

2012

**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
 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
2012
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Winchester

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
		From:	US 50, US 522 Par, Braddock St														
   Boscawen St	City of Winchester	0.18	1900	G	99%	0%	0%	0%	0%	0%	C	0.090	F	2000	G		
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:			9500	G	99%	0%	0%	0%	F	0.088	F	0.523	10000	G	
		To:	US 11 Cameron St														
    Cameron St	City of Winchester	0.17	8100	G	97%	1%	1%	0%	1%	0%	F	0.096	F	0.646	8600	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	G	97%	1%	1%	0%	1%	F	0.097	F	0.516	15000	G
		To:	Piccadilly St														
 Piccadilly St	City of Winchester	0.18	8900	G	97%	1%	1%	0%	2%	0%	F	0.088	F	0.536	9400	G	
		To:	East Lane														
 East Lane	City of Winchester	0.02	8100	G	97%	1%	1%	0%	2%	0%	F	0.086	F	0.504	8600	G	
		To:	Fairfax Lane Highland Ave														
 National Ave	City of Winchester	0.32	9000	G	97%	1%	1%	0%	2%	0%	F	0.087	F	0.581	9500	G	
		To:	138-5213 Pleasant Valley Rd														
 Berryville Ave	City of Winchester	0.79	22000	G	97%	1%	1%	0%	2%	0%	C	0.087	F	0.534	23000	G	
		To:	Ross St														
 Berryville Ave	City of Winchester (Maint: 34)	0.16	25000	G	97%	1%	1%	0%	2%	0%	F	0.086	F	0.524	26000	G	
		To:	I-81; ECL Winchester														
		From:	US 50 Boscawen St														
    Braddock St	City of Winchester	0.17	6000	G	97%	1%	1%	0%	1%	0%	F	0.099	F	0.668	6400	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	G	97%	1%	1%	0%	1%	F	0.097	F	0.516	15000	G
		To:	Piccadilly St														
   Piccadilly St	City of Winchester	0.18	7600	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.630	8100	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:			9500	G	99%	0%	0%	0%	0%	F	0.088	F	0.523	10000	G
		To:	SR 7 Cameron St														
		From:	SCL Winchester														
 Valley Ave	City of Winchester	1.37	14000	G	97%	0%	1%	0%	2%	0%	F	0.09	F	0.502	14000	G	
		To:	Middle Rd														
 Valley Ave	City of Winchester	0.12	20000	G	97%	0%	1%	0%	2%	0%	F	0.088	F	0.52	21000	G	
		To:	Weems Lane														
 Valley Ave	City of Winchester	0.67	16000	G	97%	0%	1%	0%	2%	0%	F	0.090	F	0.534	17000	G	
		To:	Jubal Early Dr														
 Valley Ave	City of Winchester	0.59	11000	G	97%	0%	1%	0%	2%	0%	F	0.089	F	0.533	11000	G	
		To:	US 11 Par Braddock St														
 Valley Ave	City of Winchester	0.09	1700	G	97%	0%	1%	0%	1%	0%	F	0.098	F	1800	G		
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	95%	2%	3%	0%	0%	F	0.089	F	0.515	12000	G
		To:	Gerrard St														



































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2012
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Winchester

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
11 50 522 Gerrard St	From: Valley Ave	City of Winchester	0.10	8500	G	97%	0%	1%	0%	1%	0%	F	0.088	F	0.595	9000	G
	To: Cameron St																
11 11 50 522 Cameron St	From: US 50 Gerrard St	City of Winchester	0.53	6000	G	97%	1%	1%	0%	1%	0%	C	0.089	F	0.556	6300	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:																
11 11 50 522 Cameron St	From: Boscawen St	City of Winchester	0.17	8100	G	97%	1%	1%	0%	1%	0%	F	0.096	F	0.646	8600	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:																
11 Cameron St	From: Piccadilly St	City of Winchester	0.83	6200	G	97%	0%	1%	0%	1%	0%	C	0.091	F		6600	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:																
11 Martinsburg Pike	From: US 11 Par, Loudoun St	City of Winchester	0.31	8800	G	97%	0%	1%	0%	1%	0%	F	0.091	F	0.553	9400	G
	To: NCL Winchester																
11 Braddock St	From: US 11 Valley Ave	City of Winchester	0.09	9900	G	94%	2%	3%	0%	0%	0%	F	0.09	F	0.640	11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:																
11 50 50 522 Braddock St	From: Gerrard St	City of Winchester	0.53	7300	G	97%	1%	2%	0%	0%	0%	C	0.087	F		7700	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:																
11 522 50 522 Braddock St	From: Boscawen St	City of Winchester	0.17	6000	G	97%	1%	1%	0%	1%	0%	F	0.099	F	0.668	6400	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:																
11 Braddock St	From: Piccadilly St	City of Winchester	0.36	2500	G	94%	2%	3%	0%	0%	0%	C	0.092	F		2700	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:																
11 North Ave	From: North Ave	City of Winchester	0.03	440	G	97%	1%	2%	0%	0%	0%	C	0.1	F	0.578	470	G
	Combined Traffic Estimates for Parallel Roadways on this Route:																
11 Loudoun St	From: Loudoun St	City of Winchester	0.30	2500	G	98%	1%	1%	0%	0%	0%	C	0.091	F	0.707	2600	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:																
11 Loudoun St	From: Wyck St	City of Winchester	0.24	3800	G	97%	1%	0%	0%	1%	0%	C	0.095	F	0.642	4100	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:																
	To: US 11 Cameron St																




















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							2Axle	3+Axle	1Trail	2Trail							
	From: I-81																
17 50 522 Millwood Ave	City of Winchester	0.09	26000	N	98%	0%	1%	0%	1%	0%	N	0.088	N	0.639	27000	N	
	To: Jubal Early Dr																
	From: US 50 Par, Millwood Ave																
17 50 522 Jubal Early Dr	City of Winchester	0.06	26000	G	98%	0%	1%	0%	1%	0%	C	0.088	F	0.639	27000	G	
	To: Apple Blossom Dr																
	From: Jubal Early Dr																
17 50 522 Apple Blossom Dr	City of Winchester	0.05	10000	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.87	11000	G	
	To: US 50 Par, Millwood Dr																
	From: US 50 Par, Apple Blossom Dr																
17 50 522 Millwood Ave	City of Winchester	0.75	13000	G	97%	1%	2%	0%	0%	0%	F	0.085	F	0.563	13000	G	
	To: US 11 Cameron St																
	From: WCL Winchester																
50 Amherst St	City of Winchester	0.64	19000	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.523	20000	G	
	To: Fox Dr																
	From: Fox Dr																
50 Amherst St	City of Winchester	0.75	16000	G	99%	0%	1%	0%	0%	0%	C	0.09	F	0.520	17000	G	
	To: Boscawen St																
	From: Boscawen St																
50 Boscawen St	City of Winchester	0.37	12000	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.583	12000	G	
	To: Braddock St																
	From: Boscawen St																
50 11 50 522 Braddock St	City of Winchester	0.53	7300	G	97%	1%	2%	0%	0%	0%	C	0.087	F		7700	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			13000	G	97%	1%	1%	0%	0%	0%	C	NA		14000	G	
	To: Gerrard St																
	From: Braddock St																
50 522 Gerrard St	City of Winchester	0.07	6800	G	97%	1%	2%	0%	0%	0%	F	0.086	F	0.529	7200	G	
	To: Valley Ave																
	From: Valley Ave																
50 11 522 Gerrard St	City of Winchester	0.10	8500	G	97%	0%	1%	0%	1%	0%	F	0.088	F	0.595	9000	G	
	To: US 11 Cameron St																
	From: US 11 Cameron St																
50 17 522 Millwood Ave	City of Winchester	0.75	13000	G	97%	1%	2%	0%	0%	0%	F	0.085	F	0.563	13000	G	
	To: US 50 Par, Apple Blossom Dr																
	From: US 50 Par, Millwood Dr																
50 17 522 Apple Blossom Dr	City of Winchester	0.05	10000	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.87	11000	G	
	To: Jubal Early Dr																
	From: Jubal Early Dr																
50 17 522 Jubal Early Dr	City of Winchester	0.06	26000	G	98%	0%	1%	0%	1%	0%	C	0.088	F	0.639	27000	G	
	To: US 50 Par, Millwood Ave																
	From: US 50 Par, Jubal Early Dr																
50 17 522 Millwood Ave	City of Winchester	0.09	26000	N	98%	0%	1%	0%	1%	0%	N	0.088	N	0.639	27000	N	
	To: I-81																
	From: Boscawen St																
50 522 11 522 Braddock St	City of Winchester	0.17	6000	G	97%	1%	1%	0%	1%	0%	F	0.099	F	0.668	6400	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	G	97%	1%	1%	0%	1%	0%	F	0.097	F	0.516	15000	G
	To: Piccadilly St																

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From:	Braddock St														
   Piccadilly St	City of Winchester	0.18	7600	G	99%	0%	0%	0%	0%	F	0.091	F	0.630	8100	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			9500	G	99%	0%	0%	0%	0%	F	0.088	F	0.523	10000	G	
	To:	Cameron St														
	From:	Piccadilly St														
    Cameron St	City of Winchester	0.17	8100	G	97%	1%	1%	0%	1%	F	0.096	F	0.646	8600	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	G	97%	1%	1%	0%	1%	F	0.097	F	0.516	15000	G	
	To:	Boscawen St														
	From:	Boscawen St														
    Cameron St	City of Winchester	0.53	6000	G	97%	1%	1%	0%	1%	C	0.089	F	0.556	6300	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			13000	G	97%	1%	1%	0%	0%	C	NA			14000	G	
	To:	US 50 Millwood Ave														
	From:	US 50 Apple Blossom Dr														
 Millwood Ave	City of Winchester	0.18	9200	G	99%	0%	1%	0%	0%	C	0.081	F	0.944	9700	G	
	To:	US 50 Jubal Early Drive														
	From:	SCL Winchester														
North 	City of Winchester (Maint: 34)	0.07	31000	A	79%	1%	1%	1%	17%	C	0.096	A		31000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			61000	F	79%	1%	1%	1%	17%	C	NA			62000	F	
	To:	NCL Winchester														
	From:	SCL Winchester														
South 	City of Winchester (Maint: 34)	0.07	31000	F	79%	1%	1%	1%	17%	C	0.095	A		31000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			61000	F	79%	1%	1%	1%	17%	C	NA			62000	F	
	To:	NCL Winchester														
	From:	I-81														
   Millwood Ave	City of Winchester	0.09	26000	N	98%	0%	1%	0%	1%	N	0.088	N	0.639	27000	N	
	To:	US 50 Par; Jubal Early Dr														
	From:	US 50 Par; Millwood Ave														
   Jubal Early Dr	City of Winchester	0.06	26000	G	98%	0%	1%	0%	1%	C	0.088	F	0.639	27000	G	
	To:	Apple Blossom Dr														
	From:	Jubal Early Dr														
   Apple Blossom Dr	City of Winchester	0.05	10000	G	98%	0%	1%	0%	1%	F	0.089	F	0.87	11000	G	
	To:	US 50 Par; Millwood Dr														
	From:	US 50 Par; Apple Blossom Dr														
   Millwood Ave	City of Winchester	0.75	13000	G	97%	1%	2%	0%	0%	F	0.085	F	0.563	13000	G	
	To:	US 11 Cameron St														
	From:	Millwood Ave														
    Cameron St	City of Winchester	0.53	6000	G	97%	1%	1%	0%	1%	C	0.089	F	0.556	6300	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			13000	G	97%	1%	1%	0%	0%	C	NA			14000	G	
	To:	Boscawen St														
	From:	Boscawen St														
    Cameron St	City of Winchester	0.17	8100	G	97%	1%	1%	0%	1%	F	0.096	F	0.646	8600	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	G	97%	1%	1%	0%	1%	F	0.097	F	0.516	15000	G	
	To:	SR 7 Piccadilly St														

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
	From:	US 11 Cameron St															
   Piccadilly St	City of Winchester	0.18	7600	G	99%	0%	0%	0%	0%	F	0.091	F	0.630	8100	G		
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			9500	G	99%	0%	0%	0%	0%	F	0.088	F	0.523	10000	G		
	To:	US 50, SR 7 Braddock St															
 Piccadilly St	City of Winchester	0.19	5300	G	97%	0%	1%	0%	1%	F	0.096	F	0.599	5600	G		
	To:	Fairmont Ave															
	From:	Piccadilly St															
 Fairmont Ave	City of Winchester	0.22	5200	G	97%	0%	1%	0%	1%	F	0.102	F	0.595	5500	G		
	To:	Commercial St															
	From:	Commercial St															
 Fairmont Ave	City of Winchester	0.55	11000	G	97%	0%	1%	0%	1%	C	0.101	F	0.636	12000	G		
	To:	NCL Winchester															
	From:	US 522, US 11 Cameron St															
   Gerrard St	City of Winchester	0.10	8500	G	97%	0%	1%	0%	1%	F	0.088	F	0.595	9000	G		
	To:	US 11 Valley Ave															
	From:	US 11 Valley Ave															
  Gerrard St	City of Winchester	0.07	6800	G	97%	1%	2%	0%	0%	F	0.086	F	0.529	7200	G		
	To:	Braddock St															
	From:	Gerrard St															
    Braddock St	City of Winchester	0.53	7300	G	97%	1%	2%	0%	0%	C	0.087	F		7700	G		
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			13000	G	97%	1%	1%	0%	0%	C	NA			14000	G		
	To:	US 50 Boscawen St															
    Braddock St	City of Winchester	0.17	6000	G	97%	1%	1%	0%	1%	F	0.099	F	0.668	6400	G		
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	G	97%	1%	1%	0%	1%	F	0.097	F	0.516	15000	G		
	To:	US 522 Piccadilly St															

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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							
City of Winchester																
① Woodstock Ln	0.63	2400	G	98%	1%	1%	0%	0%	0%	C	0.102	F	0.546	2600	G	2012
② Fort Collier Dr	0.16	7200	G	93%	1%	1%	1%	4%	0%	C	0.09	F	0.549	7600	G	2012
③ Washington St	0.64	2700	G	98%	1%	0%	0%	0%	0%	C	0.091	F	0.612	2900	G	2012
④ Handley Blvd	0.08	8100	G	98%	1%	0%	0%	0%	0%	F	0.092	F	0.530	8600	G	2012
⑤ Tevis Ave	0.21	7200	G	99%	0%	0%	0%	0%	0%	C	0.093	F	0.520	7700	G	2012
⑥ Cedarmeade Ave	0.55	1300	G	97%	2%	1%	0%	0%	0%	C	0.116	F	0.512	1400	G	2012
⑦ Jubal Early Dr	0.65	5500	G	98%	1%	0%	0%	0%	0%	F	0.095	F	0.524	5800	G	2012
⑦ Jubal Early Dr	0.98	20000	G	98%	1%	0%	0%	0%	0%	F	0.093	F	0.514	21000	G	2012
⑤200 Cedar Creek Grade	0.52	12000	G	98%	0%	1%	0%	0%	0%	F	0.102	F	0.594	13000	G	2012
⑤200 Weems Ln	0.50	11000	G	98%	0%	1%	0%	0%	0%	C	0.101	F	0.529	11000	G	2012
⑤201 Middle Rd	1.01	3700	G	99%	0%	1%	0%	0%	0%	C	0.103	F	0.614	3900	G	2012
⑤203 Fox Dr	0.86	5100	G	97%	2%	1%	0%	0%	0%	C	0.106	F	0.514	5400	G	2012
⑤204 Cork St	0.08	8300	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.546	8800	G	2012
⑤204 Cork St	0.48	9500	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.567	10000	G	2012
⑤204 Senseny Rd	0.44	11000	G	98%	1%	1%	0%	0%	0%	C	0.095	F	0.536	11000	G	2012
⑤206 Commercial St	0.29	3200	G	97%	0%	1%	0%	1%	0%	C	0.105	F	0.644	3400	G	2012
⑤207 Shawnee Dr	0.67	4800	G	95%	1%	1%	1%	2%	0%	C	0.090	F	0.574	5100	G	2012
⑤209 Papermill Rd	0.86	9400	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.512	10000	G	2012
⑤209 Papermill Rd	0.64	6100	G	98%	1%	1%	0%	0%	0%	F	0.097	F	0.537	6400	G	2012
⑤209 Loudoun St	0.58	14000	G	98%	1%	1%	0%	0%	0%	C	0.092	F	0.588	14000	G	2012

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						2Axle	3+Axle	1Trail	2Trail							
City of Winchester																
(5209) Loudoun St	0.57	5000	G	98%	1%	1%	0%	0%	0%	F	0.098	F	0.512	5400	G	2012
						From: Commerce St										
						To: Gerrard St										
(5213) Pleasant Valley Rd	1.22	19000	G	98%	0%	1%	0%	1%	0%	C	0.089	F	0.501	20000	G	2012
						From: Papermill Rd										
(5213) Pleasant Valley Rd	0.36	22000	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.503	23000	G	2012
						From: Jubal Early Drive										
(5213) Pleasant Valley Rd	0.91	21000	G	98%	0%	1%	0%	1%	0%	F	0.084	F	0.508	23000	G	2012
						From: Millwood Ave										
(5213) Pleasant Valley Rd	0.36	17000	G	98%	0%	1%	0%	1%	0%	F	0.084	F	0.51	18000	G	2012
						From: Cork St										
						To: Berryville Ave										
(5221) Smithfield Ave	0.63	2100	G	94%	2%	3%	1%	1%	0%	C	0.1	F	0.536	2200	G	2012
						From: National Ave										
						To: NCL Winchester										
2nd St		150	G								0.160	F	0.661	170	G	2012
						From: Summit Ave										
						To: Papermill Rd										
Amherst St		9700	G								0.098	F	0.697	10000	G	2012
						From: Boscawen St										
						To: Braddock St										
Battaille Dr		800	G								0.143	F	0.51	850	G	2012
						From: Shawnee Dr										
						To: SCL Winchester										
Beachcroft Rd		190	G								0.121	F	0.52	210	G	2012
						From: Wentworth Dr										
						To: Oakwood Ct										
Bellview Ave		840	G								0.1	F	0.587	890	G	2012
						From: Valley Ave										
						To: Lewis St										
Bond St		370	G								0.093	F	0.568	400	G	2012
						From: Loudoun St										
						To: Cameron St										
Braddock St		620	G								0.103	F	0.533	660	G	2012
						From: Jackson Ave										
						To: Locust Ave										
Branner Ave		360	G								0.105	F	0.704	380	G	2012
						From: Ridge Ave										
						To: Isaac St										
Butler Ave		200	G								0.159	F	0.546	220	G	2012
						From: Green St										
						To: Beau St										
Caroline St		280	G								0.112	F	0.528	300	G	2012
						From: Old Fort Rd										
						To: Marion St										
Commerce St		840	G								0.1	F	0.573	890	G	2012
						From: Whitlock Ave										
						To: Southwerk St										
Dunlap St		180	G								0.134	F	0.6	190	G	2012
						From: Bruce St										
						To: WCL Winchester										
E Southwerk St		1700	G								0.098	F	0.679	1700	G	2012
						From: S Loudoun St										
						To: S Cameron St										

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						2Axle	3+Axle	1Trail	2Trail							
City of Winchester																
Elm St		3000	G			From: Frederick Ave				0.095	F	0.545	3100	G	2012	
						To: Woodland Ave										
Euclid Ave		240	G			From: Grove St				0.115	F	0.586	250	G	2012	
						To: Woodstock Lane										
Glaize Ave		260	G			From: S.Loudoun St				0.108	F	0.5	280	G	2012	
						To: Dead End										
Handley St		650	G			From: Whitlock Ave				0.143	F	0.643	690	G	2012	
						To: Sheridan St										
Imperial St		120	G			From: Papermill Rd				0.153	F	0.605	120	G	2012	
						To: Superior Ave										
Jackson Ave		390	G			From: Braddock St				0.106	F	0.551	410	G	2012	
						To: Pennsylvania Ave										
Kent St		900	G			From: Beau St				0.11	F	0.596	960	G	2012	
						To: WCL Winchester										
Kent St		3800	G			From: Boscawen St				0.087	F	0.545	4000	G	2012	
						To: Philpot St										
Leicester St		360	G			From: Parkway Ave				0.113	F	0.839	380	G	2012	
						To: Shawnee Ave										
Marion St		320	G			From: Branner Ave				0.113	F	0.532	340	G	2012	
						To: Caroline St										
Massanutten Terrace		130	G			From: Hockman Ave				0.110	F	0.613	140	G	2012	
						To: Middle Rd										
Miller St		430	G			From: Handley St				0.101	F	0.699	460	G	2012	
						To: Masters Ln										
Orchard Ave		150	G			From: Elm St				0.118	F	0.564	160	G	2012	
						To: ECL Winchester										
Parkway Ave		830	G			From: Pall Mall St				0.107	F	0.575	880	G	2012	
						To: Leicester St										
Pennsylvania Ave		520	G			From: Richards				0.101	F	0.509	550	G	2012	
						To: Jackson Ave										
Peyton St		340	G			From: Fairmont Ave				0.134	F	0.536	370	G	2012	
						To: Braddock St										
Pleasant Valley Rd		340	G			From: Dead End				0.196	F	0.790	360	G	2012	
						To: Papermill Rd										
Purcell Ave		1500	G			From: Cork St				0.192	F	0.561	1600	G	2012	
						To: Grove St										
S Kent St		840	G			From: Millwood Ave				0.108	F	0.594	890	G	2012	
						To: Southwerk St										

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						2Axle	3+Axle	1Trail	2Trail							
City of Winchester																
Saratoga Dr		610	G			From: Dulles Circle				0.120	F	0.6	640	G	2012	
						To: Lake Dr										
Shenandoah Ave		820	G			From: Leicester St				NA			890	G	2012	
						To: Cork St										
Stewart St		8100	G			From: Wolfe St				0.090	F	0.525	8600	G	2012	
						To: Boscawen St										
Summit Ave		150	G			From: 2Nd St				0.109	F	0.556	160	G	2012	
						To: 1St Street										
Tennyson Ave		560	G			From: Jefferson St				0.165	F	0.612	590	G	2012	
						To: Leicester St										
Washington St		3100	G			From: Boscawen St				0.094	F	0.546	3300	G	2012	
						To: Amherst St										
Wentworth Dr		1100	G			From: Applecroft Rd				0.096	F	0.553	1200	G	2012	
						To: Beachcroft Rd										
Whitter Ave		730	G			From: Wood Ave				0.09	F	0.729	780	G	2012	
						To: Ridge Ave										
Wood Ave		580	G			From: Whitter Ave				0.098	F	0.579	610	G	2012	
						To: Lanny Dr										
Woodland Ave		710	G			From: Pine St				0.11	F	0.518	750	G	2012	
						To: Elm St										
Wyck St		3300	G			From: Loudoun St				0.11	F	0.702	3500	G	2012	
						To: Braddock St										