2018

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

where available

Special Locality Report 145

City of Franklin

Information in this report is included in Report

87

(Southampton 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.

1 Trail 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
- 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

29 US Route	North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	29	US Route	

- Frontage Road (F precedes frontage route number)
- (600) Secondary Route

Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
\smile	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector

Virginia State Route

- 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 Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

		City of F	ranklin												
Dente	London Markey	l		4	Б		Tru	ıck		00	K	01/	Dir	A A)A/DT	0144
Route	Jurisdiction	Length AAD	DT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	WCL Fr	ranklin												
58 Clay St	City of Franklin	1.18 310		98%	1%	0%	0%	0%	0%	F	0.100	F	0.602	3600	F
30)	Tol	**													
Bus	From:	Hunterda	ale Rd												
58 Clay St	City of Franklin	0.58 330	00 F	98%	1%	0%	0%	0%	0%	F	0.105	F	0.555	3800	F
\hookrightarrow	Too	Homeste	ead Rd												
Bus	From:			000/	40/		00/	00/	00/	_	0.404	_	0.047	0000	_
58 Clay St	City of Franklin	0.35 280	00 F	98%	1%	0%	0%	0%	0%	F	0.101	F	0.617	3300	F
Due	To: From:	Lee	St												
Bus 58 Clay St	City of Franklin	0.16 110	00 F	97%	1%	1%	0%	1%	0%	С	0.108	F		1300	F
58 Olay Ol	Combined Traffic Estimates for 2 Parallel Roadway			97%	1%	1%	0%	0%	0%	С	0.084	F	0.67	3500	F
	Combined Trainic Estimates for 2 Parallel Roadway	s on this Route: 320	JU F	97%	170	170	0%	0%	0%	C	0.064	Г	0.67	3500	Г
Bus	To: From:	Gardne	er St												
58 Clay St	City of Franklin	0.17 180	00 F	97%	1%	1%	0%	1%	0%	С	0.101	F	0.525	2100	F
30) - 11, -1	Combined Traffic Estimates for 2 Parallel Roadway			97%	1%	1%	0%	1%	0%	C	0.087	F	0.569	3400	F
	Combined Traine Estimates for 21 drainer floadway			01 70	1 70	1 70	0 70	1 /0	0 /0	J	0.007		0.000	0400	•
Bus	To: From:	High	n St												
58 4th Avenue	City of Franklin	0.26 120	00 F	98%	1%	0%	0%	0%	0%	F	0.106	F	0.646	1400	F
30)	Tα:	Mechar	nic St												
Bus	From:	Fourth	ı Ave												
58 Mechanic St	City of Franklin	0.10 250	00 F	96%	1%	2%	1%	1%	0%	С	0.11	F	0.633	2900	F
<i></i>	Tα:	Second													
Bus Bus	From:	US 2		000/	40/		00/	00/	00/	_	0.004	_	0.550	0400	_
58) (258) E 2nd Ave	City of Franklin	0.19 770		98%	1%	0%	0%	0%	0%	F	0.091	F	0.553	9100	F
* •	10.	ECL Fra	anklın												
Bus	From:	Bus 58 C													
58 Lee Street	City of Franklin	0.16 130	00 F	97%	1%	2%	0%	0%	0%	С	0.122	F	0.706	1400	F
\	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route: 300	00 F	97%	1%	1%	0%	1%	0%	С	0.087	F	0.569	3400	F
	Tα:	High													
Bus	From:	Lee St								_		_			_
58 High St	City of Franklin	0.27 200		97%	1%	1%	0%	0%	0%	С	0.101	F	0.547	2200	F
~	Combined Traffic Estimates for 2 Parallel Roadway			97%	1%	1%	0%	0%	0%	С	0.084	F	0.67	3500	F
	To:	Bus 58 For	ourth Ave												
Bus	From:	SCL Fra	anklin												
258 South St	City of Franklin	0.28 630	00 F	98%	0%	1%	0%	0%	0%	С	0.081	F	0.513	6700	F
~ <i>)</i>	To	College	Drive												
Bus	From:									_		_			_
South St	City of Franklin	0.25 770	00 F	98%	0%	1%	0%	0%	0%	F	0.08	F	0.502	8200	F
	To:	Bank S	Street			<u> </u>									
Bus Courth Ct	City of Franklin			000/	00/	10/	00/	00/	00/	_	0.004	_	0.51	7400	_
258 South St	City of Franklin	0.35 700	00 F	98%	0%	1%	0%	0%	0%	F	0.084	F	0.51	7400	F
Pup	To: From:	Roosevel	lt Street												
Bus 258 South St	City of Franklin	0.15 690	00 F	98%	0%	1%	0%	0%	0%	F	0.085	F	0.517	7300	F
258 3000111 31	City of Franklin			30 /0	U /0	1 /0	U /o	U /0	U /o	'	0.003	'	0.517	7300	1
	100	Oak S	ueet												

Route	Jurisdiction	Longth	AADT	QA	4Tire	Bus		Trι	ıck		QC	K	QK	Dir	AAWDT	OW
noute	Julisalction	Length	AADT	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	QVV
Bus	From:		Oak Street													
(258) South St	City of Franklin	0.16	12000	F	98%	0%	1%	0%	0%	0%	F	0.085	F	0.534	13000	F
Bus	To: From:	P	retlow Stree	et												
258 South St	City of Franklin	0.21	5100	F	98%	0%	1%	0%	0%	0%	F	0.082	F	0.514	5500	F
Bus	T _C . From:		High Street				⊒⊢									
258 South St	City of Franklin	0.16	2700	F	95%	1%	1%	1%	2%	0%	С	0.08	F	0.54	2800	F
\hookrightarrow	To:		Main Street													
Bus	From:	South Street														
258 Main St	City of Franklin	0.29	2400	F	96%	1%	1%	1%	1%	0%	С	0.078	F	0.553	2600	F
	To:	Se	cond Avenu	ıe												
Bus	From:		Main Street													
258 Second Avenue	City of Franklin	0.12	4900	F	96%	1%	1%	1%	1%	0%	F	0.087	F	0.511	5300	F
	To:	Bus US	58 Mechani	c Street												
Bus Bus	From:		US 258													
258 58 E 2nd Ave	City of Franklin	0.19	7700	F	98%	1%	0%	0%	0%	0%	F	0.091	F	0.553	9100	F
	To:	E	CL Franklir	ı												

						City of	t Franklin	1								
Route	Length	AADT	QA	4Tire	Bus		Truc		 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Franklin																
Novella Do	0.00	From	<u></u>	070/	00/		erdale Rd	00/	00/			_	0.500	000	_	0040
1 North Dr	0.08	780 To	, F	97%	2%	1%	0%	0%	0%	С	0.112	F	0.589	830	F	2018
		Fron					scent Dr									
(3901) Oak St	0.51	820	F	97%	2%	1%	orton St 0%	0%	0%	С	0.196	F	0.614	870	F	2018
(3901) Sait St	0.01	To	·	0.70			outh St	0 70	0 70			•	0.011	0,0		2010
		From	1.			The	omas St									
(3902) Maplewood St	0.47	740	F	98%	1%	1%	0%	0%	0%	С	0.111	F	0.526	790	F	2018
\bigcirc		To):			Wash	nington St									
		Fron	1:			SCL	Franklin									
(3903) Pretlow St	0.36	1800	N	97%	1%	1%	0%	1%	0%	Ν	0.097	F	0.554	2000	N	2018
		T _c	2.			US :	58 West				\Box —					
3903) Pretlow St	0.76	1800	F	97%	1%	1%	0%	1%	0%	С	0.097	F	0.554	2000	F	2018
<u> </u>		T _c				Mo	orton St				\neg —					
3903) Pretlow St	0.54	2800	F	95%	2%	1%	1%	1%	0%	С	0.094	F	0.594	3000	F	2018
\bigcirc		To	o:			BUS US	258 South	St								
		Fron	n:			U	JS 58									
(3904) Armory Dr	0.70	12000	F	99%	0%	0%	0%	0%	0%	F	0.097	F	0.549	13000	F	2018
		Te From	1:			Ba	iley Dr									
(3904) Armory Dr	0.44	12000	F	99%	0%	0%	0%	0%	0%	F	0.097	F	0.526	13000	F	2018
$\overline{}$		Tr.				Col	llege Dr									
(3904) Armory Dr	0.56	6000	F	99%	0%	0%	0%	0%	0%	С	0.098	F	0.531	6400	F	2018
\cup		Te				Gar	rdner St									
3904) Armory Dr	0.09	6200 From	F	99%	0%	1%	0%	0%	0%	С	0.095	F	0.523	6600	F	2018
,		To):				ond Ave									
<u> </u>		Fron	1:	2221			nory Dr					_			_	
(3904) Second Ave	0.23	6100	F	99%	0%	1%	0%	0%	0%	F	0.092	F	0.518	6500	F	2018
<u> </u>		Ton Fron	1:				igh St									
(3904) Second Ave	0.15	5000	F	99%	0%	1%	0%	0%	0%	С	0.091	F	0.554	5300	F	2018
<u> </u>		To): 			US 25	8 Main St									
()	0.45	Fron	·L	000/	00/		gnolia St	00/	00/			_	0.540	470	_	0040
3905 High St	0.15	160	F	96%	3%	1%	1%	0%	0%	F	0.120	F	0.512	170	F	2018
<u> </u>		Te Fron	1:				irch St									
3905) High St	0.06	280	F	96%	3%	1%	1%	0%	0%	С	0.11	F	0.548	300	F	2018
<u> </u>		Fron	1:				outh St				\Box					
3905) High St	0.30	2900	F	97%	1%	1%	0%	0%	0%	С	0.097	F	0.509	3100	F	2018
<u> </u>		Fron	1:				nd St nd Ave									
(3905) High St	0.10	3200	F	96%	3%	1%	1%	0%	0%	F	0.096	F	0.515	3400	F	2018
3303)	0.10	To		20/0	3 /0		8 4th Ave	5 / 5	3,0	•		•	5.5.0	3.00	•	_0.0
		Fron	1:			US 58	P; Lee St									
(3905) High St	0.20	3000	F	98%	1%	1%	1%	0%	0%	С	0.1	F	0.635	3200	F	2018
		To Fron	1:			Bea	aman St									
(3905) High St	0.19	3100	F	98%	1%	1%	0%	0%	0%	С	0.089	F	0.597	3300	F	2018
$\overline{}$		Te From					estead Rd									
(3905) High St	0.39	2500	`L	97%	1%	1%	estead Dr 0%	0%	0%	С	0.094	F	0.606	2600	F	2018
3905) 1 11911 01	0.00	2000		J1 /0	1 /0		view Rd	U /U	J /0		0.004	•	0.000	2000	'	2010
		From	ı.			Fair	view Dr									
(3905) High St	1.37	1700	F	99%	0%	1%	0%	0%	0%	С	0.096	F	0.668	1900	F	2018
$\overline{}$		Te				NCL	Franklin									
		Fron	ı:				outh St									
(3907) College Dr	0.19	6800	F	99%	1%	1%	0%	0%	0%	С	0.093	F	0.529	7200	F	2018
		Fron	1:			Maple	wood Ave									
(3907) College Dr	0.28	7700	F	99%	1%	1%	0%	0%	0%	F	0.095	F	0.522	8200	F	2018
\bigcirc		To):			Arn	nory Dr									
					-		_	_			_		_		_	_

						City U	II FIAIIKII	111								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Franklin		From					D.				-					
Gagor) College Dr	0.14	7000	F	99%	1%	1%	mory Dr 0%	0%	0%	F	0.1	F	0.555	7500	F	2018
College Dr	0.14	7000		99%	1 70	1 70	0%	0%	076	Г	U. I	Г	0.555	7300	Г	2010
0.11	0.00	From	<u> </u>	000/	00/		Stewart I		00/			_	0.507	0000		0040
3907) College Dr	0.62	9300	F	99%	0%	0%	0%	0%	0%	F	0.101	F	0.537	9900	F	2018
		From					amore Rd				_					
Garage Or	0.12	8700	_ <u>F</u> _	99%	0%	0%	0%	0%	0%	F	0.102	F	0.542	9200	F	2018
<u> </u>		From					Clay St S 58 Clay S	C+								
Hunterdale Rd	0.19	8100	F	99%	0%	0%	0%	0%	0%	F	0.101	F	0.558	8600	F	2018
9907)	• • • • • • • • • • • • • • • • • • • •									-	_	-			-	
Uuntardala Pd	0.60	From	<u>.</u> F	99%	0%	0%	rview Dr	Λο/	00/	С	0.104	F	0.656	4800	Е	2018
Hunterdale Rd	0.60	4500		99%	0%	0%	0%	0%	0%	C	0.104	Г	0.656	4000	Г	2010
$\widehat{}$		From					orth Dr									
Hunterdale Rd	0.71	5200	F	99%	0%	0%	0%	0%	0%	F	0.106	F	0.683	5600	F	2018
<u> </u>		To				NCI	Franklin									
\sim		From					outh St									
Roosevelt St	0.19	340	F	97%	1%	1%	0%	0%	0%	С	0.119	F	0.512	360	F	2018
		То	<u> </u>			Maple	ewood Ave	<u> </u>			<u> </u>					
$\widehat{}$		From	:				lay St									
Homestead Rd	0.42	500	F	98%	1%	1%	0%	0%	0%	С	0.102	F	0.667	540	F	2018
		То	<u> </u>			H	ligh St				<u> </u>					
		From				Arı	mory Dr									
911) Gardner St	0.22	820	F	97%	2%	1%	0%	0%	0%	С	0.115	F	0.608	870	F	2018
<u> </u>		To					arles St									
Cardner Ct	0.07			079/	10/		eles Street	00/	00/		0.117	_	0.600	710	_	2010
Gardner St	0.07	670		97%	1%	2%	0%	0%	0%	С	0.117	F	0.602	710	F F F F	2018
							Bus; Clay	Si								
Caindan Da	0.05	From	ᄂ	000/	10/		erdale Rd	00/	00/		0.005	_	0.500	4700	_	0010
Fairview Dr	0.25	4400	F	98%	1%	1%	0%	0%	0%	F	0.095	F	0.598	4700	F	2018
<u> </u>		From					scent Dr									
₃₉₁₂) Fairview Dr	0.66	2600	F	98%	1%	1%	0%	0%	0%	С	0.101	F	0.566	2800	F	2018
<u> </u>		To	:			H	ligh St									
_		From	:			(Clay St									
Southampton Rd	0.21	270	F	98%	1%	1%	0%	0%	0%	С	0.118	F	0.714	290	F	2018
		To				Сур	ress Ave									
		From	:			Me	orton St									
Banks St	0.38	2100	F	98%	1%	1%	0%	0%	0%	С	0.103	F	0.509	2200	F	2018
\mathcal{L}		То	:			S	outh St									
		From	:			В	anks St									
Morton St	0.30	1100	F	97%	2%	1%	0%	0%	0%	С	0.121	F	0.547	1100	F	2018
		То	:				Oak St									
<u> </u>		From				Oa	k Street									
Morton St	0.23	1100	F	95%	3%	1%	0%	0%	0%	С	0.106	F	0.581	1200	F	2018
\smile		То	1			Pre	etlow St									
		From					rview Dr									
Grescent Dr	0.66	580	F	95%	4%	1%	0%	0%	0%	С	0.131	F	0.617	620	F	2018
\mathcal{L}		То				N	orth Dr									
		From				Hig	gh Street									
Beamen St		100	F								0.124	F	0.615	110	F	2018
		To				Fonta	aine Street									
		From	1			S	outh St	-								
Bruce St		670	F								0.102	F	0.534	720	F	2018
		То	:			Cool	Spring St				1					
		From	:				age St									
Crescent Drive		460	F			г	uge ot				0.135	F	0.575	460	F	2018
GIGGOOIIL DIIVO		400				McC	utcheon St				-3.133	•	0.070	700	'	_010
			<u> </u>			IVICC	acheon St									

South St South St						Oity of Franklin							
South St South St	Route	Length AADT	QA	4Tire	Bus		QC		QK		AAWDT	QW	Yea
South St South St	of Franklin												
Fontaine St						South St							
Fontaine St 110	Delk St		F_					0.098	F	0.563	600	F	201
Fontaine St 110		Te				Mariner St.							
Norfleet St						Beamen St							
Forest Pine Rd	Fontaine St	110	F_					0.121	F	0.643	120	F	201
Forest Pine Rd		Te	<u> </u>			Norfleet St							
Crescent Dr						Homestead Rd							
Laurel St 380 F	Forest Pine Rd	1100	F_					0.096	F	0.528	1100	F	201
Magnolia Ave So		To				Crescent Dr							
Magnolia Ave 60 F		Fron				Bolling St							
Magnolia Ave 60 F	Laurel St	380	F					0.119	F	0.510	410	F	201
Magnolia Ave 60 F		Te				Ashton Ave							
Neadow Lane From Clay St Cla		Fron	:			Hunterdale Rd							
Meadow Lane	Magnolia Ave	60	F					0.139	F	0.556	70	F	201
Meadow Lane	•	To				Dead End							
Sycamore Rd		Fron	1			Clay St							
From Hunterdale Rd Dead End Dead End	Meadow Lane	100	F			•		0.123	F	0.577	110	F	201
Old Sedley Rd		Te				Sycamore Rd							
Old Sedley Rd		Fron	:			Hunterdale Rd							
Park Circle So F Dead End Dead End	Old Sedley Rd	610	F					0.094	F	0.798	650	F	201
Park Circle 80 F Clay St 0.122 F 0.526 80 F 201 Redwood Ave 50 F Roosevelt Street 0.154 F 0.667 60 F 201 Robin Hood Rd 120 F Cypress Ave 0.134 F 0.563 120 F 201 Walnut St 560 F Elm St 0.114 F 0.518 600 F 201	•	To	:			Myrtle Dr						F F	
Park Circle 80 F To Clay St 0.122 F 0.526 80 F 201 Redwood Ave From St Street Roosevelt Street 0.154 F 0.667 60 F 201 Robin Hood Rd 120 F Street Cypress Ave O.134 F 0.563 120 F 201 Robin Hood Rd 120 F Street Pine Ave O.114 F 0.518 600 F 201 Walnut St 560 F O.114 F 0.518 600 F 201		Fron	1			Dead End							
Clay St Redwood Ave 50 F Roosevelt Street 0.154 F 0.667 60 F 201 Robin Hood Rd 120 F Cypress Ave 0.134 F 0.563 120 F 201 Walnut St 560 F 0.114 F 0.518 600 F 201	Park Circle	80	F			Doud End		0.122	F	0.526	80	F	201
Redwood Ave 50 F 0.667 60 F 201 Robin Hood Rd 120 F			:			Clay St						F F F F F	2010
Redwood Ave 50 F Cypress Ave 0.154 F 0.667 0.667 0.0 F 201 Robin Hood Rd 120 F Cypress Ave 0.134 F 0.563 120 F P 201 Walnut St 560 F 0.114 F 0.518 600 F 201		Fron				Roosevelt Street							
Note	Redwood Ave	50	F			Rooseven Succe		0.154	F	0.667	60	F	201
Robin Hood Rd 120 F Cypress Ave 0.134 F 0.563 120 F 201 From: Elm St Walnut St 560 F 0.114 F 0.518 600 F 201		Tr				Wilson Street							_
Robin Hood Rd 120 F F 0.134 F 0.563 D 120 F 201 From: Elm St Walnut St 560 F Co.114 F 0.518 D 600 F 201		Fron	:					1					
Pine Ave From Elm St Walnut St 560 F 0.114 F 0.518 G 600 F 201	Robin Hood Rd					Cypiess Ave		0.134	F	0.563	120	F	201
Elm St		. 20	Ė			Pine Ave			•	3.000	0	•	_5.
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	amat ot		Ė			South St		3.114	•	3.010	000	•	201