2010

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

where available

Special Locality Report 138

City of Winchester

Information in this report is included in Report

34

(Frederick 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.

		0,	of Winche					Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	HC 50 HC	522 Par, Br	uaddaalr (4		ZAXIE	3+Axie	IIIali	ZIIdli		racioi		racioi		
7) (50) (522) Boscawen St	L City of Winche		2000	G	97%	1%	2%	0%	0%	0%	С	0.094	F		2200	G
7 50 522 Boscawen St											F		Г			
	Combined Traffic Estimates for 2 Parallel		11 Cameror	G	97%	1%	2%	0%	0%	0%	г	NA			12000	G
	From:		Boscawen St				+									
7 11 11 50 Cameron	St City of Winche		7500	G	96%	1%	2%	0%	1%	0%	F	NA			8200	G
7 $\left\{11\right\}$ $\left\{11\right\}$ $\left\{50\right\}$ Cameron	Combined Traffic Estimates for 2 Parallel			G	96%	1%	2%	0%	1%	0%	F	NA			15000	G
	To:	•	Piccadilly St		90 /0	1 /0	2/0	0 /0	1 /0	0 /6		INA			13000	G
	From:		11 Cameror													
7 Piccaddilly St	City of Winche		9400	G	97%	1%	1%	0%	1%	0%	F	0.087	F		10000	G
1)	To:		East Lane		0.70	.,,	$\overline{}$	0,0	.,,	0,0	·	0.00.	•		.0000	Ū
	From:		Piccadilly St	t												
7 East Lane	City of Winche		8600	G	97%	1%	1%	0%	1%	0%	F	0.085	F		9400	G
	To:		airfax Lane	;												
	From:		lighland Av													
7 National Ave	City of Winche	ster 0.32	8900	G	97%	1%	1%	0%	1%	0%	F	0.092	F		9700	G
	Tou	120 5212	D1	-11 D.1												
7 Berryville Ave	From:L City of Winche		Pleasant V 22000	G alley Rd	97%	1%	1%	0%	1%	0%	С	0.084	F		24000	G
7 Berryville Ave	City of Willerie	5161 0.79	22000	G	9170	170	170	0%	170	076	C	0.064	Г		24000	G
	To- From:		Ross St													
(₇) Berryville Ave	City of Winchester (I	Maint: 34) 0.16	25000	G	97%	1%	1%	0%	1%	0%	F	0.087	F		27000	G
$\overline{}$	To:	I-81;	ECL Winch	nester												
	From:	US 5	50 Boscawe	n St												
7 522 11 50 Braddock	St City of Winche		6600	G	96%	1%	2%	0%	1%	0%	F	0.086	F		7200	G
(1) (322) (1) (30)	Combined Traffic Estimates for 2 Parallel			G	96%	1%	2%	0%	1%	0%	F	NA			15000	G
	To:		Piccadilly St		3070	170		070	170	070	•	1471			10000	Ŭ
	From:		Braddock St													
7 (50) (522) Piccadilly St	City of Winche	ster 0.18	8900	G	97%	1%	2%	0%	0%	0%	F	0.089	F		9600	G
(b) (dp) (322)	Combined Traffic Estimates for 2 Parallel		11000	G	97%	1%	2%	0%	0%	0%	F	NA			12000	G
	To:		7 Cameron	_	0170	170	Ť	070	070	070	•				12000	Ŭ
	From															
11 Valley Ave	City of Winche		L Winchest 14000	G	97%	0%	1%	0%	1%	0%	С	0.086	F		15000	G
(11) Valley Ave	City of Willerie	5161 1.37	14000	G	9170	0%	170	0%	170	076	C	0.000	Г		13000	G
	To- From:		Middle Rd													
11 Valley Ave	City of Winche	ster 0.12	19000	G	97%	0%	0%	0%	2%	0%	F	NA			21000	G
\bigcirc	To	V	Veems Lane													
11 Valley Ave	From:L City of Winche		17000	G	97%	0%	0%	0%	2%	0%	F	NA			19000	G
11 Valley Ave	City of Willelie				91 /0	070	0 /6	0 /6	2/0	0 /6		INA			19000	G
~~~	To: From:	Ju	ıbal Early D	r												
{11} Valley Ave	City of Winche	ster 0.59	11000	G	98%	0%	1%	0%	0%	0%	С	0.093	F		12000	G
<u> </u>	To:	115 11	Par Braddo	ock St												
11 Valley Ave	From:L City of Winche		3000	G	96%	1%	1%	1%	1%	0%	F	0.093	F		3200	G
(11) Validy / Wo	-			G	93%	2%	3%	1%	1%	0%	F	NA	•		13000	G
	Combined Traffic Estimates for 2 Parallel		12000	G	93%	∠%	3%	1 70	170	U%		INA			13000	G
	10:		Gerrard St				L									

7

			OI WINCH					Tru	ıck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From	12	Valley Ave													
(11) $(50)$ $(522)$ Gerrard St	City of Winch	nester 0.10	10000	G	96%	1%	1%	1%	1%	0%	F	0.087	F		11000	G
	То		Cameron St	_												
Camaran	St City of Winch		S 50 Gerrard <b>5200</b>	St G	96%	1%	2%	0%	1%	0%	С	0.080	F		5700	G
11 (11) (50) (522) Cameron	Combined Traffic Estimates for 2 Paralle			G	97%	1%	1%	0%	1%	0%	С	NA	•		13000	G
	Combined Trainc Estimates for 2 Paralle				9170	170	176	076	170	0%	C	INA			13000	G
	To From		Boscawen S 7500		060/	40/		00/	40/	00/	F	NΙΛ			9200	G
11 (11) (50) (522) Cameron	St City of Winch			G	96%	1%	2%	0%	1%	0%		NA			8200	_
	Combined Traffic Estimates for 2 Parallel	_		G	96%	1%	2%	0%	1%	0%	F	NA			15000	G
~~ <u>.</u>	To From		Piccadilly St										_			
(11) Cameron St	City of Winch		4900	G	96%	1%	1%	1%	1%	0%	С	0.105	F		5300	G
~	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route:	9500	G	96%	1%	1%	1%	1%	0%	С	NA			10000	G
~~~	To From	US 1	1 Par, Loudo	un St												
11 Martinsburg Pike	City of Winch		10000	G	96%	1%	1%	1%	1%	0%	F	0.086	F		11000	G
<u> </u>	То	N	CL Winches	ter												
~~~	From	US	S 11 Valley A	Ave												
(11) Braddock St	City of Winch	nester 0.09	9200	G	92%	2%	4%	1%	1%	0%	F	0.096	F		10000	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	12000	G	93%	2%	3%	1%	1%	0%	F	NA			13000	G
	To Scott		Gerrard St				<u> </u>									
(11) $(50)$ $(50)$ $(522)$ Braddock	St City of Winch	nester 0.53	6500	G	97%	1%	1%	0%	1%	0%	С	0.096	F		7100	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	12000	G	97%	1%	1%	0%	1%	0%	С	NA			13000	G
	To		Boscawen S	1												
(1,1) $(5,2)$ $(5,0)$ $(522)$ Braddock	St City of Winch		6600	G	96%	1%	2%	0%	1%	0%	F	0.086	F		7200	G
(F) (FZ) (B) (02Z)	Combined Traffic Estimates for 2 Paralle		14000	G	96%	1%	2%	0%	1%	0%	F	NA			15000	G
	To	_	Piccadilly St													
11 Braddock St	City of Winch		2700	G	92%	2%	4%	1%	1%	0%	С	0.09	F		2900	G
Braddock St	Combined Traffic Estimates for 2 Parallel			G	95%	1%	2%	1%	1%	0%	С	NA	•		8200	G
	To	:	North Ave		3070	170		170	170	070	Ü	14/1			0200	O
~~~	From	:	Braddock St													
(1,1) North Ave	City of Winch	nester 0.03	530	G	96%	1%	1%	1%	0%	0%	С	0.102	F	0.692	570	G
<u> </u>	To		Loudoun St													
11 Loudoun St	City of Winch	nester 0.30	North Ave 3600	G	98%	1%	1%	0%	0%	0%	С	0.085	F	0.695	3900	G
Loudoun St	•			G	97%	1%	1%		1%	0%	С	0.065 NA	Г	0.093	9200	G
	Combined Traffic Estimates for 2 Paralle	EI NOAUWAYS ON INIS KOUTE:		G	91%	170	170	0%	1 70	U%	C	INA			9200	G
	To From	201	Wyck St		050/	40/	40/	40/	40/	00/	_	0.000	_		5000	
Loudoun St	City of Winch		4600	G	95%	1%	1%	1%	1%	0%	С	0.092	F		5000	G
-	Combined Traffic Estimates for 2 Paralle			G	96%	1%	1%	1%	1%	0%	С	NA			10000	G
	10	US	S 11 Cameron	ı St												
~~~~~~~~~~·	From		I-81		070/	00/	40/	407	407	00/					07000	
17 50 522 Millwood Ave	City of Winch		25000	N	97%	0%	1%	1%	1%	0%	N	0.091	N		27000	N
~ ~ ~	10	<u>'</u>	Iubal Early D	r												

					Tru	ck			K		Dir		_
Jurisdiction	Length AADT QA	4Tire	Bus					QC	Factor	QK	AAW	/DT	Q۷
From:	US 50 Par, Millwood Ave												
City of Winchester	0.06 <b>25000 G</b>	97%	0%	1%	1%	1%	0%	С	0.091	F	270	00	G
To:	Apple Blossom Dr												
City of Wingh pater		070/	00/	40/	40/	40/	00/	_	0.004	N.I	440	.00	_
City or vvinchester			0%	1%	1%	1%	0%	г	0.084	IN	110	00	G
From:													—
City of Winchester			1%	1%	0%	1%	0%	F	0.084	F	140	00	G
To	US 11 Cameron St												
From:	WCL Winchester												
City of Winchester		99%	1%	0%	0%	0%	0%	F	0.09	F	200	00	G
To													
City of Winchester		00%	10/	00/	00/	00/	00/		0.086		170	00	G
To:		9970	1 /0	0%	0 /6	0 /0	0 /0	C	0.000		170	00	G
From:													
City of Winchester	0.37 <b>11000 G</b>	99%	1%	0%	0%	0%	0%	F	0.085	F	120	00	G
To:	Braddock St												
From:	Boscawen St												
•		97%	1%	1%	0%	1%		С	0.096	F	710	00	G
d Traffic Estimates for 2 Parallel Roadways		97%	1%	1%	0%	1%	0%	С	NA		130	00	G
To: From:													
City of Winchester		97%	1%	1%	0%	1%	0%	F	0.087	F	900	20	G
only of Williamster			170		070	170	070	•	0.007	•	000	30	·
From		000/	40/	40/	40/	40/	00/		0.007	_	440	.00	_
City of vvinchester	0.10 <b>10000 G</b>	96%	1%	1%	1%	1%	0%	F	0.087	F	110	00	G
To: From:	US 11 Cameron St												
City of Winchester	0.75 <b>13000 G</b>		1%	1%	0%	1%	0%	F	0.084	F	140	00	G
To:		Dr											
City of Windhoster		070/	00/	10/	10/	10/	00/	_	0.004	NI	110	00	G
City of Winchester		97%	0%	1%	170	170	0%	Г	0.064	IN	110	00	G
From:													
City of Winchester	0.06 <b>25000 G</b>	97%	0%	1%	1%	1%	0%	С	0.091	F	270	00	G
To:	US 50 Par, Millwood Ave												
From:													
City of Winchester		97%	0%	1%	1%	1%	0%	Ν	0.091	Ν	270	00	١
To:	I-81												
From:	Boscawen St												
City of Winchester	0.17 <b>6600 G</b>	96%	1%	2%	0%	1%	0%	F	0.086	F	720	00	G
d Traffic Estimates for 2 Parallel Roadways		96%	1%	2%	0%	1%	0%	F	NA		150	00	G
To:	Piccadilly St												
PTOM:	Braddock St												_
City of Minchaster	0.10 0000 0	070/	40/	20/		00/	Ω0/		0.000		000		
City of Winchester and Traffic Estimates for 2 Parallel Roadways	0.18 <b>8900 G</b> on this Route: <b>11000 G</b>	97% 97%	1% 1%	2% 2%	0% 0%	0% 0%	0% 0%	F F	0.089 NA	F	960 120		G G
	City of Winchester  To From  City of Winchester  Tro From  City of Winchester  To From  City of Winchester  City of Winchester  City of Winchester  To From  City of Winchester	City of Winchester	City of Winchester   City of	City of Winchester	City of Winchester	Length AADT QA 4Tire Bus   2Axle 3+Axle	Solid Part   Sol	Length   AADT   QA   4Tire   Bus   2Axue   3+Axue   1Trail   2Trail   2Trail   US 50 Par, Millwood Ave   AADT   AADT	So Par, Millwood Ave	Surfact   Company   Comp	City of Winchester   0.5   0.6   2500   0.6   97%   0.6   1%   1%   1%   0%   0.091   F   0.084   F	City of Winchester	Section   Carrier   Carr

### Virginia Department of Transportation Traffic Engineering Division

## 2010 Annual Average Daily Traffic Volume Estimates By Section of Route City of Winchester

		Oity	OI WINCH	00101				Tri	ıck			V		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	04.4.				QC	K	QK	Dir	AAWDT	QW
-	E	1					ZAXIE	3+Axle	11 raii	21 raii		Factor		Factor		
CO CO CO COMPANDO	Ct City of Winob		Piccadilly St		060/	40/	20/	00/	40/	00/	F	NIA			0000	_
50 11 11 522 Cameron	St City of Winch		7500	G	96%	1%	2%	0%	1%	0%	-	NA			8200	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	14000	G	96%	1%	2%	0%	1%	0%	F	NA			15000	G
	To: From:		Boscawen S	t												
(50) $(11)$ $(11)$ $(522)$ Cameron	St City of Winch	nester 0.53	5200	G	96%	1%	2%	0%	1%	0%	С	0.080	F		5700	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	12000	G	97%	1%	1%	0%	1%	0%	С	NA			13000	G
	To:	US:	50 Millwood	l Ave												
-	From:	US 50	Apple Bloss	som Dr												
(50) Millwood Ave	City of Winch		9100	G	98%	0%	1%	0%	1%	0%	С	0.084	F		9900	G
40)	To:		) Jubal Early	Drive												
North	From:	S	CL Winches	tor												
North 81	City of Winchester		30000	A	79%	1%	1%	1%	17%	1%	С	0.098	Α		31000	Α
(81)	•	,		В						1%	С	NA	^			В
	Combined Traffic Estimates for 2 Paralle		CL Winches		79%	1%	1%	1%	17%	170	C	INA			61000	D
South	From		CL Winches		2221						_					_
81)	City of Winchester	` '	30000	В	80%	1%	1%	1%	17%	1%	С	0.095	Α		30000	В
$\smile$	Combined Traffic Estimates for 2 Parallel			В	79%	1%	1%	1%	17%	1%	С	NA			61000	В
	To:	N	CL Winches	ter												
	From:		I-81													
522 50 17 Millwood Ave	City of Winch	nester 0.09	25000	N	97%	0%	1%	1%	1%	0%	Ν	0.091	Ν		27000	Ν
	To:		Par; Jubal E													
~~~~	From:		Par, Millwo													
$\{522\}\{50\}\{17\}$ Jubal Early Dr	City of Winch		25000	G	97%	0%	1%	1%	1%	0%	С	0.091	F		27000	G
\bigcirc	To:		ple Blossom													
	From:		ubal Early D		070/	00/	40/	407	407	00/	_	0.004			44000	_
(522)(50)(17) Apple Blossom	Dr City of Winch		10000	G	97%	0%	1%	1%	1%	0%	F	0.084	N		11000	G
	To:		Par, Millwo													
522 50 17 Millwood Ave	City of Winch		ar; Apple Blo 13000	ossom D G	97%	1%	1%	00/	1%	00/	F	0.084	F		14000	G
522 50 17 Millwood Ave	City of Winch		13000 11 Cameron	_	91%	170	1%	0%	170	0%	Г	0.064	Г		14000	G
	From:		Millwood Av													
522 11 11 50 Cameron	St City of Winch		5200	G	96%	1%	2%	0%	1%	0%	С	0.080	F		5700	G
[522] $[11]$ $[11]$ $[50]$ Cameron	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	0%	1%	0%	С	NA	•		13000	G
	Combined Trainic Estimates for 2 Parallel	el Ruadways on this Route.	12000	<u> </u>	9170	170	170	076	170	076	C	INA			13000	G
	To:		Boscawen S													
$\{522\}\{11\}\{11\}\{50\}$ Cameron	-		7500	G	96%	1%	2%	0%	1%	0%	F	NA			8200	G
	Combined Traffic Estimates for 2 Parallel			G	96%	1%	2%	0%	1%	0%	F	NA			15000	G
	To:		7 Piccadilly													
~~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~ ~~	From:		11 Camero		070/	407		00/	00/	00/	_	0.000	_		0000	_
(522) (7) (50) Piccadilly St	City of Winch		8900	G	97%	1%	2%	0%	0%	0%	F	0.089	F		9600	G
~ ~ ~	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	11000	G	97%	1%	2%	0%	0%	0%	F	NA			12000	G
	To	US 50	, SR 7 Brado	dock St			<u> </u>									
Ficcadilly St	City of Winch		5600	G	97%	0%	1%	0%	1%	0%	F	0.096	F		6100	G
	To:		Fairmont Av	e			]									

7/1/2011 10

Route	Jurisdiction	Longth	AADT	QA	4Tire	Puo		Tru	ıck		QC	K	QK	Dir	AAWDT	OW
Route	Junsaiction	Length	AADT	QА	41116	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QW
	From:		Piccadilly St													
522 Fairmont Ave	City of Winchester	0.22	5700	G	97%	0%	1%	0%	1%	0%	F	0.101	F		6300	G
<u></u>	To- From:	(	Commercial S	St												
522 Fairmont Ave	City of Winchester	0.55	11000	G	97%	0%	1%	0%	1%	0%	С	0.1	F		12000	G
	To:	N	CL Winchest	ter												
	From:	US 522	, US 11 Carr	neron St												
(522) (11) (50) Gerrard St	City of Winchester	0.10	10000	G	96%	1%	1%	1%	1%	0%	F	0.087	F		11000	G
<del></del>	To: From:	US	11 Valley A	Ave												
(522) (50) Gerrard St	City of Winchester	0.07	8300	G	97%	1%	1%	0%	1%	0%	F	0.087	F		9000	G
	То:		Braddock St													
~~~~~	From:		Gerrard St													
$\{522\}\{50\}\{11\}\{50\}$ Braddock \$	•	0.53	6500	G	97%	1%	1%	0%	1%	0%	С	0.096	F		7100	G
	Combined Traffic Estimates for 2 Parallel Roadways on thi	is Route:	12000	G	97%	1%	1%	0%	1%	0%	С	NA			13000	G
	To: From:	US	50 Boscawe	n St			\neg \vdash									
[522] [11] [50] [522] Braddock S	St City of Winchester	0.17	6600	G	96%	1%	2%	0%	1%	0%	F	0.086	F		7200	G
	Combined Traffic Estimates for 2 Parallel Roadways on thi	is Route:	14000	G	96%	1%	2%	0%	1%	0%	F	NA			15000	G
	To:	US	522 Piccadill	ly St												

Route	Length	AADT	QA	4Tire	Bus	2Axle 3+/	Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Winchester		From:				701				-					
1 Woodstock Ln	0.63	1700	G	97%	1%	Pleasant Va 2% 0	% 0%	0%	С	0.101	F	0.511	1800	G	2010
1 VV GOODSTOCK LN	0.05	To-	<u> </u>	31 /0	1 /0	ECL Winc		070		0.101	•	0.511	1000	G	2010
		From:													
Fort Collier Dr	0.46		<u> </u>	050/	40/	Berryville		10/		0.000	_		7000	_	2010
2 Fort Collier Dr	0.16	7200	G	95%	1%		% 3%	1%	С	0.089	F		7800	G	2010
			<u> </u>			NCL Winc									
		From:	<u> </u>			Handley !					_				
(3) Washington St	0.64	3600	G	99%	1%		% 0%	0%	С	0.091	F		3900	G	2010
		To:	<u> </u>			Piccadill	y St								
		From:				Braddoc									
(4) Handley Blvd	0.08	9700	G	99%	1%		% 0%	0%	F	0.088	F		11000	G	2010
<u> </u>		To:				Washingt	on St								
		From:				Valley A	Ave							-	
5 Tevis Ave	0.21	7700	G	99%	0%	1% 0	% 0%	0%	С	0.087	F		8300	G	2010
\cup		To:				Cedarmeac	le Ave								
		From:	:			Tevis	St								
6 Cedarmeade Ave	0.55	1300	G	98%	1%		% 0%	0%	С	0.106	F	0.527	1400	G	2010
<u> </u>		To:				Papermil									
		From:			_	Handley				T					
7 Jubal Early Dr	0.65	5800	G	99%	1%		% 0%	0%	F	0.107	F		6300	G	2010
7 Odbai Zairy Bi	0.00	0000	<u> </u>	0070	170			070	'		•		0000	Ü	2010
<u> </u>		From:				US 11 Valley									
7) Jubal Early Dr	0.98	20000	G	99%	1%		% 0%	0%	F	0.089	F		22000	G	2010
<u> </u>		10:	Ь			US 50 Apple B	lossom Dr								
_		From:				WCL Wind	hester								
5200) Cedar Creek Grade	0.52	13000	G	98%	0%	1% 1	% 0%	0%	F	0.095	F		14000	G	2010
\cup		To:				Valley A	Ave.								
5200) Weems Ln	0.50	11000	G	98%	0%		% 0%	0%	С	0.086	F		12000	G	2010
3200) *** *******************************		To:	:			Papermil					-				
		From:								i					
5201) Middle Rd	1.01	4300	G	98%	0%	Valley A 0% 1	% 0%	0%	С	0.101	F		4600	G	2010
5201) Middle Rd	1.01	4300 To:	<u> </u>	30 /0	0 70	WCL Wind		070		0.101	•		4000	G	2010
O = =		From:	<u> </u>			US 50 Amh				<u> </u>	_				
₅₂₀₃ Fox Dr	0.86	5200	G	u / 0/2	2%			001		0.104	F			_	
<u> </u>				97%			% 0%	0%	С				5600	G	2010
		10.		31 /0		1% 0 NCL Wind		0%	C				5600	G	2010
		From:				NCL Wind	hester eron St		<u> </u>					G 	
5204) Cork St	0.08	From: 8100	G	99%	0%	NCL Wind	hester	0%	F	0.091	F		8800	G G	
5204) Cork St	0.08					NCL Wind US 11 Cam 0% 0	hester eron St % 0%				F				
		8100 From:	G	99%	0%	NCL Winc US 11 Cam 0% 0	hester eron St % 0%	0%	F	0.091			8800	G	2010
	0.08				0%	NCL Wind US 11 Cam 0% 0 Kent 9 0% 0	hester eron St % 0% St % 0%				F F				2010
Cork St	0.48	8100 From: 9500 From:	G G	99%	0%	NCL Wind US 11 Cam 0% 0 Kent 9 0% 0 38-5213 Pleasa	hester eron St % 0% St % 0% at Valley Rd	0%	F	0.091	F		8800 10000	G G	2010
5204) Cork St		9500 From: 9500	G G G	99%	0%	NCL Winc US 11 Cam 0% 0 Kent 5 0% 0 38-5213 Pleasar 0% 0	hester	0%	F	0.091			8800	G	2010
	0.48	8100 Ta- From: 9500 Ta- From: 10000 To:	G G G	99%	0%	NCL Wind US 11 Cam 0% 0 Kent 9 0% 0 38-5213 Pleasa	hester	0%	F	0.091	F		8800 10000	G G	2010
Cork St Senseny Rd	0.48	9500 To: 10000 To: From:	G G G	99%	0% 0% 1: 0%	NCL Winc US 11 Cam 0% 0 Kent \$\frac{1}{2}\$ 0% 0 38-5213 Pleasar 0% 0 ECL Winc Fairmont	hester	0%	F F C	0.091	F		8800 10000 11000	G G G	2010 2010 2010
5204 Cork St 5204 Senseny Rd	0.48	8100 Ta- From: 9500 Ta- From: 10000 To:	G G G	99%	0%	NCL Winc US 11 Cam 0% 0 Kent \$\frac{1}{2}\$ 0% 0 38-5213 Pleasar 0% 0 ECL Winc Fairmont 1% 0	hester eron St % 0% St % 0% nt Valley Rd % 0% hester Ave	0%	F	0.091	F		8800 10000	G G	2010 2010 2010
5204 Cork St 5204 Senseny Rd	0.48	9500 To: 10000 To: From:	G G G	99%	0% 0% 1: 0%	NCL Winc US 11 Cam 0% 0 Kent \$\frac{1}{2}\$ 0% 0 38-5213 Pleasar 0% 0 ECL Winc Fairmont	hester eron St % 0% St % 0% nt Valley Rd % 0% hester Ave	0%	F F C	0.091	F		8800 10000 11000	G G G	2010 2010 2010
Cork St Senseny Rd	0.48	9500 To: 10000 To: From:	G G G	99%	0% 0% 1: 0%	NCL Winc US 11 Cam 0% 0 Kent S 0% 0 38-5213 Pleasar 0% 0 ECL Winc Fairmont 1% 0 Cameror	hester eron St % 0% St % 0% at Valley Rd % 0% hester Ave % 0% n St	0%	F F C	0.091	F		8800 10000 11000	G G G	2010 2010 2010
Cork St Senseny Rd Commercial St	0.48	9500 To Prom: 10000 To T	G G G	99%	0% 0% 1: 0%	NCL Winc US 11 Cam 0% 0 Kent S 0% 0 38-5213 Pleasar 0% 0 ECL Winc Fairmont 1% 0 Cameror SCL Winc	hester eron St % 0% St % 0% at Valley Rd % 0% hester Ave % 0% n St	0%	F F C	0.091	F		8800 10000 11000	G G G	2010 2010 2010 2010
Cork St Senseny Rd Commercial St	0.48	9500 To- Prom: 10000 To- From: 3400 To- From:	G G G	99% 99% 99%	0% 0% 1: 0%	NCL Winc US 11 Cam 0% 0 Kent S 0% 0 38-5213 Pleasar 0% 0 ECL Winc Fairmont 1% 0 Cameror SCL Winc	hester eron St % 0% St % 0% at Valley Rd % 0% hester Ave % 0% n St hester % 2%	0%	F F C	0.091	F F		8800 10000 11000 3700	G G G	2010 2010 2010 2010
5204) Cork St 5204) Senseny Rd 5206) Commercial St	0.48	9500 To: From: 9500 To: From: 3400 From: 5100	G G G	99% 99% 99%	0% 0% 1: 0%	NCL Winc US 11 Cam 0% 0 Kent \$\frac{1}{2}\$ 0% 0 38-5213 Pleasar 0% 0 ECL Winc Fairmont 1% 0 Cameror SCL Winc 1% 1 Papermil	hester eron St % 0% St % 0% nt Valley Rd % 0% hester Ave % 0% n St hester % 2% l Rd	0%	F F C	0.091	F F		8800 10000 11000 3700	G G G	2010 2010 2010 2010
5204) Cork St 5204) Senseny Rd 5206) Commercial St 5207) Shawnee Dr	0.48 0.44 0.29 0.67	8100 9500 To: From: 10000 To: From: 5100 To: From: 5100	G G G G	99% 99% 99% 98%	0% 0% 1: 0%	NCL Winc US 11 Cam 0% 0 Kent \$\frac{1}{2}\$ 0% 0 38-5213 Pleasar 0% 0 ECL Winc Fairmont 1% 0 Cameror SCL Winc 1% 1 Papermil SECL Winc	hester eron St % 0% St % 0% nt Valley Rd % 0% hester Ave % 0% n St hester // 2% I Rd chester	0% 0% 0% 0%	F C C	0.091 0.088 0.09 0.1 0.094	F F F		8800 10000 11000 3700 5500	G G G	2010 2010 2010 2010 2010
5204 Cork St 5204 Senseny Rd 5206 Commercial St 5207 Shawnee Dr	0.48	8100 Prom: 9500 Tax Prom: 10000 To: 8400 To: 5100 To:	G G G	99% 99% 99%	0% 0% 1: 0%	NCL Winc US 11 Cam 0% 0 Kent S 0% 0 38-5213 Pleasar 0% 0 ECL Winc Fairmont 1% 0 Cameror SCL Winc 1% 1 Papermil SECL Winc 1% 0	hester 6 0% 6 0% 6 0% 6 0% 6 0% 6 0% 6 0% 6 0% 6 0% 6 0% 6 1 St 6 2% 1 Rd 6 1 Rd 6 0% 6 0% 6 0% 7 0% 8 0% 8 0% 8 0% 9 0%	0%	F F C	0.091	F F		8800 10000 11000 3700	G G G	2010 2010 2010 2010 2010
Cork St Senseny Rd Commercial St Shawnee Dr Papermill Rd	0.48 0.44 0.29 0.67	8100 To Prom: 10000 To: Prom: 3400 To: 5100 To: From: 51000 To: From: 51000 To: From: 510000	G G G G	99% 99% 99% 98%	0% 0% 1: 0%	NCL Winc US 11 Cam 0% 0 Kent S 0% 0 38-5213 Pleasar 0% 0 ECL Winc Fairmont 1% 0 Cameror SCL Winc 1% 1 Papermil SECL Winc 1% 0 Pleasant Va	hester 6 0% 6 0% 6 0% 6 0% 6 0% 6 0% 6 0% 6 0% 6 0% 6 0% 7 St 8 0% 8 1 St 9 2% 1 Rd	0% 0% 0% 0%	F C C C	0.091 0.088 0.099 0.1 0.1 0.094	F F F		8800 10000 11000 3700 5500	G G G	2010 2010 2010 2010 2010
5204 Cork St 5204 Senseny Rd 5206 Commercial St 5207 Shawnee Dr	0.48 0.44 0.29 0.67	8100 9500 To: From: 10000 To: From: 5100 To: From: 5100	G G G G	99% 99% 99% 98%	0% 0% 1: 0%	NCL Winc US 11 Cam 0% 0 Kent S 0% 0 38-5213 Pleasar 0% 0 ECL Winc Fairmont 1% 0 Cameror SCL Winc 1% 1 Papermil SECL Winc 1% 0 Pleasant Va	hester 6 0% 6 0% 6 0% 6 0% 6 0% 6 0% 6 0% 6 0% 6 0% 6 0% 6 1 St 6 2% 1 Rd 6 1 Rd 6 0% 6 0% 6 0% 7 0% 8 0% 8 0% 8 0% 9 0%	0% 0% 0% 0%	F C C	0.091 0.088 0.09 0.1 0.094	F F F		8800 10000 11000 3700 5500	G G G	2010 2010 2010 2010 2010
5204 Cork St 5204 Senseny Rd 5206 Commercial St 5207 Shawnee Dr 5209 Papermill Rd	0.48 0.44 0.29 0.67	8100 To Prom: 10000 To: Prom: 3400 To: 5100 To: From: 51000 To: From: 51000 To: From: 510000	G G G G G	99% 99% 99% 98%	0% 0% 1: 0% 0% 0%	NCL Winc US 11 Cam 0% 0 Kent \$\frac{1}{2}\$ 0% 0 38-5213 Pleasar 0% 0 ECL Winc Fairmont 1% 0 Cameror SCL Winc 1% 1 Papermil SECL Winc 1% 0 Pleasant Va 1% 0	hester % 0% St % 0% ht Valley Rd % 0% hester Ave % 0% 1 St hester // 2% I Rd chester // 0%	0% 0% 0% 0%	F C C C	0.091 0.088 0.099 0.1 0.1 0.094	F F F		8800 10000 11000 3700 5500	G G G G	2010 2010 2010 2010 2010
5204 Cork St 5204 Senseny Rd 5206 Commercial St 5207 Shawnee Dr 5209 Papermill Rd	0.48 0.44 0.29 0.67	8100 To Prom: 10000 To: Prom: 3400 To: 5100 To: From: 51000 To: From: 51000 To: From: 510000	G G G G G	99% 99% 99% 98%	0% 0% 1: 0% 0% 0%	NCL Winc US 11 Cam 0% 0 Kent \$\frac{1}{2}\$ 0% 0 38-5213 Pleasar 0% 0 ECL Winc Fairmont 1% 0 Cameror SCL Winc 1% 1 Papermil SECL Winc 1% 0 Pleasant Va 1% 0 Weems I	hester % 0% St % 0% ht Valley Rd % 0% hester Ave % 0% 1 St hester // 2% I Rd chester // 0%	0% 0% 0% 0%	F C C C	0.091 0.088 0.099 0.1 0.1 0.094	F F F		8800 10000 11000 3700 5500	G G G G	2010 2010 2010 2010 2010 2010 2010

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Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Winchester																
Loudoun St	0.57	From 5200	G	98%	0%	Cor. 1%	nmerce St 0%	0%	0%	F	0.093	F		5700	G	2010
Loudouri St	0.57	3200 To		90 /0	0 /6		errard St	0 /6	0 /0	Г	0.093			3700	G	2010
		From	:				permill Rd				i					
Pleasant Valley Rd	1.22	21000	G	98%	0%	1%	0%	1%	0%	С	NA			23000	G	2010
,		To					Early Drive									
Pleasant Valley Rd	0.36	23000	G	98%	0%	1%	0%	1%	0%	F	0.065	F		25000	G	2010
3213) 1 10000111 1 10110) 1 10	0.00		.—					. , 0		•		•				
Pleasant Valley Rd	0.91	22000	G	98%	0%	1%	lwood Ave 0%	1%	0%	F	NA			24000	G	2010
Pleasant Valley Rd	0.01		<u> </u>	3070	070			1 70	070	•				24000	Ü	2010
Placeant Valley Pd	0.36	18000	G	98%	0%	1%	Cork St 0%	1%	0%	F				19000	G	2010
Pleasant Valley Rd	0.36	To		90%	0%		yville Ave	170	0%	Г	NA			19000	G	2010
		From														
Smithfield Ave	0.63	2200	G	97%	1%	1%	tional Ave 1%	1%	0%	С	0.093	F	0.593	2400	G	2010
Smithfield Ave	0.03	2200 To	_	31 70	1 /0		Winchester		070		0.033	'	0.555	2400	O	2010
		From	:								-					
2nd St		260	G			Sui	mmit Ave				0.095	F	0.569	280	G	2010
Ziid Ot		To				Pap	ermill Rd					•	0.000	200	Ŭ	2010
		From	:				scawen St				i					
Amherst St		4400	G			100	seawen st				0.092	F		4800	G	2010
		To	:			Bra	addock St									
		From	:			Sha	awnee Dr									
Battaile Dr		680	G								0.196	F	0.528	740	G	2010
		To	c			SCL	Winchester									
		From	:			Wei	ntworth Dr									
Beachcroft Rd		210	G								0.105	F	0.510	230	G	2010
		To	:			Oal	kwood Ct									
		From	:			Va	alley Ave									
Bellview Ave		950	G								0.105	F		1000	G	2010
		To	:			L	ewis St									
		From	:			Lo	oudoun St									
Bond St		370	G								0.098	F		400	G	2010
		То	:			Ca	meron St									
		From				Jac	kson Ave									
Braddock St		610	G								0.105	F		670	G	2010
		To	c .			Lo	ocust Ave									
		From	·			Ri	idge Ave				<u> </u>	_			_	
Branner Ave		340 To	G								0.125	F		370	G	2010
							saac St									
5		From				C	Green St					_			_	
Butler Ave		230 To	G			т	D C4				0.136	F		250	G	2010
			1				Beau St				_					
0		From	<u> </u>			Olo	d Fort Rd				0.400	_		040	0	0040
Caroline St		280 To	G			M	Iarion St				0.123	F		310	G	2010
Commerce St		730	G			Whi	itlock Ave				0.1	F		790	G	2010
Commerce St		730 To				Sou	ıthwerk St				7.1	Г		190	G	2010
		From	1													
Dunlap St		190	G			B	Bruce St				0.114	F		200	G	2010
Duniap St		1 3U				WCI	Winchester	·			0.114	Г		200	G	2010
		From									_					
E Southwerk St		1400	G			SL	oudoun St				0.117	F		1500	G	2010
L GOGGIWEIK OF		To				SC	ameron St				0.117	'		1300	9	2010
			1			3.0	mile oll ot									

					City of Winchester							
Route	Length AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	Ω C	K Factor	QK	Dir Factor	AAWDT	QW	Year
v of Winchester												
	From	<u> </u>			Frederick Ave			_		2000	0	2040
Elm St	2600	. G			Woodland Ave		0.096	F		2900	G	2010
	From											
Euclid Ave	250	G			Grove St		0.13	F	0.521	270	G	2010
	To):			Woodstock Lane		٦	•	0.02			
	From	r:			S.Loudoun St							
Glaize Ave	260	G					0.107	F		290	G	2010
	To):			Dead End							
	From	<u> </u>			Whitlock Ave							
Handley St	660	G					0.146	F		710	G	2010
	To				Sheridan St							
	From				Papermill Rd			_	0.007	200	•	004
Imperial St	260	G			Superior Ave		0.113	F	0.667	280	G	2010
	From											
Jackson Ave	390	G			Braddock St		0.125	F		420	G	2010
JUNSON AVE	330	»:			Pennsylvania Ave		0.120	'		720	5	2010
	From	a.			Beau St							
Kent St	960	G			Detail St		0.096	F	0.555	1000	G	201
	Tr	»·			WCL Winchester							
	From				Boscawen St			_			_	
Kent St	4600 _{To}	G			Di-il		0.095	F		5000	G	201
					Philpot St		I					
Leicester St	330	"L			Parkway Ave		0.113	F	0.595	360	G	201
Leicestei St	33 0				Shawnee Ave		0.113	-	0.595	300	G	201
	From	n:			Branner Ave							
Marion St	360	G			Branner Ave		0.132	F		390	G	201
	To				Caroline St							
	From	n:			Hockman Ave		Ī					
Massanutten Terrace	160	G					0.109	F	0.773	170	G	201
	To	PC			Middle Rd							
	Fron	10			Handley St							
Miller St	510	G					NA			550	G	201
	To	e:			Masters Ln							
	From	<u> </u>			Elm St						_	
Orchard Ave	190	G					0.128	F	0.593	210	G	201
					ECL Winchester							
Dorlaway Aya	From	<u> </u>			Pall Mall St		0.124	_		000	0	201
Parkway Ave	830	G			Leicester St		0.124	F		900	G	201
	From	n:										
Pennsylvania Ave	480	G			Richards		0.108	F		520	G	201
1 Gillioyivailla 7 (vo	To				Jackson Ave		7	•		020	Ü	201
	From	1:			Fairmont Ave		Ī					
Peyton St	390	G	-				0.119	F		420	G	201
-	To				Braddock St							
	From	9"			Dead End							
Pleasant Valley Rd	490	G					0.228	F	0.761	530	G	201
	Tr	9"			Papermill Rd							
	Fron				Cork St							
Purcell Ave	1800	G					0.141	F		1900	G	201
	To	<u></u>			Grove St							
		.1	_					_	_			
S Kent St	1000	G			Millwood Ave		0.109	F		1100	G	201

							vinches								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
of Winchester		From													
Carataga Dr			G			Dulle	es Circle			0.121	F		550	G	201
Saratoga Dr		500 _{To}				T.	ake Dr			0.121	Г		550	G	201
			l												
Chanandash Aus		From	<u> </u>			Leic	cester St				F	0.075	070	_	204
Shenandoah Ave		800 To	G			C	ork St			0.1	Г	0.875	870	G	201
		From													
Charrent Ch						W	olfe St			0.000	_		0000	_	204
Stewart St		8800 To	G				G.			0.092	F		9600	G	201
							cawen St								
O		From	<u> </u>			21	Nd St			0.400	_	0.744	400	0	004
Summit Ave		150 To	G			10	t Street			0.138	F	0.744	160	G	201
			1							_					
		From	<u> </u>			Jeffe	erson St				_		700	_	004
Tennyson Ave		670	G							0.171	F		720	G	201
							cester St								
		From	<u> </u>			Bosc	cawen St				_			_	
Washington St		3900 _{To}	G							0.091	F		4300	G	201
						Am	herst St								
		From	<u> </u>			Apple	ecroft Rd			<u> </u>	_			_	
Wentworth Dr		1200	G							0.111	F		1400	G	201
		To					hcroft Rd								
		From				Wo	ood Ave							_	
Whitter Ave		740	G							0.112	F		800	G	201
		To				Rid	lge Ave								
		From				Whi	itter Ave								
Wood Ave		580	G							0.104	F		630	G	201
		To]			La	nny Dr								
		From				Pi	ine St								
Woodland Ave		880	G							0.097	F	0.531	960	G	201
		To				E	lm St								
		From		•		Lou	ıdoun St								
Wyck St		3600	G							0.101	F		3900	G	201
		To				Brac	ddock St								