

2017

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

where available

Special Locality Report

154

Town of Christiansburg

Information in this report is included in Report

60

(Montgomery 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.

Virginia Department of Transportation
Traffic Engineering Division
2017
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of Christiansburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
8 W Main St	Town of Christiansburg (Maint: 60)	0.22	14000	G	97%	1%	1%	0%	1%	0%	F	0.106	0.539	15000	G	
8 W Main St	Town of Christiansburg	0.77	12000	G	97%	1%	1%	0%	1%	0%	C	0.096	0.58	13000	G	
8 Ramp to I-81 N at Exit 101	Town of Christiansburg (Maint: 60)	0.20	4100	G								0.159		4100	G	
8 Ramp to I-81 S at Exit 101	Town of Christiansburg (Maint: 60)	0.12	2300	G								0.114		2300	G	
11 Radford St	Town of Christiansburg	1.40	12000	G	98%	0%	1%	0%	1%	0%	C	0.106	0.544	12000	G	
11 W Main St	Town of Christiansburg	0.30	5200	G	98%	0%	1%	0%	1%	0%	F	0.096	0.506	5500	G	
11 Bus 460 E Main St	Town of Christiansburg	0.12	7000	G	98%	0%	1%	0%	1%	0%	F	0.087	0.519	7500	G	
11 Bus 460 Roanoke St	Town of Christiansburg	0.11	11000	G	98%	0%	1%	0%	1%	0%	F	0.1	0.572	12000	G	
11 Bus 460 Roanoke St	Town of Christiansburg	0.98	12000	G	98%	0%	1%	0%	1%	0%	F	0.103	0.570	13000	G	
11 Bus 460 Roanoke St	Town of Christiansburg	0.86	16000	G	98%	0%	1%	1%	0%	0%	C	0.114	0.596	17000	G	
11 Roanoke St	Town of Christiansburg (Maint: 60)	1.15	16000	G	96%	0%	1%	1%	1%	0%	C	0.092	0.508	17000	G	
11 460 Roanoke St	Town of Christiansburg (Maint: 60)	0.09	9400	N	96%	0%	1%	1%	2%	0%	N	0.102	0.524	10000	N	
11 460 Roanoke St	Town of Christiansburg	2.01	9400	G	96%	0%	1%	1%	2%	0%	F	0.102	0.524	10000	G	
11 Ramp	Town of Christiansburg (Maint: 60)	0.10	2600	G								0.108		2600	G	
11 Ramp	Town of Christiansburg (Maint: 60)	0.18	1200	G								0.112		1200	G	
11 Ramp	Town of Christiansburg (Maint: 60)	0.15	6200	G								0.131		6200	G	

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							2Axle	3+Axle	1Trail	2Trail						
11 Ramp	From: US 11- 120A TO PARKWAY DRIVE															
	Town of Christiansburg (Maint: 60)	0.13	1500	G							0.137			1500	G	
	To: US 460 FROM RT 11															
11 Ramp	From: US 11, Bus US 460 Roanoke St															
	Town of Christiansburg (Maint: 60)	0.13	7500	G							0.101			7500	G	
	To: US 460 East															
North 11 Ramp	From: US 11 TO ROUTE RT 81 SOUTH															
	Town of Christiansburg (Maint: 60)	0.15	1100	G							0.097			1100	G	
	To: I-81-S118X FROM RT 11 NORTH															
North 11 Ramp	From: US 11 TO RT 81 NORTH															
	Town of Christiansburg (Maint: 60)	0.22	1200	G							0.087			1200	G	
	To: I-81-N118X FROM RT 11															
South 11 Ramp	From: US 11 TO RT 81 SOUTH															
	Town of Christiansburg (Maint: 60)	0.22	1500	G							0.107			1500	G	
	To: I-81-S118X FROM ROUTE 11 SOUTH															
South 11 Ramp	From: US 11 TO RT 81 NORTH															
	Town of Christiansburg (Maint: 60)	0.16	330	G							0.136			330	G	
	To: I-81-N118X FROM RT 11															
North 81	From: SCL Christiansburg															
	Town of Christiansburg (Maint: 60)	3.90	27000	G	73%	1%	1%	1%	23%	2%	F	0.080		26000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		53000	G	74%	1%	1%	1%	22%	2%	F	0.095	F	0.604	53000	G
	To: US 11, US 460															
North 81	From: US 11, US 460															
	Town of Christiansburg (Maint: 60)	0.77	26000	A	73%	1%	1%	1%	23%	2%	C	0.105		26000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		49000	G	74%	1%	1%	1%	22%	2%	F	0.099	F	0.632	48000	G
	To: NCL Christiansburg															
North 81 Ramp I-81 N Exit 101 to SR 8	From: I-81 North															
	Town of Christiansburg (Maint: 60)	0.10	2400	G							0.105			2400	G	
	To: SR 8 W Main St															
North 81 Ramp	From: I-81 North Exit 118 Collector Rd															
	Town of Christiansburg (Maint: 60)	0.23	1100	G							0.115			1100	G	
	To: Parkway Drive															
North 81 Ramp	From: I-81 North Exit 118 Collector Rd															
	Town of Christiansburg (Maint: 60)	0.18	3300	G							0.185			3300	G	
	To: US 460															
North 81 460 Ramp	From: I-81 North Exit 118 Collector Rd															
	Town of Christiansburg (Maint: 60)	0.29	7000	G							0.073			7000	G	
	To: US 11 Roanoke St															
North 81 I-81 North Collector Rd	From: I-81 North															
	Town of Christiansburg (Maint: 60)	0.33	9100	G							0.131			9100	G	
	To: I-81 North Exit 118A Ramp															

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 Town of Christiansburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
North (81) I-81 North Collector Rd	Town of Christiansburg (Maint: 60)	0.36	7800	G							0.096			7800	G	
	From: Ramp from US 11 South															
	To: I-81 North															
South (81)	Town of Christiansburg (Maint: 60)	4.27	27000	G	76%	1%	1%	1%	20%	2%	F	0.113		26000	G	
	From: SCL Christiansburg															
	To: US 11, US 460															
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		53000	G	74%	1%	1%	1%	22%	2%	F	0.095	F	0.604	53000	G
South (81)	Town of Christiansburg (Maint: 60)	0.34	22000	G	76%	1%	1%	1%	20%	2%	F	0.118		22000	G	
	From: NCL Christiansburg															
	To: I-81 South															
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		49000	G	74%	1%	1%	1%	22%	2%	F	0.099	F	0.632	48000	G
South (81) Ramp I-81 S Exit 101 to SR 8	Town of Christiansburg (Maint: 60)	0.10	3900	G							0.156			3900	G	
	From: I-81 South															
	To: SR 8 W Main St															
South (81) Ramp	Town of Christiansburg (Maint: 60)	0.17	440	G							0.115			440	G	
	From: I-81 South Exit 118 Collector Rd															
	To: US 460															
South (81) Ramp	Town of Christiansburg (Maint: 60)	0.09	6500	G							0.108			6500	G	
	From: I-81 South Collector Rd															
	To: I-81-S118D TO RT 11															
South (81) Ramp	Town of Christiansburg (Maint: 60)	0.30	1900	G							0.116			1900	G	
	From: I-81 South Exit 118 Collector Rd															
	To: US 11 Roanoke St															
South (81) I-81 South Collector Rd	Town of Christiansburg (Maint: 60)	0.34	8100	G							0.108			8100	G	
	From: I-81 South															
	To: I-81 South Exit 118C															
South (81) I-81 South Collector Rd	Town of Christiansburg (Maint: 60)	0.32	9600	G							0.129			9600	G	
	From: Ramp from US 11 & US 460															
	To: I-81 South															
(111) Cambria St	Town of Christiansburg	0.79	7300	G	96%	1%	1%	2%	0%	0%	C	0.11	0.603	7800	G	
	From: BUS 460															
	To: Ellett Rd															
(111) Cambria St	Town of Christiansburg	0.39	6000	G	96%	1%	1%	2%	0%	0%	F	0.117	0.538	6400	G	
	From: Depot St															
	To: Cambria St															
(111) Depot St	Town of Christiansburg	0.97	4900	G	97%	1%	1%	2%	0%	0%	F	0.107	0.563	5300	G	
	From: Park St															
	To: US 11 Roanoke St															
(111) Depot St	Town of Christiansburg	0.11	5800	G	97%	1%	1%	2%	0%	0%	C	0.112	0.614	6100	G	
	From: WCL Christiansburg															
	To: Somerset St															
(114) Peppers Ferry Rd	Town of Christiansburg	0.91	16000	G	98%	0%	0%	1%	1%	0%	F	0.096	0.561	17000	G	
	From: WCL Christiansburg															
	To: Somerset St															

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Town of Christiansburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
114 Peppers Ferry Rd	Town of Christiansburg	0.53	19000	G	98%	0%	0%	1%	1%	0%	C	0.098	0.589	20000	G	
114 Peppers Ferry Rd	Town of Christiansburg	0.63	14000	G	98%	0%	0%	0%	1%	0%	C	0.097	0.546	15000	G	
460 460 Ramp toward I-81 N (to CD Road) at Exit 118	Town of Christiansburg (Maint: 60)	0.14														See US 460 for directional traffic volume estimates for this segment.
460 81 Ramp	Town of Christiansburg (Maint: 60)	0.29														See I-81 for directional traffic volume estimates for this segment.
460 11 Roanoke St	Town of Christiansburg (Maint: 60)	0.09	9400	N	96%	0%	1%	1%	2%	0%	N	0.102	0.524	10000	N	
460 11 Roanoke St	Town of Christiansburg	2.01	9400	G	96%	0%	1%	1%	2%	0%	F	0.102	0.524	10000	G	
460 East Ramp toward I-81 N (to CD Road) at Exit 118	Town of Christiansburg (Maint: 60)	0.14	4600	G								0.086		4600	G	
460 West Ramp	Town of Christiansburg (Maint: 60)	0.12	2100	G								0.112		2100	G	
460 West Ramp	Town of Christiansburg (Maint: 60)	0.18	460	G								0.149		460	G	
460 Bus N Franklin St	Town of Christiansburg (Maint: 60)	0.97	17000	N	98%	0%	1%	0%	0%	0%	N	0.091	0.593	18000	N	
460 Bus N Franklin St	Town of Christiansburg (Maint: 60)	0.45	22000	G	98%	0%	1%	0%	0%	0%	C	0.101	0.546	24000	G	
460 Bus N Franklin St	Town of Christiansburg	1.38	26000	G	98%	0%	1%	0%	0%	0%	C	0.09	0.526	28000	G	
460 Bus N Franklin St	Town of Christiansburg	0.28	11000	G	98%	0%	1%	0%	0%	0%	F	0.082	0.512	11000	G	
460 11 E Main St	Town of Christiansburg	0.12	7000	G	98%	0%	1%	0%	1%	0%	F	0.087	0.519	7500	G	
460 11 Roanoke St	Town of Christiansburg	0.11	11000	G	98%	0%	1%	0%	1%	0%	F	0.1	0.572	12000	G	

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 Town of Christiansburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 460 11 Roanoke St	Town of Christiansburg	0.98	12000	G	98%	0%	1%	0%	1%	0%	F	0.103	0.570	13000	G	
	From: Craig St															
	To: SR 111 Depot St															
Bus 460 11 Roanoke St	Town of Christiansburg	0.86	16000	G	98%	0%	1%	1%	0%	0%	C	0.114	0.596	17000	G	
	To: US 460															

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Town of Christiansburg

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Christiansburg																
(F60) Flanagan Dr	0.04	300	R			0.76 MW of SCL					NA			NA		04/16/2013
						SR 8 Riner Rd										
(F63) Brammer Lane	0.24	70	R			Houchins Rd					NA			NA		05/08/2013
						Dead End										
(F856) Mill Lane	0.13	1500	R			Dead End					NA			NA		02/23/2016
						Bus US 460, Railroad St										
North (99027 60) Ramp	0.31	3100	G			Parkway Drive To Rt 81 North					0.113			3100	G	2017
						I-81-N118X FROM PARKWAY DRIVE										
(1) Falling Branch Rd	0.46	430	G	98%	1%	1%	1%	0%	0%	F	0.116		0.567	460	G	2017
						US 11 Roanoke St										
(3500) Mud Pike Rd	0.14	2600	G	98%	1%	1%	1%	0%	0%	F	0.114		0.626	2800	G	2017
						SR 8 W Main Street; Moose Dr										
(3501) S Franklin St	1.21	5400	G	98%	0%	1%	0%	0%	0%	C	0.105		0.691	5700	G	2017
						Alleghany St										
(3501) S Franklin St	0.57	5200	G	98%	0%	1%	0%	0%	0%	F	0.099		0.597	5600	G	2017
						US 460 Main St										
(3502) Phlegar St	0.08	4600	G	99%	0%	1%	0%	0%	0%	F	0.109		0.591	4900	G	2017
						US 11 Main St										
(3502) First St	0.40	5000	G	99%	0%	1%	0%	0%	0%	C	0.118		0.543	5400	G	2017
						Phlegar St										
(3503) Depot St	0.12	7700	G	98%	0%	1%	0%	0%	0%	F	0.099		0.55	8200	G	2017
						SR 8 App. Loc.										
(3503) Depot St	0.14	9500	G	97%	1%	1%	1%	0%	0%	F	0.099		0.570	10000	G	2017
						College St										
(3503) Depot St	0.41	14000	G	97%	1%	1%	1%	0%	0%	C	0.09		0.504	15000	G	2017
						US 11 Radford St										
(3503) Depot St	0.91	2800	G	97%	1%	1%	1%	0%	0%	F	0.13		0.604	3000	G	2017
						C7US 460										
(3504) Park St	0.87	1700	G	98%	1%	1%	1%	0%	0%	C	0.111			1900	G	2017
						SR 111 Depot St; Cambria St										
(3505) E Main St	0.17	1800	G	98%	1%	1%	1%	0%	0%	F	0.101		0.582	1900	G	2017
						Roanoke St										
(3505) Main St	0.60	980	G	98%	1%	1%	1%	0%	0%	F	0.124		0.502	1000	G	2017
						Park St										
(3506) Ellett Rd	0.39	1900	G	98%	0%	1%	0%	0%	0%	C	0.110		0.608	2100	G	2017
						SR 111 Cambria St										
						NCL Christiansburg										
Alleghany St		1500	G			Canaan Rd					0.117		0.759	1600	G	2017
						Miller St										
Cambria St		5400	G	95%	1%	3%	0%	1%	0%	C	0.1		0.541	5400	G	2017
						Bus US 460 Ramp										
						Bus US 460 N Franklin 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							
Town of Christiansburg																
Church St		480	G			From Plum St				0.133			0.547	520	G	2017
						To King St										
Clearview Dr		2100	G			From Ragan Drive				0.124			0.559	2100	G	2017
						To Wimmer Street										
Electric Way		400	G			From Fisher St				0.15			0.713	420	G	2017
						To Simmons Rd										
Independence Blvd		4700	G	97%	1%	From Gold Leaf Dr				C	0.125		0.806	4700	G	2017
						To Bus US 460 N Franklin St										
Merrimac Rd		3600	G	95%	1%	From Bus US 460 N Franklin St				C	0.094		0.626	3600	G	2017
						To Virginian Dr										
North Dr		300	G			From Depot Street				0.136			0.551	300	G	2017
						To E. Main Street										
Republic Rd		830	G			From Lester Street				0.098			0.647	830	G	2017
						To Park Street										
Ridge Rd		90	G			From Overhill Rd				0.172			0.647	100	G	2017
						To Dogwood Terrace										
Summitridge Rd		590	G			From Briarwood Drive				0.125			0.633	590	G	2017
						To S. Franklin Street										