2008

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

where available

Special Locality Report 210

Town of Dublin

Information in this report is included in Report

77

(Pulaski 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 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	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
(600)	Secondary Route	

Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye 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 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.

Virginia Department of Transportation Traffic Engineering Division

2008 Annual Average Daily Traffic Volume Estimates By Section of Route Town of Dublin

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
11 Broad St	Town of Dublin (Maint: 77)	0.16	VCL Dublir 13000	N	98%	1%	1%	0%	0%	0%	N	0.106	N		13000	N
11 Broad St	Town of Dublin (Maint: 77)	0.97	00 Oakwood 14000 ECL Dublin	F	98%	0%	0%	1%	1%	0%	F	0.087	F		15000	F
100	From: Town of Dublin (Maint: 77)	0.51	18000	N	96%	0%	1%	1%	3%	0%	N	0.091	N		19000	N
100	Town of Dublin (Maint: 77)	0.21	S 11 Dublin 5800 NCL Dublin	G	96%	0%	1%	1%	3%	0%	F	0.094	N		6200	G

Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
	т.	ī													
0.11	590	R					11			NA			NA		11/04/2008
0.06	500 From:	R			77-10	32 Free St				NA			NA		11/04/2008
0.12	480 From:	R			77-10	07 Kerry S				NA			NA		11/04/2008
0.02	1100 From	R			7	7-9927				NA			NA		11/04/2008
0.06	From: 1200	R			77-103	Zeigler A	ve			NA			NA		11/04/2008
0.06	290	R			77-1035	Flanagan A	ive			NA			NA		10/29/2008
0.05	490	R)r			NA			NA		10/29/2008
	To:														
0.03	650	R								NA			NA		10/27/2008
0.06	510	R			77-100)5 Maple S	t			NA			NA		10/27/2008
	To				NC	L Dublin									
0.06	From:	R								NA			NA		03/20/2002
0.05	530	R								NA			NA		11/17/2008
	To:														
0.13	620	R								NA			NA		02/06/2006
	From:														
0.24	90 To:	R			77-747	Old Route	11			NA			NA		11/17/2008
	From														
0.12	30 To:	R			77 101′	Walker A	WA			NA			NA		11/17/2008
	From:														
0.07	110	R					-			NA			NA		11/17/2008
0.06	From:				77-70	6 Circle Di							NΛ		11/17/2008
0.00	To:				77-1012	. Walker A	ve						INA		11/17/2000
	From														
0.08	2700	F	96%	2%	1%	1%	0%	0%	F	0.12	F		2900	F	2008
0.15	3100 From:	F	96%	2%	1%	1 Broad St 1%	0%	0%	С	0.127	F		3200	F	2008
0.28	2600 From	F	96%	2%	1%	1%	0%	0%	F	0.140	F	0.561	2700	F	2008
	From	<u> </u>								+					
0.65	1400	R								NA			NA		11/07/2008
0.50	1700	F	98%	1%				0%	С	0.108	F	0.543	1800	F	2008
J.00	To:		5570	1 /0				J /U			•	J.U-10	1000	•	2000
0.12	320	R			77-1002	Oakwood A	Ave			NA			NA		10/20/2008
													NI/A		コロバフロバフロの8
	0.11 0.06 0.12 0.02 0.06 0.05 0.03 0.06 0.05 0.13 0.24 0.12 0.07 0.06 0.08 0.15 0.28	0.06 500 0.12 480 0.02 1100 0.06 1200 0.06 290 0.07 From 0.08 510 0.08 530 0.09 From 0.09 530 0.013 620 0.13 620 0.10 From 0.10 From 0.11 Fr	0.11 590 R 0.06 500 R 0.12 480 R 0.02 1100 R 0.06 1200 R 0.06 290 R 0.05 490 R 0.07 From: 0.08 510 R 0.08 From: 0.13 620 R 0.14 90 R 0.15 To: From: 0.16 From: 0.17 To: From: 0.18 From: 0.19 R 0.10 From: 0.10 R 0.11 R	0.11	0.11	Prom	10.01 10.00 10.0	1	1	O.11 S90 R	1	Company Comp	Triange Tria	1	1

						I own of Dubli	n							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Dublin		Fron	,i			77 1004 W. G. d								
(1001) Fifth St	0.02	360	R			77-1004 W, South			NA			NA		10/20/2008
Fifth St	0.08	390 From	R			77-1004 E, Trinkle			NA			NA		01/30/2006
		Fron				77-1003 Fourth S								
Oakwood Ave	0.07	290	R						NA			NA		10/20/2008
Oakwood Ave	0.05	580 From	R			77-1001 Fifth St 77-1009 Sixth S			NA			NA		10/20/2008
		Fron	:			SR 100 Clebone F			1					
Fourth St	0.05	990	R						NA			NA		01/30/2006
(1003) Fourth St	0.13	650 Fron	R			77-1002 Oakwood A	Ave		NA			NA		10/20/2008
(1003) Fourth St	0.13	Te				77-1004 Trinkle A	ve					14/3		10/20/2000
		Fron	:			US 11 Broad St			1					
1004 Trinkle Ave	0.09	900	R						NA			NA		01/30/2006
(1004) Trinkle Ave	0.07	680	 R			77-1013 Second S	3t		NA			NA		10/20/2008
(1004) Trinkle Ave	0.07	000				77 1005 FI: 10						14/ (10/20/2000
1004 Trinkle Ave	0.08	690 From	R			77-1005 Third S			NA			NA		10/20/2008
1004 Trinkle Ave	0.08	140 From	R			77-1003 Fourth S	t		NA			NA		10/20/2008
		Fron				77-1001 Fifth St								
1004 77 Trinkle Ave	0.04	50	R			77 1000 G: 4 G			NA			NA		10/20/2008
		Fron	1			77-1009 Sixth S								
1005 Third St	0.13	60	R			Dead End			NA			NA		01/30/2006
1005 Third St	0.08	880 From	R			77-1004 Trinkle A	ve		NA			NA		01/30/2006
<u> </u>		To Fron				77-746 Old Giles l	Rd							
1005 Maple St	0.12	1600	R						NA			NA		01/30/2006
(1005) Maple St	0.01	1900	R			77-1023 Walnut S	St		NA			NA		10/27/2008
		Fron				77-1015 Glendy A	ve							
(1005) Maple St	0.15	1400	R			77-1033 Black Av	ve		NA			NA		01/30/2006
1005 Maple St	0.10	1400 From	R						NA			NA		10/27/2008
1005 Maple St	0.02	1600	R			77-1016 Linkous A	.ve		NA			NA		10/27/2008
(1005) Maple St	0.13	1000 Fron	R			77-1083 Hanks A	ve		NA			NA		10/27/2008
		Fron				77-1024 Mebane A	ve							
1005 Maple St	0.08	720	R			77-633 Powell Av	ve		NA			NA		01/30/2006
		Fron	:			77-688 Dunlap A			l					
Locust St	0.06	500	R						NA			NA		02/06/2006
77)		To	:			77-1007 S, Jordon								
(1006) Locust	0.02	950	R			77-1007 S, Jordo	n		NA			NA		11/04/2008
(1006) Locust	0.02					77 1007 N 17						19/3		. 1,5-1,2000
(1006) Locust	0.08	970 From	R			77-1007 N, Kerr	<u>/</u>		NA			NA		11/04/2008
(1006) Locust	2.00	To To				Dead End								5 2000
									•					

					_	I.		17		Б.			
Length	AADT	QA	4Tire	Bus			ററ	K Factor	QK	Dir Factor	AAWDT	QW	Year
	From	1:						<u> </u>					
0.10	170	R			//-1011			NA			NA		10/27/2008
0.00	From				77-1012 Walker	Ave					NIA		40/07/0000
0.03	200	_ к						NA			NA		10/27/2008
0.07	330 From	R			77-1034 Vaughar	ı Ave		NA			NA		10/27/2008
	To				77-1010 Dunbar	Ave		\neg —					
0.21	310	R						NA			NA		10/27/2008
	From	1:											
0.04	120	R						NA			NA		11/04/2008
0.05	From				77-1008 Galwa	y St					NIA		00/00/0000
0.05	6 0	.г				~		NA			NA		02/06/2006
0.10	70 From				77-632 Dunlap	Rd		NA			NA		11/04/2008
-	То	-			77-1031 Zeigler	Ave							
0.06	140	R						NA			NA		11/04/2008
	From	1:			77-1035 Flana	gan		\supset					
0.06	60	R			77-1038 Hudson	Dr		NA			NA		11/04/2008
	From	n:											
0.09	50	R						NA			NA		02/06/2006
	To	:			77-1007 Kerry	St							
0.10					77-1002 Oakwoo	l Ave					NΙΔ		10/20/2009
0.12	ToU	·			77-1004 Trinkle	Ave		INA			INA		10/20/2008
	From	1:											
0.13	40	R						NA			NA		11/04/2008
0.45	From				77-1007 Jordon	St		\supset					00/00/0000
0.15	400 To	· R			77-747 Old Rout	e 11		NA T			NA		02/06/2006
	From	1:											
0.03	400	R				•		NA			NA		02/06/2006
	To From	n:			77-707 High :	St		\supset					
0.05					77 1007 Iandan	. C4		NA			NA		10/27/2008
	From	1:											
0.03	120	R			77 1007 Joides	· St		NA			NA		11/17/2008
	To	0:											
0.06	140	R			//-/0/ High) i		NA			NA		11/17/2008
	To				77-706 Circle	Dr		\neg —					
0.08	370	R						NA			NA		02/02/2006
0.08		"			77-1004 Trinkle	Ave		 NA			NΔ		10/20/2008
0.00		_			77-746 Old Gile	s Rd					14/1		10/20/2000
					US 11 Broad	St							
0.10	260	R						NA			NA		01/30/2006
0.00	From				77-1015 Glendy	Ave					NIA		04/20/2022
0.23					77-1016 Linkous	Ave					NA		01/30/2006
	From							i					
0.06	190	R						NA			NA		10/27/2008
0.06					77-1022 Roseber	ry St		INA			NA		10/27/20
	0.10 0.03 0.07 0.21 0.04 0.05 0.10 0.06 0.09 0.12 0.13 0.15 0.03 0.05 0.08 0.08 0.08	0.03 200 0.07 330 0.07 330 0.21 310 1.0 0.04 120 0.05 60 0.10 70 1.0 0.06 140 0.07 150 0.09 50 1.0 0.12 160 1.0 0.13 400 1.0 0.15 400 1.0 0.03 400 0.05 240 1.0 0.06 140 0.08 370 1.0 0.08 210 1.0 1.0 1.0 1.0 1.0 1.0 1.0	0.10	0.10 170 R The From: 0.03 200 R	0.10 170 R Total Total	Length AADT QA 4Tire Bus 2Axle 3+Axle	Company Comp	O.10 170 R 77-1011 O.10 170 R 77-1012 Walker Ave O.03 200 R 77-1034 Vaughan Ave O.07 330 R 77-1010 Danbar Ave O.21 310 R 77-1006 Locus St 77-1008 Galway St O.05 60 R 77-1031 Zeigler Ave O.06 140 R 77-1031 Zeigler Ave O.06 140 R 77-1038 Flanagan O.06 OR 77-1038 Flanagan O.06 OR 77-1038 Flanagan O.09 50 R 77-1002 Oakwood Ave O.12 160 R 77-1002 Oakwood Ave O.12 160 R 77-1004 Trinkle Ave O.13 40 R 77-1004 Trinkle Ave O.15 400 R 77-747 Old Route 11 O.03 400 R 77-747 Old Route 11 O.03 400 R 77-747 Old Route 11 O.04 Trinkle Ave O.06 140 R 77-747 Old Route 11 O.05 O.06 O.06 O.08 O.09 O.08 O	Care Care	Carry Carr	Carrell	Carrier Carr	Care

						I own of Duk								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle		Q	C K Factor	QK	Dir Factor	AAWDT	QW	Year
own of Dublin		From	.1											
1015) Glendy Ave	0.09	160	R			77-1022 Roseber	ry St		NA			NA		10/27/20
Glendy Ave	0.00	To				77-1005 Maple	e St							.0,2.,20
		From	:			77-1014 Church	h St							
1016 Linkous Ave	0.06	720	R						NA			NA		10/27/20
		To From	-			77-1022 Roseber	rry St							
1016 Linkous Ave	0.09	510	R						NA			NA		10/27/20
		To	c			77-1005 Map	le							
		From				Dead End								
Roseberry St	0.10	130	R						NA			NA		10/27/20
_		To From				77-1015 Glendy	Ave		<u> </u>					
Roseberry St	0.24	160	R			77 10161 :-1			NA			NA		10/27/20
						77-1016 Linkous								
1023) Walnut St	0.10	310	 R			77-1005 Maple	: St		NA			NA		10/27/20
Walnut St	0.10	310							INA			INA		10/21/20
Walnut St	0.05	420 From	R			77-1049 Vermili	on St		NA NA			NA		10/27/20
1023) Walnut St	0.05	420				77-1025						INA		10/21/20
		From	:			77-1005 Maple	e St							
1024) Mebane Ave	0.04	490	R			77-1005 Wapie	, Dt		NA			NA		10/27/20
Mebane Ave		To				77 1040 Varreili	on Ct							
1024) Mebane Ave	0.04	440 From	R			77-1049 Vermilie	on st		NA			NA		01/30/20
Mebane Ave		To				NCL Dublin	1							
		From	:			Dead End								
Long St	0.05	340	R						NA			NA		10/27/20
<i>"')</i>		To				77-1023 Walnu	ıt St							
		From	ь			WCL Dublir	n							
1026 Hawkins St	0.07	850	R						NA			NA		11/30/20
		From				SR 100								
1026 Hawkins St	0.07	840 To	R						NA			NA		02/06/20
			1			77-747 Old Rout								
1031) Zeigler Ave	0.12	700	 R			77-632 Dunlap	Rd		NA			NA		11/04/20
Zeigler Ave	0.12	700							INA			INA		11/04/20
Zeigler Ave	0.06	From	_			77-1007 Kerry	St					NΙΔ		11/01/20
Zeigler Ave	0.06	790	R						NA			NA		11/04/20
7.:	0.04	From	<u> </u>			77-1032 Free	St					NIA		44/04/06
Zeigler Ave	0.04	790	R						NA ——			NA		11/04/20
	2.00	From				77-1037 Hudson	n Dr					NIA		00/00/00
Zeiglar Ave	0.08	740	R			77-747 Old Rout	to 11		NA			NA		02/06/20
		From				77-632 Dunlap								
1032) Free St	0.10	40	R			77-032 Duniap	Ku		NA			NA		11/04/20
1032) Free St	00	To				77-1031 Zeigler	Ave							, 0 ., _ 0
		From	:			Dead End								
1033) Black Ave	0.05	30	R						NA			NA		01/30/20
<i>'')</i>		To	:			77-1005 Maple	St							
		From				SCL Dublin	ı							
1034 Vaughan Ave	0.05	180	N						NA			NA		11/12/20
		To From				77-1050 Armstro	ong St							
1034 Vaughan Ave	0.09	390	R						NA			NA		11/04/20
<u> </u>		To				77-1007 Kerry								
<u> </u>		From				77-632 Dunlap	Rd				-		-	11/0:15
1035 Flanagan	0.11	140 To	R			77 1007 17	, Ct		NA			NA		11/04/20
		10	1			77-1007 Kerry	JC.							

							WII OI									
Route	Length	AADT	QA	4Tire	Bus			Truck Axle 1Tr		QC	K Factor	QK	Dir Factor	AAWD	T QW	Year
Town of Dublin			1								1					
(1035) Flanagan	0.15	100	R			77	7-1007 K	Cerry St			NA			NA		11/04/2008
(1035) Flanagan	00	To				77-	1037 Hu	idson Dr								, 0 ., 2000
		From				77-	-632 Du	nlap Rd								
Hudson Dr	0.07	30	R								NA			NA		02/08/2006
		From				77-1	1031 Ze	iglar Ave								
1037 Hudson Dr	0.08	200	R								NA			NA		10/29/2008
O Uluda sa Da	0.07	From	Ļ			77	'-1035 F	lanagan						NIA		40/00/0000
(1037) Hudson Dr	0.07	110 To	R				77-10	138			NA T			NA		10/29/2008
		From				77.		nlap Rd								
(1038) Hudson Dr	0.11	100	R				002.00	map rea			NA			NA		10/29/2008
77)		To				77	7-1007 K	Cerry St			٦					
(1038) Hudson Dr	0.17	100	R								NA			NA		10/29/2008
		To				77-	1037 Hu	idson Dr								
○ \		From				77-	-1023 W	alnut St			J					40/07/0000
(1049) Vermillion St	0.25	260	R								NA 			NA		10/27/2008
Varratilian Ct	0.45	From	ᄂ			77-	1083 Ha	ınks Ave						NIA		40/07/0000
(1049) Vermilion St	0.15	90 To	R			77-1	024 Me	bane Ave			NA			NA		10/27/2008
		From					SCL D									
(1050) Armstrong St	0.13	420	R				SCL D				NA			NA		11/12/2008
n		To					SCL D	ıblin								
		From				7	7-1005	Maple								
(1083) Hanks Ave	0.07	580	R								NA			NA		10/27/2008
		From				77-1	049 Vei	milion St			<u> </u>					21/22/222
1083 Hanks Ave	0.06	470 To	R			NO	T Dub	in; Gap			NA			NA		01/30/2006
		From	l				SCL D									
Locust Ave Extension	0.13	610	R				SCL D	101111			NA			NA		03/28/2002
(11)		To				77	7-688; 7	7-1006								
^		From				77-	-1023 W	alnut St								
1094 Pine St	0.02	30 To	R				D 11	5 1			NA			NA		01/30/2006
		From	l			CD 100	Dead 1				<u> </u>					
(1097) Dublin Park Rd	0.04	2200	R			SK 100;	, //-682	Newbern R	.a		NA			NA		02/06/2006
1097 Dublin Park Rd	0.0.					77 100	00 Torr	Center Dr								02/00/2000
1097) Dublin Park Rd	0.11	950 From	R			77-10	96 10WI	Center Di			NA			NA		02/06/2006
1097 Dublin Park Rd		To					Dead l	End								
		From				77-0	682 Nev	vbern Rd								
1098 Town Center Dr	0.09	1300	R								NA			NA		02/06/2006
		To From				77-10	97 Dubl	in Park Rd								
1098 Town Center Dr	0.18	1800 _{To}	R			CD 1	00.01.1	D1 1			NA			NA		02/06/2006
		From	<u> </u>					urne Blvd			<u> </u>					
0246	0.05	170	R			//-1	1004 111	nkle Ave			NA			NA		1986
9346		To				77	7-1001 F	Sifth St								
9346)	0.09	160 From	R			7.	,-1001 I	nui ol			NA			NA		1986
9346		То				77	'-746 Gi	les Ave								
\sim		From				77-7	746 Old	Giles Rd								
9520 Dublin Middle School	0.24	390 To	R				S 11' -	1 1			NA			NA		11/13/2008
		From	<u> </u>				Dublin S				<u> </u>					
9927 Dublin Elementary Scho	0.26	720	R			Du	blin Mid	d School			NA			NA		11/13/2008
The second Electrical Action Could																