

2016
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 - Business Route
-  Bypass - Bypass Route
-  Truck - Truck Route
-  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
2016
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	2000	G	99%	0%	1%	0%	0%	0%	C	0.095		2100	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	99%	0%	1%	0%	0%	F	0.087	F	0.533	13000	G
		To:	US 11 Cameron St													
		From:	Boscawen St													
    Cameron St	City of Winchester	0.17	9600	G	97%	1%	1%	0%	0%	0%	F	0.096		0.768	10000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	G	97%	1%	1%	0%	0%	F	0.093	F	0.516	18000	G
		To:	Piccadilly St													
		From:	US 11 Cameron St													
 Piccadilly St	City of Winchester	0.18	11000	G	97%	1%	1%	0%	2%	0%	F	0.087		0.54	12000	G
		To:	East Lane													
		From:	Piccadilly St													
 East Lane	City of Winchester	0.02	10000	G	97%	1%	1%	0%	2%	0%	F	0.088		0.541	11000	G
		To:	Fairfax Lane													
		From:	Highland Ave													
 National Ave	City of Winchester	0.32	11000	G	97%	1%	1%	0%	2%	0%	F	0.09		0.546	12000	G
		To:	138-5213 Pleasant Valley Rd													
 Berryville Ave	City of Winchester	0.79	27000	G	97%	1%	1%	0%	2%	0%	C	0.087		0.514	29000	G
		To:	Ross St													
 Berryville Ave	City of Winchester (Maint: 34)	0.16	39000	G	97%	1%	1%	0%	2%	0%	F	0.085		0.595	41000	G
		To:	I-81; ECL Winchester													
		From:	US 50 Boscawen St													
    Braddock St	City of Winchester	0.17	7200	G	97%	1%	1%	0%	0%	0%	F	0.093		0.604	7700	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	G	97%	1%	1%	0%	0%	F	0.093	F	0.516	18000	G
		To:	Piccadilly St													
		From:	Braddock St													
   Piccadilly St	City of Winchester	0.18	9800	G	99%	0%	1%	0%	0%	0%	F	0.086		0.641	10000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	99%	0%	1%	0%	0%	F	0.087	F	0.533	13000	G
		To:	SR 7 Cameron St													
		From:	SCL Winchester													
 Valley Ave	City of Winchester	1.37	14000	G	95%	0%	1%	1%	3%	0%	F	0.089		0.532	16000	G
		To:	Middle Rd													
 Valley Ave	City of Winchester	0.12	19000	G	95%	0%	1%	1%	3%	0%	F	0.091		0.501	21000	G
		To:	Weems Lane													
 Valley Ave	City of Winchester	0.67	16000	G	95%	0%	1%	1%	3%	0%	F	0.09		0.506	17000	G
		To:	Jubal Early Dr													
 Valley Ave	City of Winchester	0.59	10000	G	95%	0%	1%	1%	3%	0%	F	0.092		0.523	11000	G
		To:	US 11 Par Braddock St													
 Valley Ave	City of Winchester	0.09	2000	G	97%	1%	1%	0%	1%	0%	F	0.097			2100	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			13000	G	96%	1%	2%	1%	1%	F	0.091	F	0.55	14000	G
		To:	Gerrard 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: Valley Ave To: Cameron St	City of Winchester	0.10	10000	G	97%	1%	1%	0%	1%	0%	F	0.087		0.578	11000	G
From: US 50 Gerrard St To: Cameron St	City of Winchester	0.53	7100	G	97%	1%	1%	0%	0%	0%	C	0.091		0.525	7500	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			15000	G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.782	16000	G
From: Boscawen St To: Cameron St	City of Winchester	0.17	9600	G	97%	1%	1%	0%	0%	0%	F	0.096		0.768	10000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	G	97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	18000	G
From: Piccadilly St To: Cameron St	City of Winchester	0.83	7200	G	97%	1%	1%	0%	1%	0%	C	0.092			7600	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			11000	G	97%	1%	1%	1%	1%	0%	C	0.092	F	0.753	12000	G
From: US 11 Par, Loudoun St To: NCL Winchester	City of Winchester	0.31	9500	G	97%	1%	1%	0%	1%	0%	F	0.092		0.563	10000	G
From: US 11 Valley Ave To: Braddock St	City of Winchester	0.09	11000	G	96%	1%	2%	1%	1%	0%	F	0.093		0.637	12000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			13000	G	96%	1%	2%	1%	1%	0%	F	0.091	F	0.55	14000	G
From: Gerrard St To: Braddock St	City of Winchester	0.53	7800	G	98%	1%	1%	0%	0%	0%	C	0.096			8300	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			15000	G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.782	16000	G
From: Boscawen St To: Braddock St	City of Winchester	0.17	7200	G	97%	1%	1%	0%	0%	0%	F	0.093		0.604	7700	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	G	97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	18000	G
From: Piccadilly St To: Braddock St	City of Winchester	0.28	2500	G	96%	1%	2%	1%	1%	0%	C	0.105		0.550	2700	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			9700	G	97%	1%	1%	1%	1%	0%	C	NA			10000	G
From: North Ave To: Braddock St	City of Winchester	0.11	490	G	97%	1%	1%	0%	0%	0%	C	0.123		0.541	520	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
From: Loudoun St To: North Ave	City of Winchester	0.30	2700	G	98%	1%	0%	0%	0%	0%	C	0.095		0.635	2900	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			9900	G	98%	1%	1%	0%	0%	0%	C	NA			11000	G
From: Wyck St To: Loudoun St	City of Winchester	0.24	4300	G	96%	1%	1%	1%	1%	0%	C	0.097		0.665	4600	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			11000	G	97%	1%	1%	1%	1%	0%	C	0.092	F	0.753	12000	G
From: 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	29000	N	97%	0%	1%	0%	1%	0%	N	0.083	0.624	31000	N	
	To: Jubal Early Dr															
	From: US 50 Par, Millwood Ave															
17 50 522	Jubal Early Dr City of Winchester	0.06	29000	G	97%	0%	1%	0%	1%	0%	C	0.083	0.624	31000	G	
	To: Apple Blossom Dr															
	From: Jubal Early Dr															
17 50 522	Apple Blossom Dr City of Winchester	0.05	9800	G	97%	0%	1%	0%	1%	0%	F	0.087	0.852	10000	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	98%	1%	1%	0%	0%	0%	F	0.085	0.551	14000	G	
	To: US 11 Cameron St															
	From: WCL Winchester															
50	Amherst St City of Winchester	0.64	19000	G	98%	1%	1%	0%	0%	0%	F	0.089	0.586	21000	G	
	To: Fox Dr															
	From: Fox Dr															
50	Amherst St City of Winchester	0.75	16000	G	98%	1%	1%	0%	0%	0%	C	0.087	0.507	17000	G	
	To: Boscawen St															
	From: Boscawen St															
50	Boscawen St City of Winchester	0.37	12000	G	98%	1%	1%	0%	0%	0%	F	0.085	0.546	13000	G	
	To: Braddock St															
	From: Boscawen St															
50 11 50 522	Braddock St City of Winchester	0.53	7800	G	98%	1%	1%	0%	0%	0%	C	0.096		8300	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		15000	G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.782	16000	G
	To: Gerrard St															
	From: Braddock St															
50 522	Gerrard St City of Winchester	0.07	7500	G	98%	1%	1%	0%	0%	0%	F	0.083	0.532	8000	G	
	To: Valley Ave															
	From: Valley Ave															
50 11 522	Gerrard St City of Winchester	0.10	10000	G	97%	1%	1%	0%	1%	0%	F	0.087	0.578	11000	G	
	To: US 11 Cameron St															
	From: US 11 Cameron St															
50 17 522	Millwood Ave City of Winchester	0.75	13000	G	98%	1%	1%	0%	0%	0%	F	0.085	0.551	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	9800	G	97%	0%	1%	0%	1%	0%	F	0.087	0.852	10000	G	
	To: Jubal Early Dr															
	From: Jubal Early Dr															
50 17 522	Jubal Early Dr City of Winchester	0.06	29000	G	97%	0%	1%	0%	1%	0%	C	0.083	0.624	31000	G	
	To: US 50 Par, Millwood Ave															
	From: US 50 Par, Jubal Early Dr															
50 17 522	Millwood Ave City of Winchester	0.09	29000	N	97%	0%	1%	0%	1%	0%	N	0.083	0.624	31000	N	
	To: I-81															
	From: Boscawen St															
50 522 11 522	Braddock St City of Winchester	0.17	7200	G	97%	1%	1%	0%	0%	0%	F	0.093	0.604	7700	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		17000	G	97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	18000	G
	To: Piccadilly St															

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							2Axle	3+Axle	1Trail	2Trail						
	From: Braddock St															
Piccadilly St	City of Winchester	0.18	9800	G	99%	0%	1%	0%	0%	0%	F	0.086		10000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.533	13000	G
	To: Cameron St															
	From: Piccadilly St															
Cameron St	City of Winchester	0.17	9600	G	97%	1%	1%	0%	0%	0%	F	0.096		10000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	G	97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	18000	G
	To: Boscawen St															
	From: Boscawen St															
Cameron St	City of Winchester	0.53	7100	G	97%	1%	1%	0%	0%	0%	C	0.091		7500	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			15000	G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.782	16000	G
	To: US 50 Millwood Ave															
	From: US 50 Apple Blossom Dr															
Millwood Ave	City of Winchester	0.18	9500	G	98%	0%	1%	0%	0%	0%	C	0.086		10000	G	
	To: US 50 Jubal Early Drive															
	From: SCL Winchester															
North 	City of Winchester (Maint: 34)	0.07	34000	A	79%	1%	1%	1%	17%	1%	C	0.097		34000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			67000	A	79%	1%	1%	1%	17%	1%	C	0.092	A	0.517	68000	A
	To: NCL Winchester															
	From: SCL Winchester															
South 	City of Winchester (Maint: 34)	0.07	33000	A	80%	1%	1%	1%	17%	1%	C	0.092		33000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			67000	A	79%	1%	1%	1%	17%	1%	C	0.092	A	0.517	68000	A
	To: NCL Winchester															
	From: I-81															
Millwood Ave	City of Winchester	0.09	29000	N	97%	0%	1%	0%	1%	0%	N	0.083		31000	N	
	To: US 50 Par, Jubal Early Dr															
	From: US 50 Par, Millwood Ave															
Jubal Early Dr	City of Winchester	0.06	29000	G	97%	0%	1%	0%	1%	0%	C	0.083		31000	G	
	To: Apple Blossom Dr															
	From: Jubal Early Dr															
Apple Blossom Dr	City of Winchester	0.05	9800	G	97%	0%	1%	0%	1%	0%	F	0.087		10000	G	
	To: US 50 Par, Millwood Dr															
	From: US 50 Par, Apple Blossom Dr															
Millwood Ave	City of Winchester	0.75	13000	G	98%	1%	1%	0%	0%	0%	F	0.085		14000	G	
	To: US 11 Cameron St															
	From: Millwood Ave															
Cameron St	City of Winchester	0.53	7100	G	97%	1%	1%	0%	0%	0%	C	0.091		7500	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			15000	G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.782	16000	G
	To: Boscawen St															
	From: Boscawen St															
Cameron St	City of Winchester	0.17	9600	G	97%	1%	1%	0%	0%	0%	F	0.096		10000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	G	97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	18000	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	9800	G	99%	0%	1%	0%	0%	F	0.086		0.641	10000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	99%	0%	1%	0%	0%	F	0.087	F	0.533	13000	G	
	To: US 50, SR 7 Braddock St															
 Piccadilly St	City of Winchester	0.19	6000	G	97%	0%	1%	0%	1%	F	0.094		0.633	6400	G	
	To: Fairmont Ave															
	From: Piccadilly St															
 Fairmont Ave	City of Winchester	0.22	5800	G	97%	0%	1%	0%	1%	F	0.1		0.559	6200	G	
	To: Commercial St															
	From: Commercial St															
 Fairmont Ave	City of Winchester	0.55	12000	G	97%	0%	1%	0%	1%	C	0.104		0.637	13000	G	
	To: NCL Winchester															
	From: US 522, US 11 Cameron St															
   Gerrard St	City of Winchester	0.10	10000	G	97%	1%	1%	0%	1%	F	0.087		0.578	11000	G	
	To: US 11 Valley Ave															
	From: US 11 Valley Ave															
  Gerrard St	City of Winchester	0.07	7500	G	98%	1%	1%	0%	0%	F	0.083		0.532	8000	G	
	To: Braddock St															
	From: Braddock St															
    Braddock St	City of Winchester	0.53	7800	G	98%	1%	1%	0%	0%	C	0.096			8300	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			15000	G	98%	1%	1%	0%	0%	C	0.093	F	0.782	16000	G	
	To: US 50 Boscawen St															
    Braddock St	City of Winchester	0.17	7200	G	97%	1%	1%	0%	0%	F	0.093		0.604	7700	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	G	97%	1%	1%	0%	0%	F	0.093	F	0.516	18000	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	2600	G	97%	1%	1%	0%	0%	0%	C	0.091		0.564	2800	G	2016
② Fort Collier Dr	0.16	7900	G	92%	1%	1%	1%	5%	1%	C	0.09		0.532	8500	G	2016
③ Washington St	0.64	2700	G	99%	1%	0%	0%	0%	0%	C	0.094		0.577	2900	G	2016
④ Handley Blvd	0.08	8600	G	99%	1%	0%	0%	0%	0%	F	0.088		0.516	9100	G	2016
⑤ Tevis Ave	0.21	7800	G	99%	0%	0%	0%	0%	0%	C	0.085		0.505	8300	G	2016
⑥ Cedarmeade Ave	0.55	1500	G	97%	2%	1%	1%	0%	0%	C	0.105		0.5	1600	G	2016
⑦ Jubal Early Dr	0.65	6000	G	99%	1%	0%	0%	0%	0%	F	0.095		0.55	6400	G	2016
⑦ Jubal Early Dr	0.98	21000	G	99%	1%	0%	0%	0%	0%	F	0.088		0.525	23000	G	2016
⑤200 Cedar Creek Grade	0.52	15000	G	98%	0%	1%	0%	0%	0%	F	0.102		0.636	16000	G	2016
⑤200 Weems Ln	0.50	13000	G	98%	0%	1%	0%	0%	0%	C	0.093		0.523	14000	G	2016
⑤201 Middle Rd	1.01	4000	G	99%	0%	1%	0%	0%	0%	C	0.108		0.677	4200	G	2016
⑤203 Fox Dr	0.86	5300	G	97%	2%	1%	0%	0%	0%	C	0.118		0.567	5700	G	2016
⑤204 Cork St	0.08	8900	G	98%	1%	1%	0%	0%	0%	F	0.098		0.563	9500	G	2016
⑤204 Cork St	0.48	10000	G	98%	1%	1%	0%	0%	0%	F	0.093		0.581	11000	G	2016
⑤204 Cork St	0.44	11000	G	98%	1%	1%	0%	0%	0%	C	0.1		0.554	12000	G	2016
⑤206 Commercial St	0.29	3300	G	97%	1%	1%	0%	1%	0%	C	0.101		0.636	3500	G	2016
⑤207 Shawnee Dr	0.67	5300	G	94%	1%	1%	1%	3%	0%	C	0.099		0.585	5700	G	2016
⑤209 Papermill Rd	0.86	11000	G	99%	0%	1%	0%	0%	0%	F	0.097		0.501	11000	G	2016
⑤209 Papermill Rd	0.64	7000	G	99%	0%	1%	0%	0%	0%	F	0.101		0.519	7500	G	2016
⑤209 Loudoun St	0.43	15000	G	99%	0%	1%	0%	0%	0%	C	0.091		0.551	16000	G	2016

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						2Axle	3+Axle	1Trail	2Trail							
City of Winchester																
(5209) Loudoun St	0.72	5700	G	99%	0%	1%	0%	0%	0%	F	0.097		0.535	6100	G	2016
(5213) Pleasant Valley Rd	1.22	21000	G	98%	0%	1%	0%	1%	0%	C	0.095		0.505	23000	G	2016
(5213) Pleasant Valley Rd	0.36	24000	G	98%	0%	1%	0%	1%	0%	F	0.086		0.501	26000	G	2016
(5213) Pleasant Valley Rd	0.91	24000	G	98%	0%	1%	0%	1%	0%	F	0.091		0.533	26000	G	2016
(5213) Pleasant Valley Rd	0.36	19000	G	98%	0%	1%	0%	1%	0%	F	0.083		0.539	21000	G	2016
(5221) Smithfield Ave	0.63	2000	G	95%	2%	2%	0%	1%	0%	C	0.09		0.548	2200	G	2016
2nd St		190	G								0.204		0.649	210	G	2016
Amherst St		5300	G								0.091		0.681	5700	G	2016
Battaile Dr		780	G								0.11		0.826	840	G	2016
Beechcroft Rd		230	G								0.137		0.574	250	G	2016
Bellview Ave		840	G								0.099		0.652	890	G	2016
Bond St		400	G								0.111		0.632	430	G	2016
Braddock St		660	G								0.094		0.557	700	G	2016
Branner Ave		380	G								0.113		0.729	410	G	2016
Butler Ave		180	G								0.138		0.551	190	G	2016
Caroline St		320	G								0.100		0.565	340	G	2016
Commerce St		820	G								0.104		0.641	880	G	2016
Dunlap St		210	G								0.105		0.604	220	G	2016
E Southwerk St		1500	G								0.122		0.778	1600	G	2016

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						2Axle	3+Axle	1Trail	2Trail							
City of Winchester																
Elm St		3400	G							0.097		0.577	3600	G		2016
Euclid Ave		270	G							0.105		0.519	290	G		2016
Glaize Ave		290	G							0.117		0.515	310	G		2016
Handley Ave		690	G							0.166		0.593	730	G		2016
Imperial St		110	G							0.107		0.636	110	G		2016
Jackson Ave		430	G							0.11		0.516	460	G		2016
Kent St		1100	G							0.093		0.609	1200	G		2016
Kent St		4400	G							0.088		0.58	4700	G		2016
Leicester St		390	G							0.125		0.755	410	G		2016
Marion St		370	G							0.105		0.636	400	G		2016
Massanutten Terrace		130	G							0.125		0.75	140	G		2016
Miller St		460	G							0.108		0.520	490	G		2016
Orchard Ave		190	G							0.117		0.581	200	G		2016
Parkway St		870	G							0.102		0.607	930	G		2016
Pennsylvania Ave		560	G							0.108		0.617	600	G		2016
Peyton St		320	G							0.106		0.508	340	G		2016
Pleasant Valley Rd		310	G							0.179		0.793	330	G		2016
Purcell Ave		1900	G							0.175		0.534	2100	G		2016
S Kent St		810	G							0.115		0.591	860	G		2016

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						2Axle	3+Axle	1Trail	2Trail							
City of Winchester																
Saratoga Dr		570	G			From Dulles Circle				0.106		0.559	610	G	2016	
					To Lake Dr											
Shenandoah Ave		650	G			From Leicester St				0.095			700	G	2016	
					To Cork St											
Stewart St		8400	G			From Wolfe St				0.09		0.515	9000	G	2016	
					To Boscawen St											
Summit Ave		160	G			From 2Nd St				0.163		0.577	170	G	2016	
					To 1St Street											
Tennyson Ave		520	G			From Jefferson St				0.177		0.626	560	G	2016	
					To Leicester St											
Washington St		3400	G			From Boscawen St				0.094		0.562	3600	G	2016	
					To Amherst St											
Wentworth Dr		1200	G			From Applecroft Rd				0.109		0.550	1300	G	2016	
					To Beechcroft Rd											
Whitter Ave		960	G			From Wood Ave				0.103		0.803	1000	G	2016	
					To Ridge Ave											
Wood Ave		600	G			From Whitter Ave				0.09		0.552	630	G	2016	
					To Lanny Dr											
Woodland Ave		720	G			From Pine St				0.108		0.54	760	G	2016	
					To Elm St											
Wyck St		3700	G			From Loudoun St				0.11		0.65	3900	G	2016	
					To Braddock St											