0%	1%	0%	C	0.087	F	0.500	13000	G
	To: NCL Martinsville															
457 Church St	From: SR 57 BUS US 220 Memorial Blvd City of Martinsville	0.59	4900	G	98%	0%	0%	0%	1%	0%	F	0.093	F	0.542	5200	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		8800	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.554	9400	G
457 Market St	To: Moss St From: Fayette St City of Martinsville	0.20	9900	G	98%	0%	0%	0%	1%	0%	F	0.091	F	0.53	11000	G
457 Commonwealth Blvd	To: Commonwealth Blvd From: Market St City of Martinsville	0.56	13000	G	98%	0%	0%	0%	1%	0%	F	0.09	F	0.513	14000	G
457 Commonwealth Blvd	To: Northside Dr From: City of Martinsville	0.36	18000	G	98%	0%	0%	0%	1%	0%	C	0.086	F	0.570	19000	G
	Combined Traffic Estimates for Parallel Roadways on this Route:		NA								0.086	F	0.570	NA		
457 Commonwealth Blvd	To: Fairy St From: City of Martinsville	0.48	5400	G	98%	0%	0%	0%	1%	0%	F	0.088	F	0.51	5800	G
	Combined Traffic Estimates for Parallel Roadways on this Route:		NA								0.088	F	0.51	NA		
	To: Chatham Rd															

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							2Axle	3+Axle	1Trail	2Trail						
457 Chatham Rd	From: Commonwealth Blvd															
	City of Martinsville	0.99	4100	G	97%	0%	1%	1%	1%	0%	C	0.089	F	0.580	4400	G
	To: ECL Martinsville															
457 Fayette St	From: US 220 Memorial Blvd															
	City of Martinsville	0.61	3900	G	98%	1%	1%	0%	0%	0%	C	0.089	F	0.58	4200	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			8800	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.554	9400
	To: SR 457 Market St															
457 Fairy St	From: SR 457 Commonwealth Blvd															
	City of Martinsville	0.29	7400	G	98%	1%	1%	0%	1%	0%	C	0.094	F	0.571	7900	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	2500	G	99%	0%	From: Lanier Rd To: Spruce St				F	0.098	F	0.622	2600	G	2013
(4501) Mulberry Rd	0.21	4800	G	99%	0%	From: Spruce St To: Rives Rd				C	0.087	F	0.530	5200	G	2013
(4501) Mulberry Rd	0.18	7700	G	99%	1%	From: Rives Rd To: US 58 Bus Starling Ave				F	0.095	F	0.549	8300	G	2013
(4501) Market St	0.87	7500	G	99%	1%	From: Starling Ave To: Church St				C	0.094	F	0.507	8000	G	2013
(4502) W Church St	0.36	2500	G	99%	1%	From: SR 457 Market St To: Broad St				F	0.096	F	0.713	2600	G	2013
(4502) E Church St	0.12	3900	G	99%	1%	From: Broad St To: Ellsworth St				C	0.105	F		4100	G	2013
(4502) E Church St	0.33	5900	G	98%	0%	From: Ellsworth St To: Bus US 58 Starling Ave				F	0.104	F	0.676	6300	G	2013
(4504) Commonwealth Blvd	1.00	15000	G	98%	0%	From: WCL Martinsville To: Market St				C	0.086	F	0.575	16000	G	2013
(4506) Stultz Rd	0.73	3800	G	98%	0%	From: WCL Martinsville To: Liberty St				F	0.092	F	0.555	4000	G	2013
(4506) Clearview Dr	0.08	11000	G	98%	0%	From: Liberty St To: Northside Dr				F	0.091	F	0.549	12000	G	2013
(4506) Clearview Dr	0.14	7500	G	98%	0%	From: Northside Dr To: Barrows Mill Rd				F	0.091	F	0.511	8000	G	2013
(4506) Clearview Dr	0.86	2700	G	97%	1%	From: Barrows Mill Rd To: NCL Martinsville				C	0.088	F	0.596	2900	G	2013
(4507) Rives Rd	1.34	4700	G	99%	0%	From: SCL Martinsville To: Circle Ct				C	0.101	F	0.532	5000	G	2013
(4507) Rives Rd	0.34	3600	G	99%	0%	From: Circle Ct To: Mulberry Rd				F	0.101	F	0.553	3800	G	2013
(4509) Rivermont Heights	0.39	1400	G	99%	0%	From: SCL Martinsville To: Memorial Blvd				F	0.109	F	0.508	1500	G	2013
(4511) Forest St	0.56	1700	G	99%	1%	From: Starling Ave Bus US 58 To: Smith Lake Rd				F	0.101	F	0.591	1800	G	2013
(4515) Askin St	0.97	350	G	99%	1%	From: 44-801 SCL Martinsville To: C4US 220				F	0.117	F	0.553	370	G	2013
(4517) Spruce St	0.23	5300	G	99%	1%	From: Mulberry Rd To: Parkview Ave				F	0.096	F	0.513	5700	G	2013
(4517) Spruce St	0.39	5500	G	99%	1%	From: Parkview Ave To: Brookdale St				C	0.096	F	0.527	5800	G	2013
(4517) Spruce St	0.44	6700	G	99%	1%	From: Brookdale St To: ECL Martinsville; 44-650 Spruce St				F	0.099	F	0.65	7100	G	2013
(4519) Brookdale St	0.53	9900	G	98%	1%	From: Bus US 58 To: Parkview Ave				C	0.088	F	0.573	11000	G	2013
(4519) Brookdale St	0.41	7300	G	98%	0%	From: Parkview Ave To: Spruce St				C	0.086	F	0.591	7800	G	2013

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						2Axle	3+Axle	1Trail	2Trail							
City of Martinsville																
(4521) Parkview Ave	0.32	890	G	98%	1%	0%	0%	0%	0%	F	0.099	F	0.535	950	G	2013
						From: Mulberry Rd										
						To: Spruce St										
(4521) Parkview Ave	0.17	2100	G	98%	1%	0%	0%	0%	0%	C	0.087	F	0.580	2300	G	2013
						From: Brookdale St										
						To: US 58 Bus Starling Ave										
(4523) Cleveland Ave	0.36	3200	G	98%	1%	0%	0%	0%	0%	F	0.097	F	0.564	3400	G	2013
						From: Church St										
						To: Memorial Blvd										
(4525) Broad St	0.45	1100	G	96%	1%	1%	1%	2%	0%	C	0.107	F	0.652	1200	G	2013
						From: Market St										
						To: Church St										
(4525) Broad St	0.18	820	G	96%	1%	1%	1%	2%	0%	F	0.111	F	0.639	870	G	2013
						From: Memorial Blvd										
						To: Market St										
(4527) Bridge St	0.43	5400	G	99%	0%	0%	0%	0%	0%	C	0.080	F	0.572	5800	G	2013
						From: Church St										
						To: Market St										
(4527) Bridge St	0.17	1800	G	99%	0%	0%	0%	0%	0%	F	0.099	F	0.567	2000	G	2013
						From: Church St										
						To: 120-4502 Church St										
(4527) Bridge St	0.18	1300	G	99%	0%	0%	0%	0%	0%	F	0.098	F		1300	G	2013
						From: 120-4553 Main St										
						To: Market St										
(4529) Ellsworth St	0.18	1900	G	99%	0%	0%	0%	0%	0%	F	0.108	F	0.534	2000	G	2013
						From: Church St										
						To: Commonwealth Blvd										
(4529) Lester St	0.35	4400	G	99%	0%	0%	0%	0%	0%	C	NA			4100	G	2013
						From: Church St										
						To: Main St										
(4531) Walnut St	0.05	1600	G	99%	0%	0%	0%	0%	0%	F	0.107	F		1700	G	2013
						From: Jones St										
						To: Liberty St										
(4531) Franklin St	0.09	1500	G	99%	0%	0%	0%	0%	0%	F	0.116	F		1600	G	2013
						From: SR 457 Commonwealth Blvd										
						To: Moss St										
(4531) Franklin St	0.61	1400	G	99%	0%	0%	0%	0%	0%	F	0.111	F	0.632	1500	G	2013
						From: Franklin St										
						To: Commonwealth Blvd										
(4533) Liberty St	0.07	3300	G	96%	2%	1%	0%	0%	0%	C	0.101	F	0.511	3600	G	2013
						From: Franklin St										
						To: Moss St										
(4533) Liberty St	0.10	2300	G	96%	2%	1%	0%	0%	0%	F	0.101	F	0.562	2400	G	2013
						From: Commonwealth Blvd										
						To: Clearview Dr										
(4535) Northside Dr	0.80	7100	G	98%	1%	0%	0%	0%	0%	C	0.090	F	0.502	7500	G	2013
						From: Chatham Rd										
						To: Commonwealth Blvd										
(4539) Hooker St	0.39	6900	G	98%	1%	0%	0%	0%	0%	F	0.086	F	0.558	7400	G	2013
						From: Clearview Dr										
						To: NCL Martinsville										
(4541) Barrows Mill Rd	0.67	3000	G	98%	1%	0%	0%	0%	0%	F	0.101	F	0.609	3200	G	2013
						From: Starling Ave										
						To: Rives Rd										
(4542) Hairston St	0.53	1600	G	97%	1%	1%	1%	1%	0%	C	0.094	F	0.637	1700	G	2013
						From: Church St										
						To: Main St										
(4543) Moss St	0.05	1500	G	98%	1%	1%	0%	0%	0%	F	0.108	F	0.825	1600	G	2013
						From: Moss St										
						To: Jones St										
(4543) Main St	0.13	1000	G	98%	1%	1%	0%	0%	0%	F	0.111	F		1100	G	2013

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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																
(4543) Main St	0.04	3200	G	98%	1%	1%	0%	0%	0%	F	0.101	N		3400	G	2013
						From: Jones St										
						To: Franklin St										
(4543) Main St	0.25	2500	G	98%	1%	1%	0%	0%	0%	C	0.101	F		2700	G	2013
						From: Clay St										
						To: Main St										
(4543) Clay St	0.04	2900	G	98%	1%	1%	0%	0%	0%	F	0.091	F		3100	G	2013
						From: Church St										
						To: C St										
3rd St		1200	G								0.095	F	0.544	1300	G	2013
						From: Luck St										
						To: Ainsley St.										
Glade St		410	G								0.097	F	0.632	430	G	2013
						From: Clift St										
						To: Branch St										
Highland St		260	G								0.139	F	0.539	280	G	2013
						From: Mulberry Road										
						To: River Forest Place										
Knollwood Place		330	G								0.113	F	0.595	330	G	2013
						From: Ranson Rd South										
						To: Ranson Rd North										
Oakgrove Ave		210	G								0.12	F	0.526	230	G	2013
						From: Church Street Ext										
						To: Madison Street										
Randolph St		260	G								0.121	F	0.515	260	G	2013
						From: Knollwood Pl										
						To: Morningside Lane										
River Forest Pl		100	G								0.14	F	0.647	110	G	2013
						From: Cherokee Trail										
						To: Corn Tassel Trail										
Root Trail		380	G								0.124	F	0.574	400	G	2013
						From: Prospect Hill Dr										
						To: Indian Trail										
Spruce St		3200	G								0.095	F	0.640	3500	G	2013