2015

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

where available

Special Locality Report 253

Town of Leesburg

Information in this report is included in Report

53

(Loudoun County)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1 Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

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	

(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

Virginia State Route

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation Traffic Engineering Division 2015

Annual Average Daily Traffic Volume Estimates By Section of Route Town of Leesburg

		TOWITOT Let	JODGI M				Tru	ıck			K	Dir		
Route	Jurisdiction	Length AAD1	QA	4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:	Bus SR 7; WCL	Leesburg				017.04.0				· doto.	. 4010.		
7 Market St West	Town of Leesburg (Maint: 53)	1.85 5400 0	G	98%	1%	1%	0%	1%	0%	F	0.085	0.796	60000	G
	To: From:	US 15 Kin	g St											
7 (15) Leesburg Bypass	Town of Leesburg (Maint: 53)	0.44 66000	G	96%	1%	1%	1%	1%	0%	F	0.079	0.538	70000	G
	Ta: From:	SR 267	1			\Box \vdash								
7 (15) Leesburg Bypass	Town of Leesburg (Maint: 53)	1.16 5200 0	G	96%	1%	1%	1%	1%	0%	С	0.079	0.538	55000	G
	To: From:	US 15, BUS SR 7	Market S	t										
(7) Market St East	Town of Leesburg (Maint: 53)	1.83 8000 0		97%	1%	1%	0%	0%	0%	F	0.073	0.566	85000	G
	To:	ECL Lees												
Bus Mayket St	From:	WCL Lees		99%	0%	10/	0%	00/	00/	F	0.116	0.799	14000	_
7 Market St	Town of Leesburg	0.12 14000		99%	076	1%	0%	0%	0%	Г	0.116	0.799	14000	G
Bus	To- From:	Fairview	St											
(₇) Market St	Town of Leesburg	0.25 1100 0	G	99%	0%	1%	0%	0%	0%	С	0.108	0.772	12000	G
Bus	To: From:	253-4206 Lou	doun St											
7 Market St	Town of Leesburg	0.27 8300	G	99%	0%	1%	0%	0%	0%	F	0.113	0.808	8800	G
$\overline{}$	То	253-4205 A												
Bus Market St	Town of Loophure			000/	0%	10/	00/	00/	00/	F	0.007	0.607	10000	_
7 Market St	Town of Leesburg	0.36 9400	G	99%	0%	1%	0%	0%	0%	Г	0.097	0.697	10000	G
Bus	To: From:	Bus US	15											
7 Market St	Town of Leesburg	0.09 1100 0	G	99%	0%	1%	0%	0%	0%	F	0.082	0.542	12000	G
Bus	To- From:	Church	St											
7 Market St	Town of Leesburg	0.23 9200	G	99%	0%	1%	0%	0%	0%	С	0.085	0.593	9800	G
	То	253-4206 Lou	doun St			<u> </u>								
Bus 7 Market St	Town of Leesburg	0.27 1900		99%	0%	1%	0%	0%	0%	F	0.087	0.503	20000	G
7 Market St	Town of Leesburg			99%	0%	170	0%	0%	0%	Г	0.087	0.503	20000	G
Bus	To: From:	253-4200 Catoo	tin Circle											
(7) Market St	Town of Leesburg	0.71 3800 0		99%	0%	1%	0%	0%	0%	F	0.08	0.585	41000	G
	To:	US 15; S												
// King Ct	From:	SCL Leesl		0.40/	10/	10/	10/	00/	00/	0	0.004	0.571	17000	_
(15) King St	Town of Leesburg	1.09 16000		94%	1%	1%	1%	3%	0%	С	0.094	0.571	17000	G
// King Ot	To:	253-4209 Evergre			10/	10/	10/	00/	00/	F	0.007	0.507	00000	
(15) King St	Town of Leesburg	0.22 28000 Bus US 15; Leest		94%	1%	1%	1%	3%	0%	F	0.087	0.587	30000	G
	From:	Bus US 15 K	-											
(15) (7) Leesburg Bypass	Town of Leesburg (Maint: 53)	0.44 66000	G	96%	1%	1%	1%	1%	0%	F	0.079	0.538	70000	G
	Too Frame	SR 267 Dulles 0	Greenway			⊐⊢								
15 7 Leesburg Bypass	Town of Leesburg (Maint: 53)	1.16 5200 0) G	96%	1%	1%	1%	1%	0%	С	0.079	0.538	55000	G
\smile	To	SR 7 Market St	reet East											

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Annual Average Daily Traffic Volume Estimates By Section of Route Town of Leesburg

Route	Jurisdiction	Lanath	AADT	04	4Tire	Due		Tru	ck		QC	K	QK	Dir	AAMDT	OW
Houle	Junsaiction	Lengin	AADT	QA	41116	bus	2Axle	2Axle 3+Axle		2Trail	QU	Factor	QK	Factor	AAWDI	QVV
~~~	From:		Market Stree	et East												
15 Leesburg Bypass	Town of Leesburg	0.75	43000	G	96%	0%	1%	1%	2%	0%	F	0.076		0.563	44000	G
<del>~</del> <del>~</del>	To: From:	253-420	8 Edwards 1	Ferry Rd												
15 Leesburg Bypass	Town of Leesburg	1.18	26000	G	96%	0%	1%	1%	2%	0%	F	0.087		0.63	27000	G
~	To:	N	CL Leesbur	rg												
Bus	From:		US 15, SR 7													
15) King St	Town of Leesburg	0.56	25000	G	96%	3%	1%	0%	0%	0%	F	0.098		0.566	27000	G
Bus	To: From:	253-42	00 Catoctin	Circle												
15 King St	Town of Leesburg	0.08	11000	G	96%	3%	1%	0%	0%	0%	F	0.097		0.55	12000	G
~	To		Fairfax St												27000	
Bus King St	Town of Leesburg	0.40	9700	G	96%	3%	1%	0%	0%	0%	F	0.093		0.512	10000	G
15 King St	Town of Leesburg				30 /6	3 /0	1 /0	0 /6	0 /0	0 /6	'	0.033		0.512	10000	G
Bus	To: From:	253-4	4206 Loudo	un St												
15 King St	Town of Leesburg	0.23	9500	G	96%	3%	1%	0%	0%	0%	F	0.084		0.503	10000	G
Bus	To- From:		North St													
15 King St	Town of Leesburg	1.30	9700	G	96%	3%	1%	0%	0%	0%	F	0.108		0.518	10000	G
13)9 3.	To:		CL Leesbur		0070	0,0		0,0	0,0	0 / 0	•	01.00		0.0.0		0.
East	From:	US 15	Leesburg E	Bypass												
Dulles Greenway	Town of Leesburg (Maint: TOL)	0.39	14000	G	98%	0%	0%	0%	0%	0%	F	0.175			15000	G
	Combined Traffic Estimates for 2 Parallel Roadways o	n this Route:	27000	G	98%	0%	1%	0%	1%	0%	F	0.100	F	0.861	29000	G
	To:	S	CL Leesbur	g												
Vest	From:	US 15	Leesburg E	Bypass												
Dulles Greenway	Town of Leesburg (Maint: TOL)	0.68	13000	G	98%	0%	1%	0%	1%	0%	F	0.161			14000	G
	Combined Traffic Estimates for 2 Parallel Roadways o			G	98%	0%	1%	0%	1%	0%	F	0.100	F	0.861	29000	G
	To:	S	CL Leesbur	g											27000  27000  12000  10000  10000  15000  29000  14000	

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# Virginia Department of Transportation Traffic Engineering Division 2015 Annual Average Daily Traffic Volume Estimates By Section of Route Town of Leesburg

						TOWIT	of Leesb	July								
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Leesburg		From				WCI	Leesburg	σ			-					
(F826) Phillips Court	0.06	40	R			11 (2)	2 Leesour	5			NA			NA		12/11/201
$\bigcup$		To				De	ead End									
Obileles as October Bel	0.05	From:				Cu	1-de-Sac							NIA		14/40/004
(F929) Childrens Center Rd	0.25	330 To:	R			End State	e Mainten	ance			NA T			NA		11/12/2014
		From				253-4200										
9282	0.08	160	R			233 1200	Cutociii	Circle			NA			NA		12/09/2014
53		To				De	ead End									
$\bigcirc$	0.04	From:			Γ	Oouglas El	ementary	School						NIA		00/40/004
9284	0.01	660 To:	R		Г	Douglas El	ementary	School			NA T			NA		02/18/201
		From:					ead End	Benoor								
(9536) Loudoun Co High Sch	ool 0.13	1100	R				euu Enu				NA			NA		12/09/201
53		To				253-420	5 Dry Mil	ll Rd								
Dewletteld Pl	0.00	From:		0701	001		S 15 King		001	^	0.115		0.553	44000		0045
1 Battlefield Pkwy	0.83	10000	G	97%	2%	1%	0%	0%	0%	С	0.115		0.551	11000	G	2015
Rattlefield Plans	0.42	From:	G	97%	2%	US 15 Le	esburg By	ypass 0%	0%	С	0.131		0.717	9200	G	2015
1 Battlefield Pkwy	0.42	8700	G	JI 70	∠ ⁻ /0				U 70	<u> </u>	0.131		0./1/	9∠00	G	2015
1 Battlefield Pkwy	0.98	11000	G	98%	1%	0%	artts Lane	0%	0%	С	0.137		0.698	11000	G	2015
) Samonoid : http	0.00	To:		0070	. , ,		ds Ferry I		0,0				0.000			
Dawlefield Dlaws	0.50	From:		000/	10/		Evans Rd		00/		0.100		0.010	15000	0	0015
1 Battlefield Pkwy	0.59	14000 To:	G	98%	1%	1% SR 71	0% Market St	0% E	0%	С	0.106		0.613	15000	G	2015
		From					esburg By									
3 Fort Evans Rd	0.84	11000	G	98%	0%	1%	0%	0%	0%	С	0.091		0.537	12000	G	2015
		Tor			ECL Lee	esburg; 53	-773 Rive	er Creek P	kwy							
O RI O	0.44	From:		070/	00/		7 Market		00/	_			0.554	0700	_	2015
4 Plaza St	0.44	9100	G	97%	2%	1%	0%	0%	0%	F	0.09		0.551	9700	G	2015
O Diozo Ct	0.40	From:		070/		53-4208 E			00/		0.150		0.700	2700		2015
4 Plaza St	0.48	3500	G	97%	2%	1%	0%	0%	0%	С	0.153		0.780	3700	G	2015
4 Plaza St	0.32	2800	G	97%	2%	R	Rust Dr 0%	0%	0%	F	0.165		0.798	3000	G	2015
4 Plaza St	0.02	<b>2000</b> To:	_	31 /0	2 /0		field Pkw		0 70		100		0.730	3000	u	2013
		From:					Market S									
5 River Creek Pkwy	0.29	15000	G	99%	0%	0%	0%	0%	0%	F	0.099		0.631	16000	G	2015
$\bigcirc$		To				NCL	Leesburg	g								
Cotootia Civala	0.04	From:		000/	10/		attlefield P		00/		0.110		0.507	0000	0	0015
(4200) Catoctin Circle	0.84	2200	G	98%	1%	1%	0%	0%	0%	F	0.118		0.567	2300	G	2015
(4200) Catoctin Circle	0.29	7200 From:	G	98%	1%	53-4208 E 1%	dwards Fe	erry Rd 0%	0%	F	0.104		0.513	7700	G	2015
(4200) Catoctin Circle	0.29	7200	G	30 /6	1 /0				0 /6	'	0.104		0.515	7700	G	2013
(4200) Catoctin Circle	0.17	16000	G	98%	1%	Bus 7,	Market St 0%	t E 0%	0%	F	0.091		0.510	17000	G	2015
(4200) Catoctin Circle	0.17	Tor	<u> </u>	0070	1 70			070	0 70				0.010	17000	ď	2010
(4200) Catoctin Circle	0.63	17000	G	98%	1%	1%	outh St 0%	0%	0%	С	0.089		0.519	18000	G	2015
4200)		To					5 King St									
(4200) Catoctin Circle	0.57	9300 From:	G	98%	1%	1%	0%	0%	0%	F	0.108		0.734	9900	G	2015
$\bigcup$		To: From:				Dry	Mill Rd				<u> </u>					
(4200) Catoctin Circle	0.38	4800 From:	G	98%	1%	1%	0%	0%	0%	F	0.119		0.705	5100	G	2015
$\overline{}$		To:				Childre	ns Center	Rd			<u> </u>					
(4200) Catoctin Circle	0.29	4000	G	98%	1%	1%	0%	0%	0%	F	0.104		0.699	4300	G	2015
		To: From:				Mai	rket St W				_					
(4200) Fairview St	0.64	1800	G	98%	1%	1%	0%	0%	0%	F	0.096		0.538	1900	G	2015
$\overline{}$		To:			D	ry Mill Ro	i; NCL Le	eesburg								

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# Virginia Department of Transportation Traffic Engineering Division 2015 Annual Average Daily Traffic Volume Estimates By Section of Route Town of Leesburg

						rown or Leesbi	urg							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
Town of Leesburg														
(4201) Sycolin Rd	1.61	15000	G	95%	3%	SCL Leesburg 2% 1%	0%	0%	F	0.104	0.667	16000	G	2015
(4201) <b>Gy</b> GGIII1 11d	1.01	To	<u> </u>		0 70			0 70			0.007	10000	ŭ	2010
(4201) Sycolin Rd	0.64	10000	G	95%	3%	US 15 Leesburg By 2% 1%	0%	0%	F	0.096	0.634	11000	G	2015
(4201)		То				Bus SR 7								
		From	1			WCL Leesburg								
4205) Dry Mill Rd	0.59	5900	G	99%	0%	0% 0%	0%	0%	С	0.159	0.932	6300	G	2015
		To From				Lee Ave				_				
4205) Dry Mill Rd	0.25	4600	G	99%	0%	0% 0%	0%	0%	F	0.143	0.781	4900	G	2015
<u> </u>		To From				Catoctin Circle				_				
4205) Dry Mill Rd	0.49	2200	G	99%	0%	0% 0%	0%	0%	F	0.118	0.637	2400	G	2015
<u> </u>		To				W Loudoun St								
Ayr St	0.09	540	G	99%	0%	Loudoun St 0% 0%	0%	0%	F	0.133		570	G	2015
4203) * 17 * 5 1		То	Ť			Market St							-	
		From	4			Market St W								
Loudoun St	0.28	3900	G	99%	0%	1% 0%	0%	0%	С	0.105	0.875	4200	G	2015
		To	-			253-4205 Ayr Si	1							
4206) Loudoun St	0.35	6000 From	G	99%	0%	1% 0%	0%	0%	F	0.102	0.673	6400	G	2015
		To	-			Bus US 15								
4206) Loudoun St	0.30	8800 From	G	99%	0%	1% 0%	0%	0%	С	0.085	0.516	9400	G	2015
		To				Market St E								
		From	1			Market St E								
4208) Edwards Ferry Rd	0.11	2900	G	99%	0%	0% 0%	0%	0%	F	0.091	0.666	3000	G	2015
		To	4			Harrison St								
4208) Edwards Ferry Rd	0.41	3500	G	99%	0%	0% 0%	0%	0%	С	0.100	0.598	3700	G	2015
		To	-			Prince St								
4208) Edwards Ferry Rd	0.20	8400 From	G	99%	0%	0% 0%	0%	0%	F	0.099	0.559	9000	G	2015
		To	_			Washington St								
Edwards Ferry Rd	0.15	8800 From	G	99%	0%	0% 0%	0%	0%	F	0.099	0.552	9400	G	2015
		To	-			Plaza St								
4208) Edwards Ferry Rd	0.51	16000	G	99%	0%	0% 0%	0%	0%	F	0.099	0.641	17000	G	2015
,		To	_			US 15								
4208) Edwards Ferry Rd	0.66	14000	G	99%	0%	0% 0%	0%	0%	F	0.106	0.512	15000	G	2015
4200) = 377 37 37 77 77 77		То				Battlefield Pkwy							-	
		From	4			US 15								
4209) Evergreen Mill Rd	1.01	12000	G	96%	2%	1% 1%	0%	0%	С	0.111	0.676	13000	G	2015
		To	_			Masons Lane								
4209) Evergreen Mill Rd	0.01	11000 From	N	95%	1%	2% 2%	1%	0%	N	0.096	0.599	12000	N	2015
4200)		То				SCL Leesburg, 53-								
		From	1			Bradfield Dr								
4210) Country Club Dr	0.40	2400	G	97%	2%	1% 0%	0%	0%	F	0.098	0.548	2600	G	2015
<u> </u>		To	1			US 15 King St								
		From				Trailview Blvd								
Cardinal Park Dr		5600	G							0.098	0.584	5600	G	2015
		То	1			Market St								
Onto other Object		From	لبِــَـا			Grafton Way					0.70-	4500	^	001-
Catoctin Circle		1500	G			Conthries Di				0.109	0.797	1500	G	2015
		Pa-				Southview Pl								
Governors Dr		970	L			Country Club Di				0.097	0.74	970	G	2015
GOVERNOIS DI		91 <b>U</b>	<u> </u>			US 15				0.097	0.74	310	G	2013
		From	1							<del>-                                    </del>				
Trailview Blvd Prop		1400	G			Dead End				0.101	0.524	1400	G	2015
Transfew biva i 10p		To	Ť			Cardinal Park Di				3.101	0.024	1.400	J	2010
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