2017

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

where available

Special Locality Report

148

Town of Richlands

Information in this report is included in Report

92

(Tazewell 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	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	Secondarv Route										
		Special Routes									
Bus 29 ALT 220	Bus - Business Ro Bvpas - Bvpass R Truck - Truck Rou ALT - Alternate Ro Wve - Wve Route	oute te oute									
		Southbound or Westbound direction lanes of a numbered route a different road facility than the other direction.									
600		inenance Jurisdiction number is displayed below the Secondary Rount ntenance Jurisdiction is different than the jurisdiction in the title of the									

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.

				_		-Truck			К		Dir		
Jurisdiction	n Length	AADT QA	4Tire	Bus	2Axle 3+A	xle 1Tra	I 2Trail	QC	Factor	QK	Factor	AAWDT	QW
			0.0%	0%	0% 4	/ 10/	0%	м	0 003		0 522	4900	N
			92%	0%	0% 4	/o 470	0%	IN	0.095		0.555	AAWDT 4800 15000 13000 5300 12000 5300 9300 1000 1800 4100 9300 4100 9300 2300 4100 9300 4100 9300 4100 9300 4100 9300 4100 9300	IN
From:													
Town of Richlands (14000 F	96%	0%	1% 1	% 2%	0%	F	0.085		0.534	15000	F
To:													
From:		,						_					_
Town of Richla	ands 0.27	12000 F	97%	0%	1% 1	% 1%	0%	С	0.088		0.516	13000	F
To: From:	BUS	US 460 P, 2nd St											
Town of Bichl	ands 0.58	5000 E	97%	0%	1% 1	<u>/</u> 1%	0%	F	0 094		0 549	5300	F
										E			F
Combined Trainc Estimates for 2 Parallel	noauways on this noute.	11000 F	97%	I 70	1% 0	/o 17/o	0%	Г	0.069	Г	0.777	12000	Г
To: From:	SR 6	7 P Railroad Ave											
Town of Richl:	ands 0.04	5000 F	99%	1%	0% 0	% 0%	0%	F	0.092			5300	F
Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8800 N	96%	0%	1% 1	% 1%	0%	Ν	NA			9300	Ν
та	-												
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										_			-
	Roadways on this Route:		93%	0%	1% 2	% 3%	0%	F	0.109	F	0.869	1800	F
From:													
L Town of Richl			93%	0%	1% 2	% 3%	0%	Ν	0.087		0.683	4100	Ν
													N
				070		170	0,0					0000	
From:													
Town of Richla	ands 0.41	3800 F	93%	0%	1% 2	% 3%	0%	F	0.087		0.683	4100	F
Та		US 460											
From: Town of Bichl:	ands 0.92		93%	0%	2% 2	3%	0%	С	0 090		0 517	2300	F
To:			0070	070	2,0 2	0 0/0	070	Ŭ	0.000		0.017	2000	
From													
			93%	0%	2% 2	3%	0%	F	0 1 2 2			760	F
		-								F	0.000		F
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			000/	00/			00/		0.004		0 500	0000	
I OWN OF RICHIANDS ((Maint: 92) 0.23	8000 N	96%	0%	1% 1	% 2%	0%	N	0.081		0.523	8800	Ν
To: From:		SR 67											
Town of Richlands ((Maint: 92) 1.38	14000 F	96%	0%	1% 1	% 2%	0%	F	0.085		0.534	15000	F
To:		Bus US 460											
Town of Richlands (96%	0%	1% 1	% 2%	0%	F	0.083		0.503	12000	F
_ r			, 3				,,-	-					-
Town of Richlands ((Maint: 92) 0.38	SR 67 13000 F	96%	0%	1% 1	% 2%	0%	С	0.1		0.511	14000	F
	For Town of Richlands (Town of Richlands for 2 Parallel 1 Town of Richlands for 2 Parallel 1 Town of Richlands for 2 Parallel 1 Town of Richlands (Town of Richlands for 2 Parallel 1 Town of Richlands (Town of Richlands (Image: Constraint of Richlands 0.20 Image: Constraint of Richlands 0.20 Image: Constraint of Richlands 0.21 Image: Constraint of Richlands 0.27 Image: Constraint of Richlands 0.04 Combined Traffic Estimates for 2 Parallel Roadways on this Route: Image: Constraint of Richlands Image: Constraint of Richlands 0.05 Combined Traffic Estimates for 2 Parallel Roadways on this Route: Image: Constraint of Richlands Image: Constraint of Richlands 0.41 Image: Constraint of Ri	Image: Second	Image WCL Richland WCL Richland Town of Richlands 0.20 4500 N 92% Image US 460 Raver US 460 Raver US 460 Raver Town of Richlands (Maint: 92) 1.38 14000 F 96% Image US 460 Raver US 460 Raver 97% 97% Town of Richlands 0.27 1200 F 97% Image BUS US 460 P, 2nd St 97% 97% Combined Traffic Estimates for 2 Parallel Roadways on this Route: 11000 F 97% Combined Traffic Estimates for 2 Parallel Roadways on this Route: 11000 F 93% Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1800 N 96% Image BUS US 460 Front St F 93% Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1800 N 96% Image BUS US 460 Front St F 93% Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1700 F 93% Combined Traffic Es	Image: Note of the second se	Jurisdiction Length AADT QA 4 Tire Bus PLANE 2Axle 3+A Town of Richlands 0.20 4500 N 92% 0% 49 Town of Richlands 0.20 4500 N 92% 0% 49 Town of Richlands 0.21 1.38 14000 F 96% 0% 1% 15 Town of Richlands 0.27 12000 F 97% 0% 1% 1% Town of Richlands 0.27 12000 F 97% 0% 1% 1% Combined Traffic Estimates for 2 Parallel Roadways on this Route: 11000 F 97% 1% 1% 0% 0% 1% 1% 1% 0% 0% 1% 1% 0% 0% 1% 1% 1% 0% 0% 1% 1% 1% 0% 0% 1% 1% 1% 0% 0% 1% 1% 1% 1% 1% 1% 1% 1% <td>Jurisdiction Length AADT QA 4 Tire Bus 2 Axle 3+Axle 1 Trai Town of Richlands 0.20 4500 N 92% 0% 0% 4% 4% 100 4600 Nore US 460 Rives 1.38 14000 F 96% 0% 1% 4% 4% 100 Nore US 460 Rives V 1% 1% 1% 2% 100 Richards US 460 Rives V 1%</td> <td>Image: Normal and the set of the</td> <td>Jurisdiction Length AADT OA 4 Trial 2 Trial 0 Trial 2 Trial 0 Trial 2 Trial 0 Trial 2 Trial 0 Trial 1 Trial 2 Trial 0 Trial 2 Trial 0 Trial 1 Trial 2 Trial 0 Trial 2 Trial 2</td> <td>Jurisdiction Length ADT QA 4Tire Bus Bus Park 2Axle 3+Akle 1Trail 2Trail QC Factor Town of Richlands 0.02 4500 N 92% %% 4%</td> <td>Jurisdiction Length ADT QA 4 Thre Bus 2Axle 3+Axle 1Trail 2Trail QC Factor QK Town of Richlands 0.20 4500 N 32% 0% 0% 4% 0% N 0.093 Town of Richlands 0.20 4300 N 32% 0% 0% 1% 0% N 0.093 Town of Richlands 0.27 12000 F 9% 0% 1% 1% 0% F 0.085 Town of Richlands 0.27 12000 F 97% 0% 1% 1% 0% F 0.094 Combined Traffic Estimates for 2 Paralle Roadways on this Route: 11000 F 97% 1% 1% 0% 0% N N N Combined Traffic Estimates for 2 Parallel Roadways on this Route: 11000 F 93% 0% 1% 0% N N N Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1000</td> <td>Jurisdiction Length AAU Tow Aute Trail CF Factor CK Factor</td> <td>Jurisdiction Length AAU Tow But Stabilized ZAvide 3+Avide Trail ZTrail C Factor K Factor</td>	Jurisdiction Length AADT QA 4 Tire Bus 2 Axle 3+Axle 1 Trai Town of Richlands 0.20 4500 N 92% 0% 0% 4% 4% 100 4600 Nore US 460 Rives 1.38 14000 F 96% 0% 1% 4% 4% 100 Nore US 460 Rives V 1% 1% 1% 2% 100 Richards US 460 Rives V 1%	Image: Normal and the set of the	Jurisdiction Length AADT OA 4 Trial 2 Trial 0 Trial 2 Trial 0 Trial 2 Trial 0 Trial 2 Trial 0 Trial 1 Trial 2 Trial 0 Trial 2 Trial 0 Trial 1 Trial 2 Trial 0 Trial 2	Jurisdiction Length ADT QA 4Tire Bus Bus Park 2Axle 3+Akle 1Trail 2Trail QC Factor Town of Richlands 0.02 4500 N 92% %% 4%	Jurisdiction Length ADT QA 4 Thre Bus 2Axle 3+Axle 1Trail 2Trail QC Factor QK Town of Richlands 0.20 4500 N 32% 0% 0% 4% 0% N 0.093 Town of Richlands 0.20 4300 N 32% 0% 0% 1% 0% N 0.093 Town of Richlands 0.27 12000 F 9% 0% 1% 1% 0% F 0.085 Town of Richlands 0.27 12000 F 97% 0% 1% 1% 0% F 0.094 Combined Traffic Estimates for 2 Paralle Roadways on this Route: 11000 F 97% 1% 1% 0% 0% N N N Combined Traffic Estimates for 2 Parallel Roadways on this Route: 11000 F 93% 0% 1% 0% N N N Combined Traffic Estimates for 2 Parallel Roadways on this Route: 1000	Jurisdiction Length AAU Tow Aute Trail CF Factor CK Factor	Jurisdiction Length AAU Tow But Stabilized ZAvide 3+Avide Trail ZTrail C Factor K Factor

						_		Tru	ck		~ ~	К		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		US 460													
$\left(460\right)\left(67\right)$ Front St	Town of Richlands	0.27	12000	F	97%	0%	1%	1%	1%	0%	С	0.088		0.516	13000	F
Bus	To: From	Bus	US 460 P, 2	nd St												
460 (67) Front St	Town of Richlands	0.58	5000	F	97%	0%	1%	1%	1%	0%	F	0.094		0.549	5300	F
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	11000	F	97%	1%	1%	0%	1%	0%	F	0.089	F	0.777	12000	F
Bus	Too	SR 6	7 P Railroad	d Ave												
460 (67) Front St	Town of Richlands	0.04	5000	F	99%	1%	0%	0%	0%	0%	F	0.092			5300	F
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	8800	Ν	96%	0%	1%	1%	1%	0%	Ν	NA			9300	Ν
	Ta	SR	67 Norfolk	: St												
Bus 460 Front St	Town of Richlands	0.18	3300	F	99%	1%	0%	0%	0%	0%	F	0.101			3500	F
460 110111 01	Combined Traffic Estimates for 2 Parallel Roadways on		6400	F	98%	1%	1%	0%	0%	0%	F	0.093	F		6800	F
	т.		US 460 P 2	-	0070	. /0		0,0	0,0	0,0	•	0.000	•			•
Bus	From														-	_
460 Front St	Town of Richlands	0.92	6700	F	99%	1%	0%	0%	0%	0%	С	0.097		0.586	7100	F
-	From:		CL Cedar B													
460 (67) 2nd St	Town of Richlands	Bus 0.57	US 460 Fro 6100	nt St F	97%	1%	1%	0%	0%	0%	F	0.096			6500	F
490 67 2110 61	Combined Traffic Estimates for 2 Parallel Roadways on			F	97%	1%	1%	0%	1%	0%	F	0.089	F	0.777	12000	F
	та		57 Railroad	4.110				• / •	.,.	• / •			-	•		
Bus	From				000/	00/	10/	00/	00/	00/		0.007		0.000	44.00	NI
460 67 67 2nd St	Town of Richlands	0.05	3800	N	93%	0%	1%	2%	3%	0%	N	0.087		0.683	4100	N
	Combined Traffic Estimates for 2 Parallel Roadways on		8800	Ν	96%	0%	1%	1%	1%	0%	Ν	NA			9300	Ν
Bus	To: From	SR	67 Norfolk	s St												
460 2nd St	Town of Richlands	0.25	3100	F	97%	1%	1%	0%	0%	0%	С	0.105			3200	F
	Combined Traffic Estimates for 2 Parallel Roadways on		6400	F	98%	1%	1%	0%	0%	0%	F	0.093	F		6800	F
	To:	Bus	US 460 Fro	nt St												

							of Richlands								
Route	Length	AADT	QA	4Tire	E	Bus	Truck e 3+Axle 1 ⁻		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Richlands		From					Dood End								
5 Rec. Park Rd	0.72	680	F			L	Dead End			0.303		0.572	680	F	2017
	-	Te	1			SCI	L Richlands								-
0		From	L			Ľ	Dead End								
6 Purcell Rd	0.25	100	F							0.184		0.556	100	F	2017
		From				148-4 H	Birmingham Rd								
6 Purcell Rd	0.65	590 Tr	F			60	Dishter de			0.108		0.638	590	F	2017
-		From	1				L Richlands								
7 Burnett St	0.40	890	F			L	Dead End			0.085		0.525	890	F	2017
\bigcirc		To	c			WC	L Richlands								
-		From	r.			C	ul-de-Sac								
8 Sandy Lane	0.19	100	F							0.142		0.563	100	F	2017
<u> </u>		To				148-13	Cresswood Dr								
(8) Cresswood Dr	0.07	220	F							0.134		0.559	220	F	2017
		From				148-	12 Valley Dr								
(8) Cresswood Dr	0.21	350	F							0.116		0.558	350	F	2017
		Te				148-11	l Plantation Dr								
(8) Cresswood Dr	0.16	580	F							0.120		0.536	580	F	2017
		From				148-9	Fairmont Dr								
8 Cresswood Dr	0.16	840	F							0.111		0.503	840	F	2017
	0.07	Tron	_			148-	15 Terry Dr					0.704	4500	-	0017
8 Cresswood Dr	0.27	1500 та	F			148 4700) Kents Ridge F	Pd		0.112		0.794	1500	F	2017
		From					0 Linwood Dr	tu							
9 Fairmont Dr	0.07	250	F			140-10	0 Liliwood Di			0.129		0.546	250	F	2017
\bigcirc		Tr	r.			148-8	Cresswood Dr								
<u> </u>		From				148-9	Fairmont Dr								
(10) Linwood Dr	0.20	160	F							0.124		0.619	160	F	2017
		Te From				148-11	l Plantation Dr							_	
(10) Linwood Dr	0.08	50 To	F							0.147		0.75	50	F	2017
		From					ul-de-Sac								
(11) Plantation Dr	0.07	230	F			148-	-15 Terry Dr			0.131		0.612	230	F	2017
	0107					140.12	C1D-					0.0.2	200	•	2011
(11) Plantation Dr	0.27	From 80	F			146-15	Cresswood Dr			0.158		0.6	80	F	2017
\bigcirc		Те				1/18 8	Cresswood Dr								
(11) Plantation Dr	0.06	49	F			140-0	Clesswood Di			0.173		0.737	49	F	2017
\bigcirc		To	c			148-10	0 Linwood Dr								
		From				148-14	Cresswood Dr								
(12) Valley Dr	0.16	40	F							0.217		0.571	40	F	2017
\sim		To	2				Cresswood Dr			<u> </u>					
(13) Cresswood Dr	0 15	From 170	F			148-11	l Plantation Dr			0.148		0.5	170	F	2017
(13) Cresswood Dr	0.15	170								0.140		0.8	170	Г	2017
(13) Cresswood Dr	0.10	From 70	F			148-	14 Valley Dr			0.154		0.727	70	F	2017
(13) Cresswood Dr	0.10	10					- TT - T			5.154		0.121	70		2017
(13) Cresswood Dr	0.13	90	F			148-15	5 Hawthorn Ln			0.149		0.667	90	F	2017
	0.10	То				148-8 Cressw	wood Dr; Sandy	Lane				0.007			
		From	c	-			Cresswood Dr		-	1					
(14) Valley Dr	0.06	40	F							0.217		0.571	40	F	2017
\bigcirc		To	2			148-	12 Valley Dr								

							Truck				K		Dir			
Route	Length	AADT	QA	4Tire	Bus		3+Axle 1Tr			QC	Factor	QK	Factor	AAWDT	QW	Year
Fown of Richlands		From				140.12	TT d T				-					
(15) Terry Dr	0.27	80	F			148-13	Hawthrone La				0.176		0.615	80	F	2017
		To				148-11	Plantation Dr									
(15) Terry Dr	0.38	410 ^{Prom}	F								0.133		0.741	410	F	2017
<u> </u>		From				148-	16 Gary Dr									
(15) Terry Dr	0.07	700 To	F			149.90	Tracewood Dr				0.141		0.721	700	F	2017
		From					Cresswood Dr 15 Terry Dr									
(16) Gary Dr	0.37	130	F			140-	15 Terry DI				0.146		0.639	130	F	2017
\bigcirc		То				D	ead End									
	0.04	From			Ι	Dead End	; 613 Hayes Ave				0.101		0.010	000	0	0017
(17) Oxford St	0.34	390 то	G			148-	7 Burnett St				0.104		0.610	390	G	2017
		From					ead End									
(18) Hunter Ridge Rd	0.51	130	F								0.15		0.524	130	F	2017
\bigcirc		To			WC	L Richlar	ids; Kents Ridge	Rd								
(19) Daw Rd	0.73	From 350	G			WCI	Richlands				0.104		0.68	350	G	2017
(19) Daw Rd	0.75	330 ^{To}	G		1	148-4700	Kents Ridge Rd				0.104	0.00 000	550	G	2017	
		From					SR 67									
(20) Laramie Rd	0.22	430	F								0.126		0.598	430	F	2017
\bigcirc		To	1				ead End									
(21) Birmingham Rd	1.20	From 110	F			148-609	Kents Ridge Rd				0.12		0.52	110	F	2017
21) 2	0	То	-			148-6	6 Purcell Rd						0.01		•	_0
~		From				92-609;	SCL Richlands									
(4700) Kents Ridge Rd	0.46	2800	F	99%	0%	1%	0% 0%	, D	0%	F	0.102		0.503	3000	F	2017
C Kanta Didaa Dd	0.04	From	_	009/	09/		-2 Daw Rd		00/	F			0.50	2000	F	0017
(4700) Kents Ridge Rd	0.34	3000	F	99%	0%	1%	0% 0%	0	0%	Г	0.096		0.53	3200	Г	2017
(4700) Kents Ridge Rd	0.62	From 9700	F	99%	0%	<u>148-8 (</u> 1%	Cresswood Dr 0% 0%		0%	С	0.096		0.559	3900	F	2017
(4700)		То			• / •		urnett St		- / -						-	
(4700) Kent Ridge Rd	0.29	4900	F	99%	0%	1%	0% 0%	, b (0%	F	0.091		0.601	5200	F	2017
\bigcirc		To					eteran St									
(4700) Kent Ridge Rd	0.47	4400	F	99%	0%	1%	eteran Dr 0% 0%	5 (0%	F	0.086		0.533	4700	F	2017
4/00) 0		To					5 460 Front St								-	
0.5		From				Ken	t Ridge Rd								_	
S Front St		340 то	F			C	linch Rd				0.14		0.557	370	F	2017
		From					t Ridge Rd									
Veteran Dr		1800	F			Kell	i Muge Nu				0.101		0.772	1900	F	2017
		То					2nd St									