

2013

**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
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 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
2013
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:			9600	G	99%	0%	0%	0%	0%	F	0.088	F	0.523	10000	G
		To:	US 11 Cameron St														
		From:	Boscawen St														
    Cameron St	City of Winchester	0.17	8200	G	97%	1%	1%	0%	1%	0%	F	0.096	F	0.646	8700	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														
		From:	US 11 Cameron St														
 Piccadilly St	City of Winchester	0.18	9000	G	96%	1%	1%	1%	1%	1%	C	0.088	F	0.536	9600	G	
		To:	East Lane														
		From:	Piccadilly St														
 East Lane	City of Winchester	0.02	8200	G	97%	1%	1%	0%	2%	0%	F	0.086	F	0.504	8700	G	
		To:	Fairfax Lane														
		From:	Highland Ave														
 National Ave	City of Winchester	0.32	9100	G	96%	1%	2%	1%	1%	0%	C	0.087	F	0.581	9600	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	27000	G	
		To:	I-81; ECL Winchester														
		From:	US 50 Boscawen St														
    Braddock St	City of Winchester	0.17	6100	G	97%	1%	1%	0%	1%	0%	F	0.099	F	0.668	6500	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														
		From:	Braddock St														
   Piccadilly St	City of Winchester	0.18	7700	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.630	8200	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:			9600	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%	1%	0%	C	0.09	F	0.502	14000	G	
		To:	Middle Rd														
 Valley Ave	City of Winchester	0.12	20000	G	96%	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	96%	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	98%	0%	1%	0%	0%	0%	C	0.089	F	0.533	11000	G	
		From:	US 11 Par Braddock St														
 Valley Ave	City of Winchester	0.09	1800	G	97%	0%	1%	0%	1%	0%	F	0.098	F		1900	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	95%	2%	3%	0%	0%	F	0.089	F	0.515	13000	G
		To:	Gerrard St														



































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Traffic Engineering Division
2013
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: Valley Ave																
11 50 522	Gerrard St City of Winchester	0.10	8600	G	97%	0%	1%	0%	1%	0%	F	0.088	F	0.595	9100	G	
	To: Cameron St																
	From: US 50 Gerrard St																
11 11 50 522	Cameron St City of Winchester	0.53	6100	G	97%	1%	1%	0%	1%	0%	C	0.089	F	0.556	6400	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		13000	G	97%	1%	1%	0%	0%	0%	C	NA		14000	G		
	To: Boscawen St																
	From: Boscawen St																
11 11 50 522	Cameron St City of Winchester	0.17	8200	G	97%	1%	1%	0%	1%	0%	F	0.096	F	0.646	8700	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																
	From: Piccadilly St																
11	Cameron St City of Winchester	0.83	6300	G	97%	0%	1%	0%	1%	0%	C	0.091	F		6700	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		10000	G	97%	1%	1%	0%	1%	0%	C	0.089	F	0.743	11000	G	
	To: US 11 Par, Loudoun St																
	From: US 11 Par, Loudoun St																
11	Martinsburg Pike City of Winchester	0.31	9000	G	95%	0%	1%	1%	2%	0%	C	0.091	F	0.553	9500	G	
	To: NCL Winchester																
	From: NCL Winchester																
	To: US 11 Valley Ave																
	From: US 11 Valley Ave																
11 P	Braddock St City of Winchester	0.09	10000	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:		12000	G	95%	2%	3%	0%	0%	0%	F	0.089	F	0.515	13000	G	
	To: Gerrard St																
	From: Gerrard St																
11 P 50 50 522	Braddock St City of Winchester	0.53	7400	G	97%	1%	2%	0%	0%	0%	C	0.087	F		7800	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		13000	G	97%	1%	1%	0%	0%	0%	C	NA		14000	G		
	To: Boscawen St																
	From: Boscawen St																
11 P 522 50 522	Braddock St City of Winchester	0.17	6100	G	97%	1%	1%	0%	1%	0%	F	0.099	F	0.668	6500	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																
	From: Piccadilly St																
11 P	Braddock St City of Winchester	0.28	2600	G	94%	2%	3%	0%	0%	0%	C	0.092	F		2700	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		8900	G	97%	1%	2%	0%	1%	0%	C	NA		9400	G		
	To: North Ave																
	From: North Ave																
11 P	North Ave City of Winchester	0.11	450	G	97%	1%	2%	0%	0%	0%	C	0.1	F	0.578	480	G	
	Combined Traffic Estimates for Parallel Roadways on this Route:		NA									NA		NA			
	To: Loudoun St																
	From: Loudoun St																
11 P	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:		8800	G	98%	1%	1%	0%	1%	0%	C	NA		9300	G		
	To: Wyck St																
	From: Wyck St																
11 P	Loudoun St City of Winchester	0.24	3900	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:		10000	G	97%	1%	1%	0%	1%	0%	C	0.089	F	0.743	11000	G	
	To: US 11 Cameron St																

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 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: 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	28000	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	28000	G	
	To: Apple Blossom Dr																
	From: Jubal Early Dr																
17 50 522	Apple Blossom Dr City of Winchester	0.05	11000	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%	0%	2%	0%	1%	0%	C	0.085	F	0.563	14000	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	95%	1%	1%	1%	1%	1%	C	0.089	F	0.583	12000	G	
	To: Braddock St																
	From: Boscawen St																
50 11 50 522	Braddock St City of Winchester	0.53	7400	G	97%	1%	2%	0%	0%	0%	C	0.087	F		7800	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	6900	G	97%	1%	2%	0%	0%	0%	F	0.086	F	0.529	7300	G	
	To: Valley Ave																
	From: Valley Ave																
50 11 522	Gerrard St City of Winchester	0.10	8600	G	97%	0%	1%	0%	1%	0%	F	0.088	F	0.595	9100	G	
	To: US 11 Cameron St																
	From: US 11 Cameron St																
50 17 522	Millwood Ave City of Winchester	0.75	13000	G	97%	0%	2%	0%	1%	0%	C	0.085	F	0.563	14000	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	11000	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	28000	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	28000	N	
	To: I-81																
	From: Boscawen St																
50 522 11 522	Braddock St City of Winchester	0.17	6100	G	97%	1%	1%	0%	1%	0%	F	0.099	F	0.668	6500	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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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: Braddock St															
   Piccadilly St	City of Winchester	0.18	7700	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.630	8200	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			9600	G	99%	0%	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	8200	G	97%	1%	1%	0%	1%	0%	F	0.096	F	0.646	8700	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: Boscawen St															
	From: Boscawen St															
    Cameron St	City of Winchester	0.53	6100	G	97%	1%	1%	0%	1%	0%	C	0.089	F	0.556	6400	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			13000	G	97%	1%	1%	0%	0%	0%	C	NA			14000	G
	To: US 50 Millwood Ave															
	From: US 50 Apple Blossom Dr															
 Millwood Ave	City of Winchester	0.18	9300	G	99%	0%	1%	0%	0%	0%	C	0.081	F	0.944	9800	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%	1%	C	0.097	A		31000	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			61000	A	80%	1%	1%	1%	17%	1%	C	NA			62000	A
	To: NCL Winchester															
	From: SCL Winchester															
South 	City of Winchester (Maint: 34)	0.07	30000	A	80%	1%	1%	1%	16%	1%	C	0.097	A		31000	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			61000	A	80%	1%	1%	1%	17%	1%	C	NA			62000	A
	To: NCL Winchester															
	From: I-81															
   Millwood Ave	City of Winchester	0.09	26000	N	98%	0%	1%	0%	1%	0%	N	0.088	N	0.639	28000	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%	0%	C	0.088	F	0.639	28000	G
	To: Apple Blossom Dr															
	From: Jubal Early Dr															
   Apple Blossom Dr	City of Winchester	0.05	11000	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															
   Millwood Ave	City of Winchester	0.75	13000	G	97%	0%	2%	0%	1%	0%	C	0.085	F	0.563	14000	G
	To: US 11 Cameron St															
	From: Millwood Ave															
    Cameron St	City of Winchester	0.53	6100	G	97%	1%	1%	0%	1%	0%	C	0.089	F	0.556	6400	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			13000	G	97%	1%	1%	0%	0%	0%	C	NA			14000	G
	To: Boscawen St															
	From: Boscawen St															
    Cameron St	City of Winchester	0.17	8200	G	97%	1%	1%	0%	1%	0%	F	0.096	F	0.646	8700	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: 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	7700	G	99%	0%	0%	0%	0%	F	0.091	F	0.630	8200	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			9600	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	5400	G	97%	0%	1%	0%	1%	F	0.096	F	0.599	5700	G	
	To: Fairmont Ave															
	From: Piccadilly St															
Fairmont Ave	City of Winchester	0.22	5300	G	97%	0%	1%	0%	1%	F	0.102	F	0.595	5600	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	8600	G	97%	0%	1%	0%	1%	F	0.088	F	0.595	9100	G	
	To: US 11 Valley Ave															
	From: US 11 Valley Ave															
Gerrard St	City of Winchester	0.07	6900	G	97%	1%	2%	0%	0%	F	0.086	F	0.529	7300	G	
	To: Braddock St															
	From: Braddock St															
Braddock St	City of Winchester	0.53	7400	G	97%	1%	2%	0%	0%	C	0.087	F		7800	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															
	From: US 50 Boscawen St															
Braddock St	City of Winchester	0.17	6100	G	97%	1%	1%	0%	1%	F	0.099	F	0.668	6500	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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						2Axle	3+Axle	1Trail	2Trail							
City of Winchester																
① Woodstock Ln	0.63	2500	G	98%	1%	1%	0%	0%	0%	C	0.102	F	0.546	2600	G	2013
② Fort Collier Dr	0.16	7300	G	93%	1%	1%	1%	4%	0%	C	0.09	F	0.549	7700	G	2013
③ Washington St	0.64	2700	G	98%	1%	0%	0%	0%	0%	C	0.091	F	0.612	2900	G	2013
④ Handley Blvd	0.08	8200	G	98%	1%	0%	0%	0%	0%	F	0.092	F	0.530	8700	G	2013
⑤ Tevis Ave	0.21	7300	G	99%	0%	0%	0%	0%	0%	C	0.093	F	0.520	7800	G	2013
⑥ Cedarmeade Ave	0.55	1400	G	97%	2%	1%	0%	0%	0%	C	0.116	F	0.512	1400	G	2013
⑦ Jubal Early Dr	0.65	5500	G	98%	1%	0%	0%	0%	0%	F	0.095	F	0.524	5900	G	2013
⑦ Jubal Early Dr	0.98	20000	G	98%	1%	0%	0%	0%	0%	F	0.093	F	0.514	21000	G	2013
⑤200 Cedar Creek Grade	0.52	13000	G	96%	0%	2%	1%	1%	0%	C	0.102	F	0.594	13000	G	2013
⑤200 Weems Ln	0.50	11000	G	98%	0%	1%	0%	0%	0%	C	0.101	F	0.529	12000	G	2013
⑤201 Middle Rd	1.01	3700	G	99%	0%	1%	0%	0%	0%	C	0.103	F	0.614	4000	G	2013
⑤203 Fox Dr	0.86	5200	G	97%	2%	1%	0%	0%	0%	C	0.106	F	0.514	5500	G	2013
⑤204 Cork St	0.08	8400	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.546	8900	G	2013
⑤204 Cork St	0.48	9700	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.567	10000	G	2013
⑤204 Cork St	0.44	11000	G	98%	1%	1%	0%	0%	0%	C	0.095	F	0.536	11000	G	2013
⑤206 Commercial St	0.29	3200	G	97%	0%	1%	0%	1%	0%	C	0.105	F	0.644	3400	G	2013
⑤207 Shawnee Dr	0.67	4900	G	95%	1%	1%	1%	2%	0%	C	0.090	F	0.574	5200	G	2013
⑤209 Papermill Rd	0.86	9600	G	97%	0%	1%	0%	1%	0%	C	0.094	F	0.512	10000	G	2013
⑤209 Papermill Rd	0.64	6200	G	97%	1%	1%	0%	0%	0%	C	0.097	F	0.537	6500	G	2013
⑤209 Loudoun St	0.43	14000	G	98%	1%	1%	0%	0%	0%	C	0.092	F	0.588	15000	G	2013

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						2Axle	3+Axle	1Trail	2Trail								
City of Winchester																	
(5209) Loudoun St	0.72	5100	G	97%	0%	1%	1%	0%	0%	C	0.098	F	0.512	5400	G	2013	
						From: Jubal Early Dr											
						To: Gerrard St											
(5213) Pleasant Valley Rd	1.22	20000	G	98%	0%	1%	0%	1%	0%	C	0.089	F	0.501	21000	G	2013	
						From: Papermill Rd											
(5213) Pleasant Valley Rd	0.36	22000	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.503	24000	G	2013	
						From: Jubal Early Drive											
(5213) Pleasant Valley Rd	0.91	22000	G	98%	0%	1%	0%	0%	0%	C	0.084	F	0.508	23000	G	2013	
						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	2013	
						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	2013	
						From: National Ave											
						To: NCL Winchester											
2nd St		160	G								0.160	F	0.661	170	G	2013	
						From: Summit Ave											
						To: Papermill Rd											
Amherst St		4800	G								0.098	F	0.697	5100	G	2013	
						From: Boscawen St											
						To: Braddock St											
Battaile Dr		810	G								0.143	F	0.51	860	G	2013	
						From: Shawnee Dr											
						To: SCL Winchester											
Beachcroft Rd		200	G								0.121	F	0.52	210	G	2013	
						From: Wentworth Dr											
						To: Oakwood Ct											
Bellview Ave		850	G								0.1	F	0.587	900	G	2013	
						From: Valley Ave											
						To: Lewis St											
Bond St		380	G								0.093	F	0.568	400	G	2013	
						From: Loudoun St											
						To: Cameron St											
Braddock St		630	G								0.103	F	0.533	670	G	2013	
						From: Jackson Ave											
						To: Locust Ave											
Branner Ave		370	G								0.105	F	0.704	390	G	2013	
						From: Ridge Ave											
						To: Isaac St											
Butler Ave		210	G								0.159	F	0.546	220	G	2013	
						From: Green St											
						To: Beau St											
Caroline St		280	G								0.112	F	0.528	300	G	2013	
						From: Old Fort Rd											
						To: Marion St											
Commerce St		850	G								0.1	F	0.573	900	G	2013	
						From: Whitlock Ave											
						To: Southwerk St											
Dunlap St		190	G								0.134	F	0.6	200	G	2013	
						From: Bruce St											
						To: WCL Winchester											
E Southwerk St		1700	G								0.098	F	0.679	1800	G	2013	
						From: S Loudoun St											
						To: S Cameron St											

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						2Axle	3+Axle	1Trail	2Trail							
City of Winchester																
Elm St		3000	G							0.095	F	0.545	3200	G	2013	
Euclid Ave		240	G							0.115	F	0.586	250	G	2013	
Glaize Ave		270	G							0.108	F	0.5	280	G	2013	
Handley Ave		660	G							0.143	F	0.643	700	G	2013	
Imperial St		120	G							0.153	F	0.605	130	G	2013	
Jackson Ave		400	G							0.106	F	0.551	420	G	2013	
Kent St		910	G							0.11	F	0.596	970	G	2013	
Kent St		3800	G							0.087	F	0.545	4000	G	2013	
Leicester St		360	G							0.113	F	0.839	390	G	2013	
Marion St		320	G							0.113	F	0.532	340	G	2013	
Massanutten Terrace		130	G							0.110	F	0.613	140	G	2013	
Miller St		440	G							0.101	F	0.699	460	G	2013	
Orchard Ave		150	G							0.118	F	0.564	160	G	2013	
Parkway St		840	G							0.107	F	0.575	890	G	2013	
Pennsylvania Ave		520	G							0.101	F	0.509	560	G	2013	
Peyton St		350	G							0.134	F	0.536	370	G	2013	
Pleasant Valley Rd		350	G							0.196	F	0.790	370	G	2013	
Purcell Ave		1600	G							0.192	F	0.561	1700	G	2013	
S Kent St		850	G							0.108	F	0.594	900	G	2013	

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						2Axle	3+Axle	1Trail	2Trail							
City of Winchester																
Saratoga Dr		610	G			From: Dulles Circle				0.120	F	0.6		650	G	2013
						To: Lake Dr										
Shenandoah Ave		820	G			From: Leicester St				NA			890	G	2013	
						To: Cork St										
Stewart St		8300	G			From: Wolfe St				0.090	F	0.525	8700	G	2013	
						To: Boscawen St										
Summit Ave		160	G			From: 2Nd St				0.109	F	0.556	170	G	2013	
						To: 1St Street										
Tennyson Ave		570	G			From: Jefferson St				0.165	F	0.612	600	G	2013	
						To: Leicester St										
Washington St		3100	G			From: Boscawen St				0.094	F	0.546	3300	G	2013	
						To: Amherst St										
Wentworth Dr		1200	G			From: Applecroft Rd				0.096	F	0.553	1200	G	2013	
						To: Beachcroft Rd										
Whitter Ave		740	G			From: Wood Ave				0.09	F	0.729	790	G	2013	
						To: Ridge Ave										
Wood Ave		590	G			From: Whitter Ave				0.098	F	0.579	620	G	2013	
						To: Lanny Dr										
Woodland Ave		720	G			From: Pine St				0.11	F	0.518	760	G	2013	
						To: Elm St										
Wyck St		3400	G			From: Loudoun St				0.11	F	0.702	3600	G	2013	
						To: Braddock St										