

2020
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Special Locality Report
150
Town of Blacksburg

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

The reported 2020 AADTs represent the best estimate of 2020 average daily traffic, however, this year's AADTs do vary from normal traffic in the years prior to 2020 due to COVID-19. The reported AADTs may not represent typical traffic for a given day or period within the year as the drastic seasonal variations were normalized through the factoring process. The 2020 publications are therefore colored to draw users attention to the fact that uses of the 2020 published estimates versus alternative data sources should be determined at users' discretion based on the objectives or nature of the analyses being performed.

The estimated 2020 DVMT for the entire state maintained network total to 208,000,000, which has trended down by 11 percent compared to the 2019 level of 234,000,000. For most traffic links across the state, the estimated 2020 AADTs are also seen to have decreased from their 2019 levels.

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 buses.

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
Bypass - Bypass Route



Truck - Truck Route
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
 2020
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Town of Blacksburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
314 Southgate Dr	From: US 460															
	Town of Blacksburg (Maint: 60)		9200	G	98%	0%	0%	1%	0%	0%	C	0.120	F	0.769	9800	G
	To: 0.15 Mile E US 460															
412 Prices Fork Rd	From: US 460															
	Town of Blacksburg	1.07	21000	F	96%	2%	1%	0%	1%	0%	C	0.087	F	0.549	22000	F
412 Prices Fork Rd	From: Toms Creek Rd															
	Town of Blacksburg	0.28	18000	G	96%	2%	1%	0%	1%	0%	F	0.088	F	0.518	20000	G
	To: Main St															
460	From: NCL Blacksburg															
	Town of Blacksburg (Maint: 60)	0.40	12000	G	89%	1%	1%	1%	8%	0%	F	0.096	F	0.679	13000	G
460	From: Bus US 460															
	Town of Blacksburg (Maint: 60)	3.30	13000	G	89%	1%	1%	1%	8%	0%	F	0.105	F	0.733	14000	G
460	From: SR 412 Prices Fork Rd															
	Town of Blacksburg (Maint: 60)	2.97	33000	G	95%	0%	1%	1%	3%	0%	C	0.105	F	0.566	35000	G
460	From: Southgate Dr															
	Town of Blacksburg (Maint: 60)	0.72	38000	G	95%	0%	1%	1%	3%	0%	F	0.11	F	0.646	40000	G
	To: SCL Blacksburg															
Bus 460 Main St	From: US 460; SCL Blacksburg															
	Town of Blacksburg	0.29	14000	N	98%	0%	1%	0%	0%	0%	N	0.096	F	0.56	14000	N
	To: SCL Blacksburg															
Bus 460 Main St	From: US 460															
	Town of Blacksburg	1.01	4400	G	97%	2%	0%	0%	0%	0%	F	0.11	F	0.615	4800	G
Bus 460 Main St	From: Mount Tabor Rd															
	Town of Blacksburg	0.87	6500	F	97%	2%	0%	0%	0%	0%	C	0.11	F	0.615	6900	F
Bus 460 Main St	From: Patrick Henry Dr															
	Town of Blacksburg	0.44	12000	F	97%	2%	0%	0%	0%	0%	F	0.088	F	0.539	12000	F
Bus 460 Main St	From: Broce Dr															
	Town of Blacksburg	0.26	13000	F	97%	2%	0%	0%	0%	0%	F	0.086	F	0.538	13000	F
Bus 460 Main St	From: Progress St															
	Town of Blacksburg	0.17	16000	F	97%	2%	0%	0%	0%	0%	F	0.086	F	0.506	17000	F
Bus 460 Main St	From: Prices Fork Rd															
	Town of Blacksburg	0.53	18000	F	97%	2%	0%	0%	0%	0%	F	0.081	F	0.501	19000	F
Bus 460 Main St	From: Roanoke St															
	Town of Blacksburg	0.19	16000	F	98%	1%	1%	0%	0%	0%	F	0.08	F	0.532	17000	F
	To: Clay St															

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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 460 Main St	From: Clay St Town of Blacksburg	0.53	17000	F	98%	1%	1%	0%	0%	0%	F	0.09	F	0.505	18000	F
Bus 460 Main St	To: Upland Rd From: Town of Blacksburg	1.00	19000	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.522	21000	G
Bus 460 Main St	To: Ellett Rd From: Town of Blacksburg	1.43	20000	G	98%	1%	1%	0%	0%	0%	C	0.1	F	0.504	22000	G
	To: US 460: SCL Blackburg															

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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 Blacksburg																
(F618) Holiday Lane	0.03	460	R								NA			NA		09/03/2019
			From: End State Maintenance													
(F618) Holiday Lane		460	R								NA			NA		09/03/2019
			To: SCL Blacksburg													
			From: Yellow Sulphur Rd													
(2) University City Blvd	1.11	7600	G	98%	2%	0%	0%	0%	0%	C	0.091	F	0.563	8200	G	2020
			To: Toms Creek Rd													
(3) Givens Lane	1.57	1500	F	97%	1%	1%	1%	0%	0%	C	0.1	F	0.576	1600	F	2020
			From: 150-3159 Chickahominy Dr													
			To: Bus US 460 North Main St													
(4) Progress St	0.64	2800	F	98%	0%	1%	0%	0%	0%	F	0.085	F	0.524	3000	F	2020
			From: Bus US 460, N Main St													
(4) Progress St	0.65	960	G	98%	0%	1%	0%	0%	0%	C	0.109	F	0.643	1000	G	2020
			From: 150-3165 Patrick Henry Dr													
			To: Cherokee Dr													
(4) Progress St	0.01	260	G	98%	0%	1%	0%	0%	0%	F	0.161	F	0.546	280	G	2020
			From: Northside Dr													
			To: Dead End													
(5) Clay St	0.92	2400	G	99%	0%	0%	0%	0%	0%	C	0.105	F	0.598	2600	G	2020
			From: Bus US 460													
			To: ECL Blacksburg; 60-1235, Floyd St													
(3150) Airport Rd	0.23	4800	G	99%	0%	0%	0%	0%	0%	F	0.116	F	0.578	5200	G	2020
			From: Southgate Dr													
(3150) Country Club Dr	0.40	3700	G	99%	0%	0%	0%	0%	0%	C	0.116	F	0.578	4000	G	2020
			From: Country Club Dr													
			To: Airport Rd													
			To: Main St													
(3151) Ellett Rd	0.71	4700	F	97%	2%	0%	0%	0%	0%	C	0.1	F	0.570	5000	F	2020
			From: SCL Blacksburg													
			To: S Main St													
(3152) Prices Fork Rd		12000	G	98%	1%	1%	0%	0%	0%	C	0.112	F	0.53	13000	G	2020
			From: WCL Blacksburg													
(3152) Prices Fork Rd	0.36	15000	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.54	16000	G	2020
			To: Hethwood Blvd													
(3152) Prices Fork Rd	0.58	21000	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.531	23000	G	2020
			From: Heather Dr													
			To: US 460													
(3153) Airport Rd		1700	G	98%	1%	1%	0%	0%	0%	C	0.116	F	0.696	1900	G	2020
			From: Southgate Dr													
			To: Main Street													
(3154) Glade Rd	1.55	930	G	98%	1%	1%	0%	0%	0%	C	0.105	F	0.567	1000	G	2020
			From: WCL Blacksburg													
(3154) Glade Rd	0.46	1800	F	98%	0%	1%	1%	0%	0%	C	0.111	F	0.54	1900	F	2020
			From: Boxwood Dr													
(3154) Glade Rd	0.33	3900	G	98%	0%	1%	1%	0%	0%	F	0.098	F	0.634	4300	G	2020
			From: Oriole Dr													
			To: University City Blvd													
(3156) Roanoke St	0.49	4300	F	96%	0%	3%	0%	0%	0%	C	0.095	F	0.552	4500	F	2020
			From: Main St													
			To: Owen St													
(3156) Owen St	0.11	3900	F	96%	1%	4%	0%	0%	0%	C	0.096	F	0.515	4100	F	2020
			From: Roanoke St													
			To: Harding Ave													
(3156) Harding Ave	0.11	3500	F	96%	1%	3%	0%	0%	0%	C	0.102	F	0.595	3700	F	2020
			From: Owen St													
			To: Cork Dr													

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						2Axle	3+Axle	1Trail	2Trail							
Town of Blacksburg																
(3156) Harding Ave	0.66	3300	F	96%	1%	3%	0%	0%	0%	F	0.095	F	0.628	3500	F	2020
						From: Cork Dr										
						To: ECL Blacksburg										
(3159) Tom's Creek Rd	1.08	5700	F	97%	1%	0%	0%	1%	0%	C	0.095	F	0.520	6000	F	2020
						From: Prices Fork Rd										
						To: US 460										
(3164) Mt Tabor Rd	0.92	2500	G	98%	1%	0%	0%	0%	0%	C	0.101	F	0.605	2800	G	2020
						From: US 460 Bus										
						To: NCL Blacksburg										
(3165) Patrick Henry Dr	0.79	3400	F	99%	0%	0%	0%	0%	0%	C	0.107	F	0.52	3600	F	2020
						From: Harding Ave										
						To: Bus US 460										
(3165) Patrick Henry Dr	0.83	9100	F	99%	0%	0%	0%	0%	0%	F	0.096	F	0.501	9700	F	2020
						From: Toms Creek Rd										
						To: Progress St NW										
Alumni Mall		2600	G	88%	8%	3%	1%	1%	0%	C	0.106	F	0.512	2600	G	2020
						From: Drillfield Dr										
						To: Main St										
Apperson Dr		140	G								0.159	F	0.611	140	G	2020
						From: Mason Drive										
						To: Harding Avenue										
College Ave		NA									NA			NA		
						From: Otey St										
						To: Draper Rd										
Commuter Lot Entrance		3700	G	99%	0%	1%	0%	0%	0%	C	0.119	F	0.82	3700	G	2020
						From: Prices Fork Rd										
						To: Commuter Lot										
Country Club Dr		560	G	98%	0%	2%	0%	0%	0%	C	0.151	F	0.51	560	G	2020
						From: Dead End										
						To: Airport Rd										
County Club Dr		3800	G	100%	0%	0%	0%	0%	0%	C	0.126	F	0.6	3800	G	2020
						From: Draper Rd										
						To: US 460 Main St										
Draper Rd		210	G								0.211	F		230	G	2020
						From: Country Club Dr										
						To: Airport Rd										
Drillfield Dr - In front of Price Hall		2100	G	95%	2%	2%	0%	0%	0%	C	0.114	F	0.921	2100	G	2020
						From: West Campus Dr										
						To: Kent St										
Drillfield Dr - In front of Williams Hall		NA									NA			NA		
						From: Stanger St										
						To: West Campus Dr										
Duckpond Dr		5900	G	99%	0%	0%	1%	0%	0%	C	0.126	F	0.752	5900	G	2020
						From: Southgate Dr										
						To: Washington St										
Duckpond Dr		4300	G	99%	0%	0%	1%	0%	0%	C	0.098	F	0.517	4300	G	2020
						From: Oak Ln										
						To: West Campus Dr										
E Clay St		2800	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.589	3000	G	2020
						From: C8US 460										
						To: Dead End										
Edgewood Lane		250	G								0.102	F	0.607	250	G	2020
						From: Preston Ave										
						To: S Draper Rd										
Entrance to VT Inn & VT Visitor Center		1400	G	97%	0%	1%	3%	0%	0%	C	0.129	F	0.781	1400	G	2020
						From: Prices Fork Rd										
						To: Entrance Split										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Blacksburg																
Harrell St		400	G	96%	1%	1%	1%	0%	0%	C	0.117	F	0.615	400	G	2020
Hightop Road		3100	G	97%	1%	1%	1%	0%	0%	C	0.088	F	0.553	3100	G	2020
Hillcrest Dr		90	G								0.152	F	0.533	100	G	2020
Jackson St		3600	G								0.121	F	0.522	3900	G	2020
Kent St		4400	G	93%	3%	3%	0%	0%	0%	C	0.102	F	0.59	4400	G	2020
Kraft Dr		2300	G	95%	0%	3%	1%	0%	0%	C	0.117	F	0.505	2300	G	2020
Lucas Dr		280	G								0.143	F	0.51	280	G	2020
McBride Dr		670	G								0.107	F	0.640	730	G	2020
Meadowbrook Drive		560	G	98%	1%	1%	0%	0%	0%	C	0.089	F	0.656	560	G	2020
Nellies Cave Road		2400	G	98%	1%	1%	0%	0%	0%	C	0.101	F	0.650	2400	G	2020
Old Turner St		NA									NA			NA		
Otey St		2100	G	97%	0%	2%	0%	0%	0%	C	0.113	F	0.754	2100	G	2020
Perry St		3500	G	99%	0%	0%	0%	0%	0%	C	0.102	F	0.563	3500	G	2020
Perry St		4800	G	99%	1%	1%	0%	0%	0%	C	0.108	F	0.513	4800	G	2020
Perry St		4300	G	99%	0%	1%	0%	0%	0%	C	0.109	F	0.595	4300	G	2020
Plantation Rd		1700	G	99%	0%	0%	0%	0%	0%	C	0.095	F		1700	G	2020
Progress St		2900	G								0.094	F	0.569	3200	G	2020
Ramble Rd		5800	G	97%	1%	1%	1%	1%	0%	C	0.131	F	0.843	5800	G	2020
Schultz Parking Lot Entrance		NA									NA			NA		

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						2Axle	3+Axle	1Trail	2Trail							
Town of Blacksburg																
Schultz Parking Lot Entrance		NA				From: Turner St					NA			NA		
						To: Schultz Parking Lot										
Smithfield Rd		670	G	98%	0%	1%	1%	0%	0%	C	0.114	F	0.667	670	G	2020
						From: US 460 Overpass										
						To: Duckpond Dr										
Southgate Dr		10000	G	98%	0%	0%	1%	0%	0%	C	0.117	F	0.734	10000	G	2020
						From: US 460										
						To: Duckpond Dr										
Southgate Dr		NA				From: Edgewood Ln					NA			NA		
						To: Airport Rd										
Southgate Dr		5500	G	100%	0%	0%	0%	0%	0%	C	0.123	F	0.643	5500	G	2020
						From: Sterrett St										
						To: Edgewood Ln										
Spring Rd		7100	G	98%	0%	2%	0%	0%	0%	C	0.098	F	0.64	7100	G	2020
						From: Southgate Dr										
						To: Washington St										
Stanger St		7300	G	95%	4%	1%	0%	0%	0%	C	0.105	F	0.502	7300	G	2020
						From: Perry St										
						To: Prices Fork Rd										
Tech Center Dr		3600	G	96%	1%	3%	0%	0%	0%	C	0.121	F	0.641	3600	G	2020
						From: Forecast Dr										
						To: Southgate Dr										
Tech Center Dr		1800	G	94%	2%	3%	1%	0%	0%	C	0.154	F	0.709	1800	G	2020
						From: Ramble Rd										
						To: Kraft Dr										
Toms Creek Road		1600	G	99%	0%	1%	0%	0%	0%	C	0.113	F	0.679	1600	G	2020
						From: US 460										
						To: Redbud Rd										
Washington St		9100	G	97%	2%	1%	0%	0%	0%	C	0.087	F	0.569	9100	G	2020
						From: Spring St										
						To: Kent St										
Washington St		4500	G	97%	0%	2%	0%	0%	0%	C	0.112	F	0.593	4500	G	2020
						From: Duckpond Dr										
						To: West Campus Dr										
West Campus Dr		9200	G	96%	2%	2%	0%	0%	0%	C	0.092	F	0.514	9200	G	2020
						From: Washington St										
						To: Duckpond Dr										
West Campus Dr		16000	G	97%	3%	0%	0%	0%	0%	C	0.095	F	0.526	16000	G	2020
						From: Perry St										
						To: Prices Fork Rd										