

2005

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

where available

Jurisdiction Report

45

Highland County
Town of Monterey

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 Peak Hour 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 Peak Hour 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
2005
Annual Average Daily Traffic Volume Estimates By Section of Route
Highland Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: West Virginia State Line															
84	Highland County	5.87	180	G	91%	0%	3%	2%	4%	0%	F	0.111	F	0.696	180	G
	To: 45-600															
84	Highland County	6.64	530	G	91%	0%	3%	2%	4%	0%	C	0.099	F	0.558	550	G
	To: 45-640															
84	Mill Gap Rd Highland County	2.43	450	G	91%	0%	3%	2%	4%	0%	F	0.113	F	0.707	460	G
	To: US 220 Vanderpool															
	From: Bath County Line															
220	Highland County	8.62	600	G	91%	1%	2%	2%	5%	0%	F	0.101	F	0.6	620	G
	To: N 45-607															
220	Highland County	3.47	830	G	91%	1%	2%	2%	5%	0%	F	0.104	F	0.503	850	G
	To: SR 84 Vanderpool															
220	Highland County	3.54	1600	G	93%	0%	2%	1%	4%	0%	F	0.096	F	0.694	1700	G
	To: SCL Monterey															
220	Town of Monterey (Maint: 45)	0.35	1600	N	93%	0%	2%	1%	4%	0%	N	0.096	N	0.694	1700	N
	To: US 250															
220	Town of Monterey (Maint: 45)	0.19	1500	G	93%	0%	2%	1%	4%	0%	C	0.091	F	0.533	1500	G
	To: NCL Monterey															
220	Highland County	6.30	1500	N	93%	0%	2%	1%	4%	0%	N	0.091	N	0.533	1500	N
	To: 45-642 Near Blue Grass															
220	Highland County	1.12	780	G	93%	0%	2%	1%	4%	0%	F	0.093	F	0.52	800	G
	To: West Virginia State Line															
	From: West Virginia State Line															
250	Highland Turnpike Highland County	8.02	310	G	92%	1%	2%	1%	4%	0%	F	0.121	F	0.52	320	G
	To: 45-640															
250	Highland County	5.34	410	G	92%	1%	2%	1%	4%	0%	F	0.104	F	0.598	420	G
	To: WCL Monterey															
250	Town of Monterey (Maint: 45)	0.40	410	N	92%	1%	2%	1%	4%	0%	N	0.104	N	0.598	420	N
	To: US 220 Monterey															
250	Town of Monterey (Maint: 45)	0.18	1400	N	92%	1%	2%	1%	4%	0%	N	0.083	N	0.744	1400	N
	To: ECL Monterey															
250	Highland County	9.56	1400	G	92%	1%	2%	1%	4%	0%	C	0.083	F	0.744	1400	G
	To: E 45-678 McDowell															
250	Highland County	8.95	1200	G	92%	1%	2%	1%	4%	0%	F	0.086	F	0.618	1200	G
	To: Augusta County Line															

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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							
Highland County																
694	0.10	60	N			Highland County Line					NA			NA		09/14/2000
						08-607										
600	2.89	100	G	89%	0%	1%	3%	6%	0%	C	0.157	F	0.941	110	G	2005
						SR 84 SOUTH										
600	2.50	130	R			SR 84 NORTH					NA			NA		08/25/2003
						2.50 MN SR 84 N										
600	4.69	70	R								NA			NA		08/25/2003
						7.19 MN SR 84 N										
600	1.75	40	R								NA			NA		06/30/2003
						8.94 MN SR 84 N										
600	3.35	30	R								NA			NA		06/30/2003
						US 250										
601	1.60	6	R			Dead End					NA			NA		06/26/2003
						US 250										
602	0.20	2	R			Dead End					NA			NA		06/19/2000
						SR 84										
603	0.60	46	R			45-600					NA			NA		06/19/2000
						45-604										
604	1.20	30	R			Dead End					NA			NA		06/30/2003
						45-603										
604	3.40	70	R								NA			NA		06/22/2000
						SR 84										
605	1.00	50	R			US 220					NA			NA		06/30/2003
						Dead End										
606	1.25	40	R			US 220					NA			NA		06/16/2000
						1.25 MN US 220										
606	1.35	10	R								NA			NA		06/23/2003
						45-607										
607	1.60	170	R			US 220 SOUTH					NA			NA		06/23/2003
						08-694										
607	7.47	110	R								NA			NA		06/23/2003
						45-606 EAST										
607	0.30	90	R								NA			NA		06/23/2003
						45-606 WEST										
607	1.80	110	R								NA			NA		06/23/2003
						US 220 NORTH										
608	0.70	20	R			US 220					NA			NA		06/23/2003
						Dead End										
609	3.24	120	G	96%	0%	2%	2%	0%	0%	C	0.14	F	0.526	130	G	2005
						45-678										
610	0.07	10	R			45-609					NA			NA		06/18/2003
						0.07 MN 45-609										

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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							
Highland County																
610	0.76	20	R			From: 0.07 MN 45-609					NA		NA			06/18/2003
						To: 45-678										
611	0.60	40	R			From: US 220					NA		NA			06/23/2003
						To: Dead End										
612	5.20	9	R			From: 45-678					NA		NA			06/18/2003
						To: 45-614										
613	1.10	9	R			From: 45-614					NA		NA			06/18/2003
						To: Dead End										
614	3.86	50	R			From: Bath County Line					NA		NA			06/18/2003
						To: GW Natl For Bndy										
614	0.12	30	R			From: 0.12 ME Of Bndy					NA		NA			06/18/2003
						To: 0.46 ME Of Bndy										
614	0.34	30	R			From: 0.46 ME Of Bndy					NA		NA			06/18/2003
						To: 45-613										
614	0.82	30	R			From: 45-613					NA		NA			06/18/2003
						To: 45-612										
614	1.34	40	R			From: 45-612					NA		NA			06/18/2003
						To: 45-616										
614	3.06	47	R			From: 45-616					NA		NA			06/30/2003
						To: US 250										
614	6.14	110	R			From: US 250					NA		NA			06/05/2000
						To: 45-619										
614	2.44	100	R			From: 45-619					NA		NA			06/30/2003
						To: West Virginia State Line										
615	4.60	60	R			From: US 250					NA		NA			06/30/2003
						To: 45-678										
616	4.22	120	R			From: 45-614					NA		NA			06/18/2003
						To: US 250 SOUTH										
616	2.60	30	R			From: US 250 NORTH					NA		NA			06/05/2000
						To: Dead End										
617	2.19	20	R			From: 45-624					NA		NA			06/30/2003
						To: 45-618										
617	5.48	150	R			From: 45-618					NA		NA			06/18/2003
						To: 45-654 NORTH										
617	2.20	10	R			From: 45-654 SOUTH					NA		NA			06/18/2003
						To: Dead End										
618	0.80	30	R			From: 45-614					NA		NA			06/18/2003
						To: Dead End; Gap Terminus										
618	2.70	50	R			From: 45-654 NORTH					NA		NA			06/18/2003
						To: 45-654 SOUTH										
618	0.80	120	R			From: 45-654 SOUTH					NA		NA			06/18/2003
						To: 45-617										

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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							
Highland County																
619	0.69	90	R				45-654				NA			NA		06/05/2000
619	1.21	50	R				0.69 ME 45-654				NA			NA		06/18/2003
619	2.01	40	R				45-648				NA			NA		06/18/2003
620	1.70	30	R				45-614				NA			NA		06/18/2003
620	1.80	7	R				45-654				NA			NA		06/18/2003
620	2.77	20	R				West Virginia State Line				NA			NA		06/18/2003
621	1.18	370	R				45-614 NORTH				NA			NA		06/18/2003
621	1.18	370	R				45-614 SOUTH				NA			NA		06/18/2003
622	0.60	90	R				West Virginia State Line				NA			NA		06/15/2000
622	1.50	70	R				Dead End				NA			NA		06/05/2000
623	0.90	30	R				45-636				NA			NA		06/30/2003
624	0.10	30	R				45-654				NA			NA		06/05/2000
624	6.00	30	R				45-623				NA			NA		06/30/2003
624	1.60	60	R				West Virginia State Line				NA			NA		06/30/2003
625	0.10	50	R				Dead End				NA			NA		06/18/2003
625	1.90	70	R				45-622				NA			NA		06/18/2003
626	1.60	20	R				45-629				NA			NA		06/30/2003
627	0.30	10	R				45-628				NA			NA		06/30/2003
628	0.80	8	R				45-617				NA			NA		06/18/2003
629	4.18	310	R				45-654				NA			NA		06/18/2003
630	0.52	30	R				Dead End				NA			NA		06/08/2000
631	2.00	60	R				US 220				NA			NA		08/25/2003
631	2.00	60	R				West Virginia State Line				NA			NA		06/23/2003
631	2.00	60	R				US 220				NA			NA		06/23/2003
631	2.00	60	R				Dead End				NA			NA		06/23/2003
631	2.00	60	R				45-624				NA			NA		06/23/2003
631	2.00	60	R				US 250				NA			NA		06/08/2000
631	2.00	60	R				US 220				NA			NA		06/08/2000
631	2.00	60	R				Dead End				NA			NA		06/18/2003
631	2.00	60	R				45-629				NA			NA		06/18/2003
631	2.00	60	R				US 250				NA			NA		06/23/2003
631	2.00	60	R				45-629				NA			NA		06/23/2003

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						2Axle	3+Axle	1Trail	2Trail								
Highland County																	
(632)	1.97	80	R										NA	NA		06/23/2003	
(633)	0.80	40	R										NA	NA		06/23/2003	
(634)	1.20	90	R										NA	NA		06/08/2000	
(635)	1.00	120	R										NA	NA		08/25/2003	
(636)	0.46	180	R										NA	NA		06/15/2000	
(636)	0.63	920	R										NA	NA		06/15/2000	
Town of Monterey																	
(636)	0.31	920	N										NA	NA		06/15/2000	
(636)	0.04	920	N										NA	NA		06/15/2000	
Highland County																	
(637)	1.80	40	R										NA	NA		06/26/2003	
(637)	3.00	40	R										NA	NA		06/26/2003	
(637)	5.30	140	R										NA	NA		06/19/2000	
(638)	1.00	10	R										NA	NA		06/26/2003	
(639)	0.50	30	R										NA	NA		06/23/2003	
(640)	Meadowdale Rd	1.10	130	G	88%	1%	3%	3%	5%	0%	C	0.114	F	0.533	140	G	2005
(640)		3.22	100	G	88%	1%	3%	3%	5%	0%	F	0.119	F	0.593	110	G	2005
(640)		5.20	120	G	96%	0%	2%	1%	1%	0%	F	0.116	F	0.621	120	G	2005
(640)		1.30	250	G	96%	0%	2%	1%	1%	0%	F	0.103	F	0.654	250	G	2005
(640)		0.70	410	G	96%	0%	2%	1%	1%	0%	C	0.1	F	0.585	420	G	2005
(640)		0.40	270	R									NA	NA		06/23/2003	
(640)		0.80	260	R									NA	NA		06/22/2000	
(640)		2.40	100	R									NA	NA		06/23/2003	

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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							
Highland County																
(641)	0.45	45	R													06/30/2003
(641)	0.25	30	R													06/23/2003
(642)	11.50	20	R													06/23/2003
(642)	1.20	120	R													06/22/2000
(642)	2.60	650	G	96%	0%	2%	1%	1%	0%	C	0.105	F	0.648	670	G	2005
(643)	1.10	30	R													06/23/2003
(644)	1.60	70	R													06/23/2003
(644)	3.90	50	R													06/23/2003
(645)	0.20	160	R													06/18/2003
(645)	0.09	20	R													06/18/2003
(646)	0.15	30	R													06/23/2003
(647)	1.01	150	R													08/25/2003
(648)	0.80	10	R													06/18/2003
(649)	0.50	980	R													05/01/2003
(650)	0.15	30	R													06/23/2003
(651)	0.07	10	R													06/18/2003
(652)	0.09	40	R													1997
Town of Monterey																
(652)	0.05	40	N													1997
Highland County																
(652)	0.06	40	N													1997

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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							
Highland County																
(653)	0.60	10	R								NA			NA		06/18/2003
(654)	Johnston Road	0.91	640	G	96%	0%	3%	1%	0%	C	0.085	F	0.518	650	G	2005
(654)	Johnston Road	3.67	440	G	96%	0%	3%	1%	0%	F	0.089	F	0.541	460	G	2005
(654)	Johnston Road	2.95	240	G	96%	0%	3%	1%	0%	F	0.137	F	0.586	240	G	2005
(654)	Johnston Road	1.54	150	G	96%	0%	3%	1%	0%	F	0.126	F	0.579	150	G	2005
(655)		0.15	2	R							NA			NA		06/23/2003
(656)		0.04	20	R							NA			NA		06/18/2003
(657)		0.37	30	R							NA			NA		06/30/2003
(660)		0.12	20	R							NA			NA		06/18/2003
(678)		3.83	100	R							NA			NA		06/08/2000
(678)		0.49	170	G	93%	0%	2%	2%	0%	F	0.119	F	0.619	170	G	2005
(678)		3.12	200	G	93%	0%	2%	2%	0%	F	0.107	F	0.6	210	G	2005
(678)		3.32	240	G	93%	0%	2%	2%	0%	F	0.099	F	0.56	240	G	2005
(678)		2.82	280	G	93%	0%	2%	2%	0%	C	0.102	F	0.536	290	G	2005
Town of Monterey																
(1001)		0.04	130	R							NA			NA		06/23/2003
(1002)		0.05	70	R							NA			NA		06/23/2003
(1002)		0.20	330	R							NA			NA		06/23/2003
(1003)		0.04	470	R							NA			NA		06/23/2003
(1003)		0.04	260	R							NA			NA		08/25/2003
(1004)		0.16	420	R							NA			NA		06/15/2000
(1005)		0.09	540	R							NA			NA		06/15/2000

Virginia Department of Transportation
 Traffic Engineering Division
 2005
 Annual Average Daily Traffic Volume Estimates By Section of Route
 Highland Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Monterey																
(1005)	0.10	130	R				From: 45-1004					NA		NA		06/22/2000
							To: NCL Monterey									
Highland County																
(1005)	0.16	130	N				From: NCL Monterey					NA		NA		06/22/2000
							To: Dead End									
Town of Monterey																
(1006)	0.25	120	R				From: Dead End					NA		NA		08/25/2003
							To: 45-636									
Highland County																
(1007)	0.14	46	R				From: Dead End					NA		NA		06/23/2003
							To: SCL Monterey									
Town of Monterey																
(1007)	0.08	46	N				From: SCL Monterey					NA		NA		06/23/2003
							To: 45-1006									
Highland County																
(1010)	0.12	110	R				From: 45-1011					NA		NA		06/15/2000
							To: 45-636									
(1011)	0.07	70	R				From: 45-1010					NA		NA		06/15/2000
							To: Cul-de-Sac									
Town of Monterey																
(1032)	0.13	NA					From: 45-636					NA		NA		
							To: 45-636									
Highland County																
(9506)	0.15	40	R				From: 45-678					NA		NA		1986
							To: McDowell Elem Sch									
(9965)	0.17	680	R				From: 45-649					NA		NA		05/01/2003
							To: Highland High Sch									