

2016
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report

129

City of Salem

Information in this report is included in Report

80

(Roanoke 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
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
 2016
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Salem

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: WCL Salem																
West Main St	City of Salem	1.12	18000	G	96%	0%	1%	1%	2%	0%	F	0.096	0.636	20000	G	
To: SR 112 Wildwood Rd																
From: SR 112 Wildwood Rd																
West Main St	City of Salem	1.31	23000	G	98%	0%	1%	0%	0%	0%	F	0.097	0.521	26000	G	
To: ALT US 460, 4th St																
From: ALT US 460, 4th St																
West Main St	City of Salem	0.60	13000	G	98%	0%	1%	0%	0%	0%	F	0.084	0.533	15000	G	
To: Academy St																
From: Academy St																
West Main St	City of Salem	0.35	12000	G	98%	0%	1%	0%	0%	0%	F	0.085	0.578	14000	G	
To: College Ave																
From: College Ave																
College Ave	City of Salem	0.09	1800	G	98%	0%	1%	0%	0%	0%	F	0.085	0.578	2000	G	
To: US 460, Main St																
From: US 460, Main St																
College Ave	City of Salem	0.72	4800	G	98%	0%	1%	0%	0%	0%	F	0.096	0.501	5400	G	
To: SR 311, Thompson Memorial Dr																
From: SR 311, Thompson Memorial Dr																
Colorado St	City of Salem	0.43	14000	G	98%	0%	1%	0%	0%	0%	F	0.09	0.552	16000	G	
To: 8th St																
From: 8th St																
Apperson Dr	City of Salem	1.03	19000	G	98%	0%	1%	0%	0%	0%	F	0.091	0.53	21000	G	
To: Apperson Dr																
From: Apperson Dr																
Apperson Dr	City of Salem	1.04	12000	G	98%	0%	1%	0%	0%	0%	F	0.09	0.507	13000	G	
To: SR 419 Electric Rd																
From: SR 419 Electric Rd																
Apperson Dr	City of Salem	1.04	12000	G	98%	0%	1%	0%	0%	0%	F	0.09	0.507	13000	G	
To: WCL Roanoke																
From: WCL Roanoke																
4th St	City of Salem	0.40	17000	G	97%	0%	1%	1%	1%	0%	F	0.080	0.535	19000	G	
To: W Main St																
From: W Main St																
4th St	City of Salem	0.37	18000	G	97%	0%	1%	1%	1%	0%	C	0.091	0.504	20000	G	
To: Elm St																
From: Elm St																
4th St	City of Salem	0.29	16000	G	97%	0%	1%	1%	1%	0%	F	0.082	0.544	17000	G	
To: Union St																
From: Union St																
4th St	City of Salem	0.28	9100	G	98%	0%	1%	0%	1%	0%	F	0.089	0.547	9900	G	
To: Colorado St																
From: Colorado St																
4th St	City of Salem	0.28	9100	G	98%	0%	1%	0%	1%	0%	F	0.089	0.547	9900	G	
To: Roanoke Blvd																
From: Roanoke Blvd																
Texas St	City of Salem	0.31	10000	G	98%	0%	1%	0%	1%	0%	C	0.094	0.562	11000	G	
To: Idaho St																
From: Idaho St																
Texas St	City of Salem	0.61	5800	G	97%	0%	1%	0%	1%	0%	C	0.096	0.51	6300	G	
To: Lynchburg Tnpk																
From: Lynchburg Tnpk																
Texas St	City of Salem	0.24	2800	G	97%	0%	1%	0%	1%	0%	F	0.140	0.751	3000	G	
To: Electric Rd																
From: Electric Rd																

Virginia Department of Transportation
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2016
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Salem

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: Texas St To: E Main St	City of Salem	0.53	21000	G	97%	0%	1%	0%	1%	0%	F	0.1		0.59	22000	G
From: SR 419 Electric Rd To: WCL Roanoke	City of Salem	0.44	15000	G	96%	1%	1%	1%	1%	0%	F	0.087		0.518	17000	G
North 81	City of Salem (Maint: 80)	0.20	28000	G	73%	1%	1%	1%	23%	2%	F	0.084			28000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			52000	G	74%	1%	1%	1%	22%	2%	F	0.093	B	0.580	52000	G
From: SR 112 Wildwood Rd To: NCL Salem	City of Salem (Maint: 80)	0.22	31000	A	79%	1%	1%	1%	18%	1%	F	0.094			32000	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			62000	A	79%	1%	1%	1%	17%	1%	F	0.082	F	0.540	62000	A
From: SCL Salem To: NCL Salem	City of Salem (Maint: 80)	0.28	24000	G	76%	1%	1%	1%	20%	2%	F	0.098			23000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			52000	G	74%	1%	1%	1%	22%	2%	F	0.093	B	0.580	52000	G
From: SR 112 Wildwood Rd To: NCL Salem	City of Salem (Maint: 80)	0.14	31000	A	79%	1%	1%	1%	17%	1%	C	0.100			31000	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			62000	A	79%	1%	1%	1%	17%	1%	F	0.082	F	0.516	62000	A
From: SCL Salem To: NCL Salem	City of Salem (Maint: 80)	0.90	31000	A	79%	1%	1%	1%	17%	1%	C	0.100			31000	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			62000	A	79%	1%	1%	1%	17%	1%	F	NA			62000	A
From: US 11, US 460 Main St To: NCL Salem	City of Salem	0.44	21000	G	98%	1%	0%	0%	0%	0%	F	0.084		0.505	22000	G
From: College Ave To: Main St	City of Salem	0.17	6500	G	98%	0%	1%	0%	1%	0%	F	0.111		0.613	7100	G
From: Main St To: Rose Ln	City of Salem	0.94	12000	G	98%	0%	1%	0%	1%	0%	C	0.107		0.565	13000	G
From: Rose Ln To: NCL Salem	City of Salem	0.55	12000	G	98%	0%	1%	0%	1%	0%	F	0.107		0.556	13000	G
From: SCL Salem To: US 11 Apperson Dr	City of Salem	0.69	27000	G	99%	0%	0%	0%	0%	0%	F	0.094		0.52	30000	G
From: US 11 Apperson Dr To: Roanoke Boulevard	City of Salem	0.58	24000	G	99%	0%	0%	0%	0%	0%	F	0.098		0.517	27000	G

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							2Axle	3+Axle	1Trail	2Trail						
		From: Roanoke Boulevard														
419 Electric Rd	City of Salem	0.89	17000	G	97%	1%	1%	1%	1%	0%	C	0.090	0.598	18000	G	
		To: ALT US 460 Texas St														
419 ALT 460 ALT 11 Electric Rd	City of Salem	0.53	21000	G	97%	0%	1%	0%	1%	0%	F	0.1	0.59	22000	G	
		From: US 460 East Main St														
419 Electric Rd	City of Salem	0.88	17000	G	96%	1%	1%	1%	2%	0%	F	0.097	0.573	19000	G	
		To: NCL Salem														
		From: WCL Salem														
460 11 West Main St	City of Salem	1.12	18000	G	96%	0%	1%	1%	2%	0%	F	0.096	0.636	20000	G	
		From: SR 112														
460 11 West Main St	City of Salem	1.31	23000	G	98%	0%	1%	0%	0%	0%	F	0.097	0.521	26000	G	
		From: ALT US 460, 4th St														
460 11 West Main St	City of Salem	0.60	13000	G	98%	0%	1%	0%	0%	0%	F	0.084	0.533	15000	G	
		From: Academy St														
460 11 West Main St	City of Salem	0.35	12000	G	98%	0%	1%	0%	0%	0%	F	0.085	0.578	14000	G	
		From: US 11 College Ave														
460 Main St	City of Salem	0.11	11000	G	96%	1%	1%	1%	1%	0%	F	0.09	0.590	13000	G	
		From: SR 311 Thompson Memorial Dr														
460 E Main St	City of Salem	0.29	12000	G	96%	1%	1%	1%	1%	0%	F	0.090	0.610	14000	G	
		From: Lynchburg Tpke														
460 E Main St	City of Salem	0.93	12000	G	96%	1%	1%	1%	1%	0%	F	0.096	0.654	13000	G	
		From: Kessler Mill Rd														
460 E Main St	City of Salem	0.24	14000	G	96%	1%	1%	1%	1%	0%	F	0.096	0.625	15000	G	
		From: SR 419 Electric Rd														
460 ALT 11 E Main St	City of Salem	0.44	15000	G	96%	1%	1%	1%	1%	0%	F	0.087	0.518	17000	G	
		From: WCL Roanoke														
		From: W Main St US 11; 460														
460 ALT 11 4th St	City of Salem	0.40	17000	G	97%	0%	1%	1%	1%	0%	F	0.080	0.535	19000	G	
		From: Elm St														
460 ALT 11 4th St	City of Salem	0.37	18000	G	97%	0%	1%	1%	1%	0%	C	0.091	0.504	20000	G	
		From: Union St														
460 ALT 11 4th St	City of Salem	0.29	16000	G	97%	0%	1%	1%	1%	0%	F	0.082	0.544	17000	G	
		From: Colorado St														
460 ALT 11 4th St	City of Salem	0.28	9100	G	98%	0%	1%	0%	1%	0%	F	0.089	0.547	9900	G	
		From: Roanoke Blvd														
460 ALT 11 Texas St	City of Salem	0.31	10000	G	98%	0%	1%	0%	1%	0%	C	0.094	0.562	11000	G	
		To: Idaho St														

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							2Axle	3+Axle	1Trail	2Trail						
ALT 460	ALT 11	From: Idaho St To: Texas St City of Salem	0.61	5800	G	97%	0%	1%	0%	1%	0%	C	0.096	0.51	6300	G
ALT 460	ALT 11	From: Lynchburg Tpke To: Texas St City of Salem	0.24	2800	G	97%	0%	1%	0%	1%	0%	F	0.140	0.751	3000	G
ALT 460	ALT 11	From: Electric Rd To: Texas St City of Salem	0.53	21000	G	97%	0%	1%	0%	1%	0%	F	0.1	0.59	22000	G
		To: E Main 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 Salem																
(F70) Skyview Rd	0.02	490	R								NA			NA		04/22/2015
(1) Market St	0.06	2600	G	99%	0%	1%	0%	0%	0%	C	0.09		0.595	2800	G	2016
(2) Idaho St	0.18	3200	N	99%	0%	1%	0%	0%	0%	N	0.094		0.512	3500	N	2016
(2) Idaho St	0.27	3200	G	99%	0%	1%	0%	0%	0%	F	0.094		0.512	3500	G	2016
(3) King St	0.07	140	G	99%	0%	1%	0%	0%	0%	F	0.162			150	G	2016
(4) Mill Lane	0.37	8400	G	99%	0%	0%	0%	0%	0%	C	0.085		0.505	9100	G	2016
(5) Piedmont Ave	0.10	5600	G	99%	0%	0%	0%	0%	0%	C	0.101		0.595	6000	G	2016
(6) Green Ridge Rd	0.20	5400	G	99%	0%	0%	0%	0%	0%	C	0.122		0.553	5800	G	2016
(8002) Riverside Dr	0.40	5100	G	98%	0%	1%	0%	0%	0%	F	0.109		0.569	5600	G	2016
(8002) Riverside Dr	0.93	6400	G	99%	0%	1%	0%	0%	0%	F	0.102		0.533	7000	G	2016
(8002) Riverside Dr	0.05	3200	N	99%	0%	1%	0%	0%	0%	N	0.101		0.51	3500	N	2016
(8002) Piedmont Ave	0.20	5800	G	99%	0%	1%	0%	0%	0%	F	0.101		0.51	6200	G	2016
(8002) Mulberry St	0.19	3200	N	99%	0%	1%	0%	0%	0%	N	0.101		0.51	3500	N	2016
(8002) Front Ave	0.65	3200	G	99%	0%	1%	0%	0%	0%	C	0.101		0.51	3500	G	2016
(8004) Colorado St	0.29	2000	G	98%	0%	1%	0%	0%	0%	C	0.106		0.648	2200	G	2016
(8004) Colorado St	0.38	12000	G	98%	0%	1%	0%	0%	0%	F	0.089		0.559	13000	G	2016
(8006) Roanoke Blvd	0.47	3300	G	98%	0%	1%	0%	0%	0%	F	0.100		0.69	3500	G	2016
(8008) Lynchburg Tpke	0.17	4200	G	98%	0%	1%	0%	0%	0%	F	0.095		0.598	4600	G	2016
(8008) Lynchburg Tpke	0.67	1800	G	98%	0%	1%	0%	0%	0%	F	0.098		0.631	2000	G	2016
(8008) Lynchburg Tpke	0.25	5900	G	98%	0%	1%	0%	0%	0%	F	0.097		0.747	6400	G	2016
(8008) Lynchburg Tpke	0.44	6100	G	98%	0%	1%	1%	1%	0%	C	0.097		0.585	6700	G	2016

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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 Salem																
(8010) Roanoke Blvd	0.41	9300	G	98%	0%	1%	1%	1%	0%	F	0.103		0.722	10000	G	2016
(8010) Roanoke Blvd	0.30	10000	G	99%	0%	1%	0%	0%	0%	C	0.100		0.517	11000	G	2016
(8010) Roanoke Blvd	1.30	11000	G	99%	0%	1%	0%	0%	0%	F	0.099		0.615	12000	G	2016
(8018) Dalewood Ave	0.55	1100	G	99%	0%	1%	0%	0%	0%	F	0.130		0.543	1200	G	2016
(8018) Green Ridge Rd	0.19	6000	G	99%	0%	1%	0%	0%	0%	F	0.108		0.568	6500	G	2016
(8037) Twelve O'Clock Knob Rd	0.98	1100	G	98%	0%	1%	0%	0%	0%	F	0.113		0.696	1200	G	2016
(8047) Diuguids Lane	0.09	4800	G	98%	0%	1%	0%	0%	0%	F	0.112		0.595	5200	G	2016
(8051) Eddy Ave	0.20	6500	G	98%	0%	1%	0%	0%	0%	F	0.110		0.628	7000	G	2016
(8051) Eddy Ave	0.18	4100	G	98%	0%	1%	0%	0%	0%	F	0.107		0.617	4500	G	2016
(8051) Union St	0.23	8300	G	99%	0%	1%	0%	0%	0%	C	0.089		0.551	9000	G	2016
(8051) Union St	0.46	2100	G	98%	0%	1%	0%	0%	0%	C	0.097		0.544	2300	G	2016
(8051) Academy St	0.64	1500	G	98%	0%	1%	0%	0%	0%	F	0.102		0.520	1600	G	2016
(8051) Academy St	0.51	1800	G	98%	0%	1%	0%	0%	0%	F	0.106		0.542	2000	G	2016
(8059) Goodwin Ave	0.72	2300	G	99%	0%	0%	0%	0%	0%	C	0.093		0.502	2500	G	2016
(8065) Kessler Mill Rd	1.65	1800	G	96%	0%	2%	1%	1%	0%	C	0.105		0.507	2000	G	2016
3rd St		190	G								0.146		0.508	210	G	2016
8th St		3200	G								0.105		0.599	3500	G	2016
Bonavista Rd		110	G								0.152		0.55	120	G	2016
Burwell St		1100	G								0.112		0.561	1200	G	2016
Chapman St		480	G								0.100		0.514	520	G	2016

Virginia Department of Transportation
 Traffic Engineering Division
 2016
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Salem

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Salem																
Fletcher St		220	G							0.130		0.627	240	G	2016	
Goodwin Ave		1000	G							0.092		0.553	1100	G	2016	
Jackson Dr		440	G							0.128		0.537	480	G	2016	
Macon St		110	G							0.101		0.5	120	G	2016	
Moran Ave		210	G							0.145		0.516	210	G	2016	
Pearl St		160	G							0.124		0.510	180	G	2016	
Texas Hollow Rd		2800	G							0.107		0.604	3100	G	2016	
Virginia Ave		260	G							0.148		0.753	290	G	2016	