

**2015**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**

where available

**Special Locality Report**

**116**

City of Hopewell

Information in this report is included in Report

**74**

(Prince George 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  
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.

Virginia Department of Transportation  
 Traffic Engineering Division  
 2015  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 City of Hopewell






Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: WCL Hopewell															
10 Randolph Rd	City of Hopewell (Maint: 74)	0.10	19000	N	95%	0%	1%	1%	3%	0%	N	0.088	0.505	22000	N	
	To: Maintenance Boundary															
	From: Maintenance Boundary															
10 Randolph Rd	City of Hopewell	0.12	19000	G	95%	0%	1%	1%	3%	0%	F	0.088	0.505	22000	G	
	To: North 6th Ave															
	From: North 6th Ave															
10 Randolph Rd	City of Hopewell	0.40	12000	G	95%	0%	1%	1%	3%	0%	F	0.085	0.562	13000	G	
	To: Main St															
	From: Main St															
10 Randolph Rd	City of Hopewell	0.74	9900	G	95%	0%	1%	1%	3%	0%	F	0.089	0.58	11000	G	
	To: SR 156; Winston Churchill Dr															
	From: SR 156; Winston Churchill Dr															
10 156 Randolph Rd	City of Hopewell	1.26	7500	G	95%	0%	1%	1%	3%	0%	F	0.092	0.684	8400	G	
	To: ECL Hopewell															
	From: ECL Hopewell															
	From: WCL Hopewell															
36 Oaklawn Blvd	City of Hopewell	0.52	44000	G	97%	0%	0%	0%	2%	0%	F	0.089	0.578	48000	G	
	To: 74-630 Jefferson Park Rd															
	From: 74-630 Jefferson Park Rd															
36 Oaklawn Blvd	City of Hopewell	0.22	43000	G	97%	0%	0%	0%	2%	0%	F	0.099	0.563	47000	G	
	To: I-295															
	From: I-295															
36 Oaklawn Blvd	City of Hopewell	0.43	34000	G	97%	0%	0%	0%	2%	0%	F	0.086	0.539	37000	G	
	To: SR 36 Par															
	From: SR 36 Par															
36 Oaklawn Blvd	City of Hopewell	0.43	13000	G	97%	0%	0%	0%	2%	0%	F	0.085		14000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		24000	G	97%	0%	1%	0%	2%	0%	F	0.077	F	0.546	26000	G
	To: SR 36 Par, Woodlawn St; Kenwood Ave															
	From: SR 36 Par, Woodlawn St; Kenwood Ave															
36 Winston Churchill Dr	City of Hopewell	0.60	24000	G	97%	0%	0%	0%	2%	0%	F	0.083	0.511	26000	G	
	To: Miles Ave															
	From: Miles Ave															
36 Winston Churchill Dr	City of Hopewell	0.39	15000	G	97%	0%	0%	0%	2%	0%	F	0.080	0.506	17000	G	
	To: SR 156 High Ave															
	From: SR 156 High Ave															
36 156 Winston Churchill Dr	City of Hopewell	0.25	14000	G	97%	0%	0%	0%	2%	0%	F	0.081	0.613	15000	G	
	To: SR 156; Arlington Rd															
	From: SR 156; Arlington Rd															
36 Arlington Rd	City of Hopewell	0.12	2900	G	97%	0%	0%	0%	2%	0%	F	0.081	0.522	3200	G	
	To: 15th Ave															
	From: 15th Ave															
36 15th Avenue	City of Hopewell	0.77	6000	G	99%	0%	1%	0%	0%	0%	C	0.083	0.556	6400	G	
	To: City Point Rd															
	From: City Point Rd															
36 15th Avenue	City of Hopewell	0.22	2800	G	99%	0%	1%	0%	0%	0%	F	0.087	0.608	2900	G	
	To: Broadway St															
	From: Broadway St															
36 Broadway St	City of Hopewell	0.44	7900	G	99%	0%	1%	0%	0%	0%	F	0.087	0.704	8400	G	
	To: 6th Ave															
	From: 6th Ave															
36 6th Avenue	City of Hopewell	0.31	12000	G	99%	0%	1%	0%	0%	0%	F	0.096	0.562	12000	G	
	To: SR 10 Randolph Rd															

Virginia Department of Transportation  
Traffic Engineering Division  
2015  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Hopewell

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW			
							2Axle	3+Axle	1Trail	2Trail									
East 36 Ramp	From: SR 36 Oaklawn Blvd City of Hopewell (Maint: 74) To: I-295 East	0.24	190	G										190	G				
East 36 Ramp	From: SR 36 Oaklawn Blvd City of Hopewell (Maint: 74) To: I-295 West	0.22	5300	G										5300	G				
West 36 Ramp	From: SR 36 I-295-E009A TO & FROM RT 29 City of Hopewell (Maint: 74) To: I-295-E FROM RT 36 WEST	0.21	1400	G										1400	G				
West 36 Ramp	From: SR 36 TO RT 295 NORTHW City of Hopewell (Maint: 74) To: I-295-W FROM RT 35 WEST	0.34	2400	G										2400	G				
36 Woodlawn St	From: SR 36 Oaklawn Blvd City of Hopewell To: Surry Ave	0.61	12000	G	96%	0%	1%	1%	3%	0%	C	0.088		12000	G				
			Combined Traffic Estimates for 2 Parallel Roadways on this Route:			24000	G	97%	0%	1%	0%	2%	0%	F	0.077	F	0.547	26000	G
36 Woodlawn St	From: Surry Ave City of Hopewell To: SR 36 Oaklawn Blvd; Kenwood Ave	0.35	12000	G	96%	0%	1%	1%	3%	0%	F	0.085		13000	G				
			Combined Traffic Estimates for 2 Parallel Roadways on this Route:			25000	G	97%	0%	1%	0%	2%	0%	F	NA		27000	G	
156 Arlington Rd	From: SCL Hopewell City of Hopewell To: Berry Street	0.56	11000	G	96%	1%	1%	1%	1%	0%	F	0.088	0.588	11000	G				
156 High Ave	From: Berry Street City of Hopewell To: Winston Churchill Rd	0.38	5900	G	96%	0%	1%	2%	1%	0%	C	0.090	0.675	6300	G				
156 36 Winston Churchill Dr	From: S RT 36 City of Hopewell To: N RT 36	0.25	14000	G	97%	0%	0%	0%	2%	0%	F	0.081	0.613	15000	G				
156 Winston Churchill Rd	From: N RT 36 City of Hopewell To: Arlington Rd	0.55	17000	G	99%	0%	0%	0%	0%	0%	F	0.079	0.576	17000	G				
156 Winston Churchill Dr	From: South 6th Ave City of Hopewell To: SR 10; Randolph Rd	0.80	7600	G	99%	0%	0%	0%	0%	0%	F	0.081	0.716	7800	G				
156 10 Randolph Rd	From: S RT 10 City of Hopewell To: ECL Hopewell	1.26	7500	G	95%	0%	1%	1%	3%	0%	F	0.092	0.684	8400	G				
East 295	From: NCL Hopewell City of Hopewell (Maint: 74) To: SR 36 Oaklawn Blvd; SCL Hopewell	3.30	17000	A	78%	1%	1%	1%	19%	0%	F	0.113		17000	A				
			Combined Traffic Estimates for 2 Parallel Roadways on this Route:			33000	A	78%	1%	1%	1%	20%	0%	F	0.111	A	0.516	34000	A
			<i>East I-295 is signed as South I-295</i>																



Virginia Department of Transportation  
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 Annual Average Daily Traffic Volume Estimates By Section of Route  
 City of Hopewell

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
East 	From: I-295 East City of Hopewell (Maint: 74) To: SR 36 Oaklawn Blvd	0.17	1600	G								0.143		1600	G	
East 	From: I-295 East City of Hopewell (Maint: 74) To: SR 36 Oaklawn Blvd	0.31	5000	G								0.141		5000	G	
West 	From: NCL Hopewell City of Hopewell (Maint: 74) Combined Traffic Estimates for 2 Parallel Roadways on this Route: <i>West I-295 is signed as North I-295</i> To: SR 36 Oaklawn Blvd; SCL Hopewell	3.30	17000	A	78%	1%	1%	1%	20%	0%	F	0.117		17000	A	
West 	From: I-295 West City of Hopewell (Maint: 74) To: SR 36 Oaklawn Blvd	0.28	1500	G								0.104		1500	G	
West 	From: I-295 West City of Hopewell (Maint: 74) To: SR 36 Oaklawn Blvd	0.12	NA									NA		NA		

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City of Hopewell

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Hopewell</b>																
① Perrymont St	0.34	3500	G	99%	0%	0%	0%	0%	0%	C	0.093	0.664	3700	G	2015	
② Kippax Dr	0.19	2700	G	99%	0%	0%	0%	0%	0%	C	0.095	0.592	2900	G	2015	
③ Old Iron Rd	0.42	3500	G	99%	0%	0%	0%	0%	0%	C	0.092	0.540	3700	G	2015	
④ Jackson Farm Rd	0.61	2700	G	99%	0%	0%	1%	0%	0%	C	0.102	0.589	2900	G	2015	
⑤ Western St	0.05	4100	G	99%	0%	0%	0%	0%	0%	F	0.097	0.629	4300	G	2015	
⑥ Barkley St	0.13	30	G	99%	0%	0%	0%	0%	0%	F	0.274	0.647	30	G	2015	
⑥ Old Woodlawn St	0.39	1600	G	99%	0%	0%	0%	0%	0%	C	0.087	0.598	1700	G	2015	
9036 Danville St	0.03	1600	G	99%	0%	0%	0%	0%	0%	F	0.097	0.529	1700	G	2015	
9036 Miles Ave	0.68	4100	G	99%	0%	0%	0%	0%	0%	C	0.098	0.536	4300	G	2015	
9036 Oaklawn Blvd	0.18	8400	G	99%	0%	1%	0%	0%	0%	C	0.087	0.556	9000	G	2015	
9036 Oaklawn Blvd	0.40	8600	G	99%	0%	1%	0%	0%	0%	F	0.085	0.559	9100	G	2015	
9038 River Rd	1.01	5800	G	99%	0%	0%	0%	0%	0%	C	0.105	0.536	6200	G	2015	
9040 City Point Rd	0.75	5100	G	99%	0%	0%	0%	0%	0%	C	0.086	0.580	5400	G	2015	
9040 City Point Rd	0.41	7000	G	99%	0%	0%	0%	0%	0%	F	0.088	0.538	7400	G	2015	
9040 City Point Rd	0.29	6200	G	99%	0%	0%	0%	0%	0%	F	0.085	0.547	6600	G	2015	
9040 Main St	0.13	2500	G	99%	0%	0%	0%	0%	0%	F	0.100	0.524	2700	G	2015	
9042 West Broadway St	0.39	1500	G	99%	0%	0%	0%	0%	0%	F	0.098	0.549	1500	G	2015	
9042 West Broadway St	0.55	7800	G	99%	0%	0%	0%	0%	0%	C	0.093	0.659	8300	G	2015	
9042 West Broadway St	0.13	6300	G	99%	0%	0%	0%	0%	0%	F	0.089	0.716	6700	G	2015	
9042 West Broadway St	0.36	4300	G	99%	0%	0%	0%	0%	0%	F	0.087	0.543	4500	G	2015	
9042 East Broadway St	0.63	1900	G	99%	0%	0%	0%	0%	0%	F	0.096	0.528	2000	G	2015	

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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 Hopewell</b>																
9043 Courthouse Rd	0.95	7500	G	100%	0%	From: Ashland Ave				C	0.095		0.562	8000	G	2015
						To: Berry St										
9043 Berry St	0.29	7400	G	99%	0%	From: Courthouse Rd				C	0.092		0.577	7900	G	2015
						To: Arlington Rd										
9043 Arlington Rd	0.12	5700	G	99%	0%	From: High Ave				F	0.081		0.599	6100	G	2015
						To: Freeman St										
9043 Arlington Rd	0.38	7100	G	98%	0%	From: Winston Churchill Dr				C	0.084		0.602	7500	G	2015
						To: Winston Churchill Dr										
9045 High Ave	0.09	2100	G	98%	0%	From: Winston Churchill Dr				C	0.085		0.633	2200	G	2015
						To: Oaklawn Blvd										
9047 Ashland St	0.06	4500	G	99%	0%	From: 116-9043 Courthouse Rd				F	0.105		0.728	4800	G	2015
						To: SR 36 Oaklawn Blvd										
9047 Ashland St	0.10	5400	G	99%	0%	From: SR 36-P Woodlawn St				F	0.104		0.693	5700	G	2015
						To: 116-6 Western St										
9047 Ashland St	0.10	9200	G	99%	0%	From: 116-6 Western St				C	0.090		0.537	9800	G	2015
						To: 116-2 Kippax Dr										
9047 Cedar Level Rd	0.89	7700	G	99%	0%	From: 116-2 Kippax Dr				F	0.093		0.504	8100	G	2015
						To: 116-4 Jackson Farm Rd										
9047 Jackson Farm Rd	0.27	8000	G	99%	1%	From: 116-4; Cedar Level Rd				C	0.087		0.551	8600	G	2015
						To: S Mesa Dr										
9047 S Mesa Dr	0.46	7500	G	99%	1%	From: Jackson Farm Rd				F	0.090		0.53	7900	G	2015
						To: 116-9038 River Rd										
9047 N Mesa Dr	0.23	10000	G	99%	1%	From: 116-9038 River Rd				F	0.089		0.589	11000	G	2015
						To: 166-9040 City Point Rd										
9047 N Mesa Dr	0.20	6600	G	99%	1%	From: 166-9040 City Point Rd				F	0.097		0.581	7000	G	2015
						To: 116-9042 Broadway St										
9049 South 6Th Ave	0.52	12000	G	96%	1%	From: Winston Churchill Dr				C	0.086		0.524	13000	G	2015
						To: City Point Rd										
9049 North 6Th Ave	0.15	9000	G	96%	1%	From: City Point Rd				F	0.086		0.529	9600	G	2015
						To: West Broadway St										
9051 North 21St Ave	0.53	4300	G	99%	0%	From: West Broadway St				C	0.097		0.572	4500	G	2015
						To: Riverside Ave										
9051 Riverside Ave	0.32	4800	G	99%	0%	From: North 21St Ave				F	0.095		0.600	5100	G	2015
						To: Randolph Rd										
9074 City Point Rd	0.14	4600	G	98%	0%	From: Main St				C	0.086		0.503	4900	G	2015
						To: Randolph Rd										
9076 Western St	0.67	4300	G	100%	0%	From: SR 36 Oaklawn Blvd				C	0.097		0.649	4600	G	2015
						To: 116-6 Barkey St; 116-5 Western St										
Atlantic St		1000	G			From: 20th Ave					0.101		0.590	1100	G	2015
						To: 21st Ave										

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Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Hopewell

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Hopewell</b>																
Broadway St		2100	G								0.088		0.514	2200	G	2015
Camron Rd		70	G								0.175		0.68	70	G	2015
Cloverdale Ave		240	G								0.11		0.511	260	G	2015
Courthouse Rd		460	G								0.096		0.513	490	G	2015
Davidson Ave		80	G								0.161		0.696	90	G	2015
Day St		60	G								0.157		0.5	70	G	2015
Dellrose Dr		250	G	97%	2%	1%	0%	0%	0%	C	0.097		0.551	250	G	2015
Dinwiddie Avenue		800	G	99%	0%	0%	0%	0%	0%	C	0.128		0.598	800	G	2015
Fisher Avenue		90	G								0.182		0.818	90	G	2015
Granby St		320	G								0.114		0.531	340	G	2015
Jackson St		550	G								0.259		0.697	590	G	2015
Marion Ave		400	G								0.119		0.583	420	G	2015
Maryland Avenue		410	G	97%	1%	1%	1%	1%	0%	C	0.128		0.591	410	G	2015
Prince George Ave		150	G								0.118		0.645	160	G	2015
Riverside Avenue		49	G	100%	0%	0%	0%	0%	0%	C	0.174		0.529	49	G	2015
Stewart Ave		160	G								0.144		0.561	170	G	2015
Sussex Dr		270	G	98%	0%	2%	0%	0%	0%	C	0.117		0.594	270	G	2015
Terminal St		1400	G	97%	1%	2%	0%	1%	0%	C	0.074		0.926	1400	G	2015
Wilmington Avenue		340	G								0.106		0.507	340	G	2015