

2017

**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.

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



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
 2017
 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	18000	N	95%	0%	1%	1%	3%	0%	N	0.087	0.515	21000	N	
	To: Maintenance Boundary															
10 Randolph Rd	City of Hopewell	0.12	18000	F	95%	0%	1%	1%	3%	0%	F	0.087	0.515	21000	F	
	From: North 6th Ave															
10 Randolph Rd	City of Hopewell	0.40	12000	F	95%	0%	1%	1%	3%	0%	F	0.084	0.524	13000	F	
	To: Main St															
10 Randolph Rd	City of Hopewell	0.74	10000	F	95%	0%	1%	1%	3%	0%	F	0.083	0.531	11000	F	
	To: SR 156; Winston Churchill Dr															
10 156 Randolph Rd	City of Hopewell	1.26	8900	F	95%	0%	1%	1%	3%	0%	F	0.092	0.677	10000	F	
	To: ECL Hopewell															
	From: WCL Hopewell															
36 Oaklawn Blvd	City of Hopewell	0.52	38000	F	97%	0%	0%	0%	1%	0%	F	0.085	0.586	41000	F	
	To: 74-630 Jefferson Park Rd															
36 Oaklawn Blvd	City of Hopewell	0.22	35000	F	97%	0%	0%	0%	1%	0%	F	0.087	0.559	38000	F	
	To: I-295															
36 Oaklawn Blvd	City of Hopewell	0.43	29000	F	97%	0%	0%	0%	1%	0%	F	0.083	0.553	32000	F	
	To: SR 36 Par															
36 Oaklawn Blvd	City of Hopewell	0.43	11000	F	97%	0%	0%	0%	1%	0%	F	0.085		12000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		22000	G	97%	0%	1%	0%	2%	0%	F	0.077	F	0.546	23000	G
	To: SR 36 Par, Woodlawn St; Kenwood Ave															
36 Winston Churchill Dr	City of Hopewell	0.60	21000	F	97%	0%	0%	0%	1%	0%	F	0.082	0.506	23000	F	
	To: Miles Ave															
36 Winston Churchill Dr	City of Hopewell	0.39	13000	F	97%	0%	0%	0%	1%	0%	F	0.084	0.515	14000	F	
	To: SR 156 High Ave															
36 156 Winston Churchill Dr	City of Hopewell	0.25	12000	F	97%	0%	0%	0%	1%	0%	F	0.084	0.612	13000	F	
	To: SR 156; Arlington Rd															
	From: SR 156 Winston Churchill Dr															
36 Arlington Rd	City of Hopewell	0.12	2300	F	99%	0%	0%	0%	0%	0%	C	0.083	0.54	2500	F	
	To: 15th Ave															
	From: Arlington Rd															
36 15th Avenue	City of Hopewell	0.77	5000	F	99%	0%	1%	0%	0%	0%	C	0.082	0.531	5300	F	
	To: City Point Rd															
36 15th Avenue	City of Hopewell	0.22	2400	F	98%	0%	1%	0%	0%	0%	C	0.09	0.524	2600	F	
	To: Broadway Ave															
	From: 15th Ave															
36 Broadway Ave	City of Hopewell	0.44	6900	F	99%	0%	1%	0%	0%	0%	F	0.09	0.629	7300	F	
	To: 6th Ave															
	From: Broadway Ave															
36 6th Avenue	City of Hopewell	0.31	11000	F	99%	0%	1%	0%	0%	0%	F	0.09	0.601	11000	F	
	To: SR 10 Randolph Rd															

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 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 E, Oaklawn Blvd City of Hopewell (Maint: 74) To: I-295 East	0.24	940	F										940	F	
East 36 Ramp	From: SR 36 E, Oaklawn Blvd City of Hopewell (Maint: 74) To: I-295 West	0.22	5900	F										5900	F	
West 36 Ramp	From: SR 36 W, Oaklawn Blvd City of Hopewell (Maint: 74) To: I-295 East	0.21	1700	F										1700	F	
West 36 Ramp	From: SR 36 W, Oaklawn Blvd City of Hopewell (Maint: 74) To: I-295 West	0.34	2800	F										2800	F	
36 Woodlawn St	From: SR 36 Oaklawn Blvd City of Hopewell Combined Traffic Estimates for 2 Parallel Roadways on this Route: To: Surry Ave	0.61	11000	G	96%	0%	1%	1%	3%	0%	C	0.088		11000	G	
			22000	G	97%	0%	1%	0%	2%	0%	F	0.077	F	0.547	23000	G
36 Woodlawn St	From: Surry Ave City of Hopewell Combined Traffic Estimates for 2 Parallel Roadways on this Route: To: SR 36 Oaklawn Blvd; Kenwood Ave	0.35	11000	F	96%	0%	1%	1%	3%	0%	F	0.083		12000	F	
			22000	F	97%	0%	1%	0%	2%	0%	F	NA		24000	F	
156 Arlington Rd	From: SCL Hopewell City of Hopewell To: Berry Street	0.56	9600	F	96%	1%	1%	1%	2%	0%	F	0.088	0.569	10000	F	
156 High Ave	From: Berry Street City of Hopewell To: SR 36 Winston Churchill Rd	0.38	5400	F	96%	0%	1%	2%	1%	0%	C	0.096	0.607	5700	F	
156 36 Winston Churchill Dr	From: SR 36, High Ave City of Hopewell To: SR 36 Arlington Rd	0.25	12000	F	97%	0%	0%	0%	1%	0%	F	0.084	0.612	13000	F	
156 Winston Churchill Rd	From: SR 36 Arlington Rd City of Hopewell To: South 6th Ave	0.55	16000	F	98%	0%	0%	0%	0%	0%	F	0.085	0.567	17000	F	
156 Winston Churchill Dr	From: South 6th Ave City of Hopewell To: SR 10; Randolph Rd	0.80	7900	F	98%	0%	0%	0%	0%	0%	F	0.084	0.696	8200	F	
156 10 Randolph Rd	From: S RT 10 City of Hopewell To: ECL Hopewell	1.26	8900	F	95%	0%	1%	1%	3%	0%	F	0.092	0.677	10000	F	
East 295	From: NCL Hopewell City of Hopewell (Maint: 74) Combined Traffic Estimates for 2 Parallel Roadways on this Route: To: SR 36 Oaklawn Blvd; SCL Hopewell	3.30	18000	A	78%	1%	1%	1%	20%	0%	F	0.112		18000	A	
			36000	A	78%	1%	1%	1%	20%	0%	F	0.113	A	0.517	36000	A
			<i>East I-295 is signed as South I-295</i>													
East 295 Ramp	From: I-295 East City of Hopewell (Maint: 74) To: SR 36 E, Oaklawn Blvd	0.17	2300	F										2300	F	

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 2017
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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						
East  Ramp	City of Hopewell (Maint: 74)	0.31	6900	F										6900	F	
	From: I-295 East															
	To: SR 36 W, Oaklawn Blvd															
West 	City of Hopewell (Maint: 74)	3.30	18000	A	78%	1%	1%	1%	20%	0%	F	0.12		18000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			36000	A	78%	1%	1%	1%	20%	0%	F	0.113	A	36000	A	
<i>West I-295 is signed as North I-295</i>																
	To: SR 36 Oaklawn Blvd; SCL Hopewell															
West  Ramp	City of Hopewell (Maint: 74)	0.28	1600	F										1600	F	
	From: I-295 West															
	To: SR 36 E, Oaklawn Blvd															
West  Ramp	City of Hopewell (Maint: 74)	0.12	820	F										820	F	
	From: I-295 West															
	To: SR 36 W, Oaklawn Blvd															

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2017
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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							
City of Hopewell																
① Perrymont St	0.34	3100	F	99%	0%	1%	0%	0%	0%	C	0.098		0.609	3300	F	2017
② Kippax Dr	0.19	2400	F	99%	0%	1%	0%	0%	0%	C	0.095		0.622	2500	F	2017
③ Old Iron Rd	0.42	3000	F	99%	0%	0%	0%	0%	0%	C	0.093		0.513	3100	F	2017
④ Jackson Farm Rd	0.61	2500	F	99%	0%	0%	1%	0%	0%	C	0.095		0.578	2600	F	2017
⑤ Western St	0.05	3600	F	99%	0%	1%	0%	0%	0%	F	0.094		0.626	3800	F	2017
⑥ Barkley St	0.13	20	F	100%	0%	0%	0%	0%	0%	C	0.16		0.75	20	F	2017
⑥ Old Woodlawn St	0.39	1400	F	99%	0%	0%	0%	0%	0%	C	0.078		0.516	1500	F	2017
9036 Danville St	0.03	1400	F	99%	1%	0%	0%	0%	0%	F	0.093		0.505	1500	F	2017
9036 Miles Ave	0.68	3700	F	99%	1%	0%	0%	0%	0%	C	0.090		0.537	4000	F	2017
9036 Oaklawn Blvd	0.18	6800	F	98%	0%	1%	0%	0%	0%	C	0.089		0.528	7200	F	2017
9036 Oaklawn Blvd	0.40	7300	F	98%	0%	1%	0%	0%	0%	F	0.078		0.55	7700	F	2017
9038 River Rd	1.01	5000	F	98%	0%	1%	0%	1%	0%	C	0.096		0.522	5300	F	2017
9040 City Point Rd	0.75	4400	F	99%	0%	0%	0%	0%	0%	C	0.082		0.535	4700	F	2017
9040 City Point Rd	0.41	5800	F	95%	1%	2%	1%	1%	0%	F	0.080		0.542	6200	F	2017
9040 City Point Rd	0.29	5200	F	95%	1%	2%	1%	1%	0%	F	0.083		0.54	5600	F	2017
9040 Main St	0.13	1900	F	95%	1%	2%	1%	1%	0%	C	0.098		0.540	2000	F	2017
9042 W Broadway Ave	0.39	1200	F	99%	0%	1%	0%	0%	0%	C	0.096		0.634	1200	F	2017
9042 W Broadway Ave	0.55	6700	F	99%	0%	0%	0%	0%	0%	C	0.093		0.565	7100	F	2017
9042 W Broadway Ave	0.13	5300	F	99%	0%	0%	0%	0%	0%	F	0.091		0.584	5600	F	2017
9042 W Broadway Ave	0.36	3400	F	99%	0%	0%	0%	0%	0%	F	0.087		0.618	3600	F	2017
9042 East Broadway St	0.63	1500	F	99%	0%	0%	0%	0%	0%	C	0.088		0.563	1600	F	2017

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						2Axle	3+Axle	1Trail	2Trail							
City of Hopewell																
9043 Courthouse Rd	0.95	6700	F	99%	0%	From: Ashland Ave				C	0.085		0.563	7100	F	2017
						To: Berry St										
9043 Berry St	0.29	6900	F	99%	0%	From: Courthouse Rd				C	0.081		0.578	7300	F	2017
						To: Arlington Rd										
9043 Arlington Rd	0.12	5000	F	99%	0%	From: High Ave				F	0.089		0.571	5300	F	2017
						To: Freeman St										
9043 Arlington Rd	0.38	6100	F	99%	0%	From: Winston Churchill Dr				C	0.089		0.557	6500	F	2017
						To: Winston Churchill Dr										
9045 High Ave	0.09	1800	F	98%	0%	From: Winston Churchill Dr				C	0.093		0.527	1900	F	2017
						To: Oaklawn Blvd										
9047 Ashland St	0.06	3900	F	99%	0%	From: 116-9043 Courthouse Rd				F	0.090		0.776	4200	F	2017
						To: SR 36 Oaklawn Blvd										
9047 Ashland St	0.10	5000	F	99%	0%	From: SR 36-P Woodlawn St				F	0.1		0.684	5300	F	2017
						To: 116-6 Western St										
9047 Ashland St	0.10	8300	F	99%	0%	From: 116-6 Western St				C	0.088		0.511	8800	F	2017
						To: 116-2 Kippax Dr										
9047 Cedar Level Rd	0.89	6700	F	99%	0%	From: 116-2 Kippax Dr				F	0.086		0.5	7100	F	2017
						To: 116-4 Jackson Farm Rd										
9047 Jackson Farm Rd	0.27	6800	F	99%	0%	From: 116-4; Cedar Level Rd				C	0.087		0.503	7300	F	2017
						To: S Mesa Dr										
9047 S Mesa Dr	0.46	6900	F	99%	0%	From: Jackson Farm Rd				F	0.087		0.509	7300	F	2017
						To: 116-9038 River Rd										
9047 N Mesa Dr	0.23	9500	F	99%	0%	From: 116-9038 River Rd				F	0.089		0.534	10000	F	2017
						To: 166-9040 City Point Rd										
9047 N Mesa Dr	0.20	6000	F	99%	0%	From: 166-9040 City Point Rd				F	0.088		0.581	6400	F	2017
						To: 116-9042 Broadway Ave										
9049 South 6Th Ave	0.52	11000	G	96%	1%	From: Winston Churchill Dr				C	0.086		0.524	12000	G	2017
						To: City Point Rd										
9049 North 6Th Ave	0.15	7700	F	96%	1%	From: City Point Rd				F	0.082		0.586	8200	F	2017
						To: W Broadway Ave										
9051 North 21St Ave	0.53	4100	F	99%	0%	From: W Broadway Ave				C	0.091		0.622	4300	F	2017
						To: Riverside Ave										
9051 Riverside Ave	0.32	4600	F	99%	0%	From: North 21St Ave				F	0.097		0.568	4800	F	2017
						To: Randolph Rd										
9074 City Point Rd	0.14	3800	F	98%	0%	From: Main St				C	0.086		0.513	4000	F	2017
						To: Randolph Rd										
9076 Western St	0.67	3800	F	99%	0%	From: SR 36 Oaklawn Blvd				C	0.091		0.611	4100	F	2017
						To: 116-6 Barkley St; 116-5 Western St										
Atlantic St		1000	F			From: 20th Ave					0.098		0.514	1100	F	2017
						To: 21st Ave										

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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							
City of Hopewell																
Broadway St		1800	F								0.092		0.552	1900	F	2017
Camron Rd		70	G								0.175		0.68	70	G	2017
Cloverdale Ave		240	F								0.105		0.6	250	F	2017
Courthouse Rd		480	F								0.096		0.505	510	F	2017
Davidson Ave		50	F								0.139		0.5	60	F	2017
Day St		40	F								0.141		0.643	47	F	2017
Dellrose Dr		250	G	97%	2%	1%	0%	0%	0%	C	0.097		0.551	250	G	2017
Dinwiddie Avenue		800	G	99%	0%	0%	0%	0%	0%	C	0.128		0.598	800	G	2017
Fisher Avenue		90	G								0.182		0.818	90	G	2017
Granby St		290	F								0.115		0.613	310	F	2017
Jackson St		440	F								0.206		0.712	460	F	2017
Marion Ave		270	F								0.1		0.542	280	F	2017
Maryland Avenue		410	G	97%	1%	1%	1%	1%	0%	C	0.128		0.591	410	G	2017
Prince George Ave		120	F								0.134		0.806	130	F	2017
Riverside Avenue		49	G	100%	0%	0%	0%	0%	0%	C	0.174		0.529	49	G	2017
Stewart Ave		160	F								0.124		0.523	170	F	2017
Sussex Dr		270	G	98%	0%	2%	0%	0%	0%	C	0.117		0.594	270	G	2017
Terminal St		1400	G	97%	1%	2%	0%	1%	0%	C	0.074		0.926	1400	G	2017
Wilmington Avenue		340	G								0.106		0.507	340	G	2017