### 2011

# 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 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	
7	Virginia State Rou	te
(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	

- 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.

								Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	US 50 US	522 Par, Br	addock S	St		ZAXIC	JIANIC	TTTAII	ZITAII		1 actor		1 actor		
7) (50) (522) Boscawen St	City of Winche		1900	F	99%	0%	0%	0%	0%	0%	С	0.090	F		2000	F
7 (50) (522) Boscawen St	Combined Traffic Estimates for 2 Parallel		9400	F	99%	0%	0%	0%	0%	0%	F	0.088	F		10000	F
	To:		11 Cameror		3370	070		070	070	070	'	0.000	•		10000	'
	From:		Boscawen St													
7 $11$ $11$ $50$ Cameron	St City of Winche	ester 0.17	8100	F	97%	1%	1%	0%	1%	0%	F	0.096	F		8600	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	14000	F	97%	1%	1%	0%	1%	0%	F	0.097	F		15000	F
	To:	-	iccadilly St													
	From:	US	11 Cameror	ı St												
( 7 ) Piccadilly St	City of Winche	ester 0.18	8800	F	97%	1%	1%	0%	2%	0%	F	0.088	F		9400	F
$\smile$	To:		East Lane													
	From:		Piccadilly St		070/	407		00/	00/	00/	_	0.000	_		0500	_
7 East Lane	City of Winche		8000	F	97%	1%	1%	0%	2%	0%	F	0.086	F		8500	F
	From:		airfax Lane													
7 National Ave	L City of Winche		8900	F	97%	1%	1%	0%	2%	0%	F	0.087	F		9400	F
7 National Ave	Oity of Willord				31 70	1 70	170	070	270	070	'	0.007	•		3400	'
	To: From:		Pleasant V										_			
( <sub>7</sub> ) Berryville Ave	City of Winche	ester 0.79	22000	F	97%	1%	1%	0%	2%	0%	С	0.087	F		23000	F
<u> </u>	To:		Ross St				<u> </u>									
7 Berryville Ave	City of Winchester (	Maint: 34) 0.16	25000	F	97%	1%	1%	0%	2%	0%	F	0.086	F		26000	F
	To:	I-81;	ECL Winch	nester												
	From	US 4	50 Boscawe	n St												
7 $52$ $11$ $50$ Braddock	St City of Winche		6000	F	97%	1%	1%	0%	1%	0%	F	0.099	F		6300	F
7 522 11 50 Braddock	Combined Traffic Estimates for 2 Parallel			F	97%	1%	1%	0%	1%	0%	F	0.097	F		15000	F
	To:		Piccadilly St		51 70	170	Ť	070	170	070	•	0.007	•		10000	•
	From:		Braddock St													
7 (50) (522) Piccadilly St	City of Winche	ester 0.18	7500	F	99%	0%	0%	0%	0%	0%	F	0.091	F		8000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	9400	F	99%	0%	0%	0%	0%	0%	F	0.088	F		10000	F
	To:		7 Cameron	St												
	From	SC	L Winchest	er												
11 Valley Ave	City of Winche		13000	F	97%	0%	0%	0%	2%	0%	F	0.09	F		14000	F
	- F															
C Valley Ave	From		Middle Rd		070/	00/		00/	00/	00/	_	0.000	_		04000	
(11) Valley Ave	City of Winche	ester 0.12	20000	F	97%	0%	0%	0%	2%	0%	F	0.088	F		21000	F
~~~	To: From:		Veems Lane													
11 Valley Ave	City of Winche	ester 0.67	16000	F	97%	0%	0%	0%	2%	0%	F	0.090	F		17000	F
<u> </u>	To:	Ĭı	ıbal Early D	)r												
11 Valley Ave	From:L City of Winche		10000	F	97%	0%	0%	0%	2%	0%	F	0.089	F		11000	F
11) 135,75	- P				J. 70	- 70		270	_/0	0,0	•	5.500	•			•
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(11) Valley Ave	City of Winche		1700	F	97%	0%	1%	0%	1%	0%	F	0.098	F		1800	F
~	Combined Traffic Estimates for 2 Parallel			F	95%	2%	3%	0%	0%	0%	F	0.089	F		12000	F
	To:		Gerrard St	_	_											

### Virginia Department of Transportation Traffic Engineering Division

### 2011 Annual Average Daily Traffic Volume Estimates By Section of Route City of Winchester

			of Winche					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	,	Valley Ave													
11) (50) (522) Gerrard St	City of Winchest	ter 0.10	8400	F	97%	0%	1%	0%	1%	0%	F	0.088	F		8900	F
	To:		Cameron St	G.												
11) (11) (50) (522) Cameron	St City of Winchest		50 Gerrard <b>5900</b>	F F	97%	1%	1%	0%	1%	0%	С	0.089	F		6300	F
(11) (11) (50) (522) Cameron	Combined Traffic Estimates for 2 Parallel R			F	97%	1%	1%	0%	0%	0%	С	NA	'		14000	F
	Combined Trainic Estimates for 2 Faraller N				91 /0	1 /0	1 /0	0 /6	076	0 /6	C	INA			14000	
11) (1,1) (50) (522) Cameron	St City of Winchest		Boscawen St 8100	F	97%	1%	1%	0%	1%	0%	F	0.096	F		8600	F
11) (1,1) (50) (522) Cameron						1%	1%						F			F
	Combined Traffic Estimates for 2 Parallel R			F	97%	1%	1%	0%	1%	0%	Г	0.097	Г		15000	Г
~~~	O'the of M/r a langer		Piccadilly St		070/	00/		00/	407	00/	_	0.004	_		0500	
(11) Cameron St	City of Winchest		6200	F	97%	0%	1%	0%	1%	0%	С	0.091	F		6500	F
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	9900	F	97%	1%	1%	0%	1%	0%	С	0.089	F		11000	F
~~~···	To: From:		Par, Loudo								_					
(11) Martinsburg Pike	City of Winchest		8800	F	97%	0%	1%	0%	1%	0%	F	0.091	F		9300	F
<b>*</b>	10:	NC	L Winchest	ter												
~~	From:		11 Valley A				[_									
(1,1) Braddock St	City of Winchest		9800	F	94%	2%	3%	0%	0%	0%	F	0.09	F		10000	F
~	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	12000	F	95%	2%	3%	0%	0%	0%	F	0.089	F		12000	F
	To: From:		Gerrard St													
(1,1) $(50)$ $(50)$ $(522)$ Braddock	St City of Winchest		7200	F	97%	1%	2%	0%	0%	0%	С	0.087	F		7600	F
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	13000	F	97%	1%	1%	0%	0%	0%	С	NA			14000	F
	To:	E	Boscawen St	:			_									
(11) $(52)$ $(50)$ $(522)$ Braddock	St City of Wincheste	ter 0.17	6000	F	97%	1%	1%	0%	1%	0%	F	0.099	F		6300	F
	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	14000	F	97%	1%	1%	0%	1%	0%	F	0.097	F		15000	F
	To:	F	Piccadilly St				$\neg$ _									
T <sub>1</sub> Braddock St	City of Winchest		2500	F	94%	2%	3%	0%	0%	0%	С	0.092	F		2700	F
(P.)	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	8700	F	97%	1%	2%	0%	1%	0%	С	NA			9200	F
	To:		North Ave													
~~~	From:		Braddock St													
(1,1) North Ave	City of Winchest		440	F	97%	1%	2%	0%	0%	0%	С	0.1	F		460	F
~	From:		Loudoun St North Ave													
11 Loudoun St	City of Winchest		2400	F	98%	1%	1%	0%	0%	0%	С	0.091	F		2600	F
(F) ====================================	Combined Traffic Estimates for 2 Parallel R		8600	F	98%	1%	1%	0%	1%	0%	С	NA	•		9100	F
	Talle IV	todaways on this reduct.		•	3070	1 /0	1 /0	070	1 /0	070	J	14/-1			3100	'
11 Loudoun St	City of Winch act	ter 0.24	Wyck St 3800	F	079/	1%	00/	00/	1%	00/	С	0.095	F		4000	F
Loudoun St	City of Winchest				97%		0%	0%		0%			-			-
	Combined Traffic Estimates for 2 Parallel R		<b>9900</b> 11 Cameron	F	97%	1%	1%	0%	1%	0%	С	0.089	F		11000	F
	- I	US		ısı												
( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )	City of Winch oot	ter 0.09	I-81 <b>25000</b>	N	080/	0%	10/	00/	10/	09/	NI	0.000	N		27000	N
17 50 522 Millwood Ave	City of Winchest				98%	U%	1%	0%	1%	0%	N	0.088	IN		Z1000	IN
	10.	Ju	ıbal Early D	I												

### Virginia Department of Transportation Traffic Engineering Division

### 2011 Annual Average Daily Traffic Volume Estimates By Section of Route City of Winchester

							Tru	ıck			K	Dir		
Route	Jurisdictio	on Length	AADT Q	A 4Tire	Bus		3+Axle			QC	Factor	QK Factor	AAWDT	QW
	From:		Par, Millwood A											
(17) (50) (522) Jubal Early Dr	City of Winch			F 98%	0%	1%	0%	1%	0%	С	0.088	F	27000	F
<del>**</del>	To:		ple Blossom Dr											
17 (50) (522) Apple Blossom D	r City of Winch		ubal Early Dr 10000	F 98%	0%	1%	0%	1%	0%	F	0.089	F	11000	F
[17] [50] [522] Apple Blossom D	To:		Par, Millwood I		0%	170	0%	170	0%	Г	0.069	Г	11000	Г
	From:		r; Apple Blosson											
17 50 522 Millwood Ave	City of Winch			F 97%	1%	2%	0%	0%	0%	F	0.085	F	13000	F
(1) (30) (322)	To:		11 Cameron St											
-	From		CL Winchester											
50 Amherst St	City of Winch		19000 I	F 99%	0%	1%	0%	0%	0%	F	0.095	F	20000	F
50 Amherst St	Oity of Willon	0.04		3370	070		070	070	070	•	0.000	•	20000	•
	To: From:		Fox Dr									_		
(50) Amherst St	City of Winch			F 99%	0%	1%	0%	0%	0%	С	0.09	F	16000	F
<del>~</del>	To:		Boscawen St											
50 Boscawen St	City of Winch		Amherst St	F 99%	0%	1%	0%	0%	0%	F	0.089	F	12000	F
50 Boscawen St	City of Willen		Braddock St	3370	076	1 /0	076	076	0 /6		0.009	Г	12000	
	From:		Boscawen St											
(50) $(11)$ $(50)$ $(522)$ Braddock $(50)$	St City of Winch			F 97%	1%	2%	0%	0%	0%	С	0.087	F	7600	F
	Combined Traffic Estimates for 2 Paralle			F 97%	1%	1%	0%	0%	0%	С	NA		14000	F
	To:	Trodawayo on this reduct.	Gerrard St	3170	170		070	070	070	Ü	1471		14000	•
	From:		Braddock St											
50 522 Gerrard St	City of Winch	ester 0.07	6800 I	F 97%	1%	2%	0%	0%	0%	F	0.086	F	7200	F
	To		Valley Ave											
(50) (11) (522) Gerrard St	From: City of Winch			F 97%	0%	1%	0%	1%	0%	F	0.088	F	8900	F
50 11 522 Gerrard St	City of Willow			0170	070	.,,	070	170	070	•	0.000	•	0000	•
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		11 Cameron St									_		
(50) (17) (522) Millwood Ave	City of Winch	·		F 97%	1%	2%	0%	0%	0%	F	0.085	F	13000	F
<del>*</del> * * *	To:		r; Apple Blosson											
(50) (17) (522) Apple Blossom D	r City of Winch		Par, Millwood I		0%	1%	0%	1%	0%	F	0.089	F	11000	F
[50] [17] [522] Apple Blossom D	To:		ubal Early Dr	90%	0%	176	0%	170	0%	Г	0.069	Г	11000	Г
	From		ple Blossom Dr											
50 17 522 Jubal Early Dr	City of Winch			F 98%	0%	1%	0%	1%	0%	С	0.088	F	27000	F
(30) (17) (322) 5 6 6 6 7 7 7	To:		Par, Millwood A				-,-	.,.	-,-	_				-
	From		Par; Jubal Early											
50 17 522 Millwood Ave	City of Winch	ester 0.09	25000 I	98%	0%	1%	0%	1%	0%	Ν	0.088	N	27000	Ν
	To:		I-81											
	From:	1	Boscawen St	·									<u></u>	
~~~~~~~····	St City of Winch			F 97%	1%	1%	0%	1%	0%	F	0.099	F	6300	F
)50 ( )522 ( )11 ( )522 (Braddock (				F 97%	1%	1%	0%	1%	0%	F	0.097	F	15000	F
(50) (522) (11) (522) Braddock S	Compined Traffic Estimates for 2 Paralle			31,70	. 70		2 / 0	. 70	5 / 0		3.301	•	. 5000	•
	Combined Traffic Estimates for 2 Paralle													
	Combined Traffic Estimates for 2 Parallia To: From:		Piccadilly St Braddock St											
	Combined Traffic Estimates for 2 Paralle To- Prom: City of Winch		Piccadilly St Braddock St	F 99%	0%	0%	0%	0%	0%	F	0.091	F	8000	F
(50) (7) (522) Piccadilly St	To:	ester 0.18	Piccadilly St Braddock St 7500	F 99% F 99%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%	F F	0.091 0.088	F F	8000 10000	F F

### Virginia Department of Transportation Traffic Engineering Division

### 2011 Annual Average Daily Traffic Volume Estimates By Section of Route City of Winchester

								Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:		Piccadilly S	St				0.7.0.0						. 40101		
(50) $(11)$ $(71)$ $(522)$ Cameron S	St City of Winch	nester 0.17	8100	F	97%	1%	1%	0%	1%	0%	F	0.096	F		8600	F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route	: 14000	F	97%	1%	1%	0%	1%	0%	F	0.097	F		15000	F
	To:	<u> </u>	Boscawen S	C+												
(50) (11) (11) (522) Cameron S	St City of Winch	nester 0.53	5900	F	97%	1%	1%	0%	1%	0%	С	0.089	F		6300	F
[50] [11] [11] [522] Cameron S	Combined Traffic Estimates for 2 Paralle			F	97%	1%	1%	0%	0%	0%	С	NA	'		14000	F
	To:		50 Millwoo		9170	170	170	0%	U70	0%	C	INA			14000	Г
	From:		O Apple Blos				1									
Millwood Ave	City of Winch		9100	F	99%	0%	1%	0%	0%	0%	С	0.081	F		9600	F
Millwood Ave	To:		0 Jubal Earl		0070	070	<del></del>	070	070	070	Ü	0.001	•		3000	•
N. d	From:		SCL Winches				-									
North 81	City of Winchester		30000	A A	78%	1%	1%	1%	19%	1%	С	0.096	Α		30000	Α
81)	•	,		F					18%	1%	С	NA	^			F
	Combined Traffic Estimates for 2 Paralle		: <b>59000</b> ICL Winche		78%	1%	1%	1%	18%	1%	C	INA			60000	г
	Farm															
South	City of Windhooter		29000	ster F	79%	1%	1%	1%	18%	1%	С	0.095	Α		30000	_
81	City of Winchester										_		А			- -
	Combined Traffic Estimates for 2 Paralle		ICL Winche		78%	1%	1%	1%	18%	1%	С	NA			60000	F
		l'		ster												
	From:		I-81		200/	201		00/	407	001		0.000			07000	
[522] [50] [17] Millwood Ave	City of Winch		25000	N	98%	0%	1%	0%	1%	0%	N	0.088	N		27000	N
	From:		) Par; Jubal I ) Par, Millwo				+									
522 50 17 Jubal Early Dr	City of Winch		25000	F	98%	0%	1%	0%	1%	0%	С	0.088	F		27000	F
522 50 17 Jubal Early Dr	To:		pple Blosson		3070	070	$\cdot \cdot $	070	170	070	Ü	0.000	•		27000	•
	From:		Jubal Early l													
522 50 17 Apple Blossom D	Or City of Winch	nester 0.05	10000	F	98%	0%	1%	0%	1%	0%	F	0.089	F		11000	F
	To:	US 5	0 Par, Millw	vood Dr												
~~~~	From:		Par; Apple B													
(522)(50) (17) Millwood Ave	City of Winch		12000	F	97%	1%	2%	0%	0%	0%	F	0.085	F		13000	F
<del>*</del> * * *	To:		S 11 Camero													
(522) (11) (11) (50) Cameron S	St City of Winch		Millwood A 5900	F	97%	1%	1%	0%	1%	0%	С	0.089	F		6300	F
(022)()()()													Г			F
	Combined Traffic Estimates for 2 Paralle	el Roadways on this Route		F	97%	1%	1%	0%	0%	0%	С	NA			14000	г
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		Boscawen S													
(522)(11) (11) (50) Cameron (	•		8100	F	97%	1%	1%	0%	1%	0%	F	0.096	F		8600	F
~ ~ ~ ~	Combined Traffic Estimates for 2 Paralle			F	97%	1%	1%	0%	1%	0%	F	0.097	F		15000	F
	To:		R 7 Piccadill													
522 7 50 Piccadilly St	City of Winch		S 11 Camero <b>7500</b>	on St F	99%	0%	0%	0%	0%	0%	F	0.091	F		8000	F
( ) ( 6 ) ( 95 )	Combined Traffic Estimates for 2 Paralle			F							F		F			F
	Combined Trainic Estimates for 2 Paralle				99%	0%	0%	0%	0%	0%	г	0.088	Г		10000	г
~~~~ · · · · · · ·	To:		0, SR 7 Brad					_								
(522) Piccadilly St	City of Winch	ester 0.19	5200	F	97%	0%	1%	0%	1%	0%	F	0.096	F		5500	F
<u> </u>	To:		Fairmont Av	ve												

Davita	li nia di atian	1	AADT		4T:	D		Tru	ck		QC	K	OK	Dir	A A \ A \ D T	0)4/
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		Piccadilly St													
522 Fairmont Ave	City of Winchester	0.22	5200	F	97%	0%	1%	0%	1%	0%	F	0.102	F		5500	F
	To From:	C	ommercial S	St												
522 Fairmont Ave	City of Winchester	0.55	11000	F	97%	0%	1%	0%	1%	0%	С	0.101	F		11000	F
	To:	N	CL Winches	ter												
	From:	US 522	, US 11 Can	neron St												
(522) (11) (50) Gerrard St	City of Winchester	0.10	8400	F	97%	0%	1%	0%	1%	0%	F	0.088	F		8900	F
<del>*</del> * *	To- From:	US	11 Valley A	ve												
(522) (50) Gerrard St	City of Winchester	0.07	6800	F	97%	1%	2%	0%	0%	0%	F	0.086	F		7200	F
	To:		Braddock St													
~~~~~~	From:		Gerrard St													
{522}(50) {11 } (50) Braddock \$	St City of Winchester	0.53	7200	F	97%	1%	2%	0%	0%	0%	С	0.087	F		7600	F
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	13000	F	97%	1%	1%	0%	0%	0%	С	NA			14000	F
	To	US	50 Boscawe	n St			-									
(522) (1,1) (50) (522) Braddock S	St City of Winchester	0.17	6000	F	97%	1%	1%	0%	1%	0%	F	0.099	F		6300	F
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	14000	F	97%	1%	1%	0%	1%	0%	F	0.097	F		15000	F
	To:	US	522 Piccadill	ly St												

						City of Winches	3101								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Winchester		From:													
1 Woodstock Ln	0.63	2400	F	98%	1%	Pleasant Valley I	<u>₹d</u> 0%	0%	С	0.102	F		2600	F	2011
1 VV GOODSTOCK LIN	0.00	To	•	3070	170	ECL Wincheste		070		0.102	•		2000	•	2011
		From:				Berryville Ave				i					
2 Fort Collier Dr	0.16	7100	F	93%	1%	1% 1%	4%	0%	С	0.09	F		7600	F	2011
<u> </u>		To				NCL Wincheste	er								
		From:				Handley Blvd									
(3) Washington St	0.64	2700	F	98%	1%	0% 0%	0%	0%	С	0.091	F		2800	F	2011
<u> </u>		To:				Piccadilly St									
O	0.00	From:	<u> </u>	000/	40/	Braddock St	00/	00/			_		0500	_	0011
4 Handley Blvd	0.08	8000 To:	F	98%	1%	0% 0%	0%	0%	F	0.092	F		8500	F	2011
		From:				Washington St									
Tevis Ave	0.21	7200	F	99%	0%	Valley Ave	0%	0%	С	0.093	F		7600	F	2011
5 Tevis Ave	0.21	7 200 To:		99 /0	0 /6	Cedarmeade Av		0 /6	C	0.093	-		7000	-	2011
		From:				Tevis St									
6 Cedarmeade Ave	0.55	1300	F	97%	2%	1% 0%	0%	0%	С	0.116	F		1400	F	2011
(b) 55aa5aa57.115	0.00	To:	Ė	0.70		Papermill Rd	0,0	0,0			•			•	
<u> </u>		From				Handley Ave									
7 Jubal Early Dr	0.65	5400	F	98%	1%	0% 0%	0%	0%	F	0.095	F		5700	F	2011
		To				US 11 Valley Ave	nue								
7 Jubal Early Dr	0.98	19000	F	98%	1%	0% 0%	0%	0%	F	0.093	F		21000	F	2011
,		To				US 50 Apple Blosso	m Dr								
		From				WCL Wincheste	er			Ī					
5200) Cedar Creek Grade	0.52	12000	F	98%	0%	1% 0%	0%	0%	F	0.102	F		13000	F	2011
$\bigcup$		To				Valley Ave									
5200) Weems Ln	0.50	11000	F	98%	0%	1% 0%	0%	0%	С	0.101	F		11000	F	2011
$\cup$		To:				Papermill Rd									
		From				Valley Ave									
(5201) Middle Rd	1.01	3700	F	99%	0%	1% 0%	0%	0%	С	0.103	F		3900	F	2011
$\cup$		To:				WCL Wincheste	er								
$\sim$		From:				US 50 Amherst									
(5203) Fox Dr	0.86	5100	F	97%	2%	1% 0%	0%	0%	С	0.106	F		5400	F	2011
		To:				NCL Wincheste	er								
O 0 1 0	0.00	From	Щ_	000/	407	US 11 Cameron		201			_		0700	_	0044
5204 Cork St	0.08	8200	F	98%	1%	1% 0%	0%	0%	F	0.085	F		8700	F	2011
		From:				Kent St									
(5204) Cork St	0.48	9400	F	98%	1%	1% 0%	0%	0%	F	0.087	F		10000	F	2011
<u> </u>		To- From:				38-5213 Pleasant Va									
(5204) Senseny Rd	0.44	10000	F	98%	1%	1% 0%	0%	0%	С	0.095	F		11000	F	2011
<u> </u>		To:	<u> </u>			ECL Wincheste	r								
<u> </u>		From:	L			Fairmont Ave					_			_	
(5206) Commercial St	0.29	3200 To:	F	97%	0%	1% 0%	1%	0%	С	0.105	F		3400	F	2011
						Cameron St									
Chaumas Dr	0.67	From:	<u> </u>	OF0/	10/	SCL Wincheste		00/		0.000	_		E400	_	2044
5207 Shawnee Dr	0.67	4800 To	F	95%	1%	1% 1% Papermill Rd	2%	0%	С	0.090	F		5100	F	2011
		From:	1												
(5209) Papermill Rd	0.86	9400	F	98%	1%	SECL Winchest	er 0%	0%	F	0.094	F		9900	F	2011
(5209) Papermill Rd	0.00	3400		JO /0	1 /0			U /0	Г	0.034	г		3300	Г	2011
Panarmill D -	0.04	From	Ļ_	000/	40/	Pleasant Valley I		00/		0.007			6400		2044
(5209) Papermill Rd	0.64	6000	F	98%	1%	1% 0%	0%	0%	F	0.097	F		6400	F	2011
<u> </u>		From	<u> </u>			Weems Lane					_			_	
(5209) Loudoun St	0.58	13000	F	98%	1%	1% 0%	0%	0%	С	0.092	F		14000	F	2011
$\sim$		To:	1			Commerce St									

						O.1., O.	vviiliches									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
itv of Winchester																
	0.57	From	<u> </u>	000/	40/		nmerce St	00/	00/			_		5000	_	0044
209 Loudoun St	0.57	5000 To	F	98%	1%	1%	0% errard St	0%	0%	F	0.098	F		5300	F	2011
		From	1													
213) Pleasant Valley Rd	1.22	19000	F	98%	0%	1%	ermill Rd 0%	1%	0%	С	0.089	F		20000	F	2011
Pleasant Valley Rd	1.22	13000		30 70	070				070		0.003	•		20000	'	2011
Diament Welley Del	0.00	From	<b>L_</b> _	000/	00/		Early Drive		00/					00000	_	0044
Pleasant Valley Rd	0.36	22000	F	98%	0%	1%	0%	1%	0%	F	0.089	F		23000	F	2011
<u> </u>		From					wood Ave				_					
Pleasant Valley Rd	0.91	21000	F	98%	0%	1%	0%	1%	0%	F	0.084	F		22000	F	201
<u> </u>		From	:				Cork St									
Pleasant Valley Rd	0.36	17000	F	98%	0%	1%	0%	1%	0%	F	0.084	F		18000	F	2011
		To	c			Ben	yville Ave									
$\widehat{}$		From					ional Ave									
Smithfield Ave	0.63	2100	F	94%	2%	3%	1%	1%	0%	С	0.1	F		2200	F	2011
		То	:			NCL	Winchester									
		From	Ь			Sui	nmit Ave									
2nd St		150	<u>_F</u>								0.160	F		160	F	201
		То	:			Pap	ermill Rd									
		From				Bos	scawen St									
Amherst St		9600	F								0.098	F		10000	F	201
		То	:				nddock St									
		From	:			Sh	awnee Dr									
Battaile Dr		790	<u>_F</u>								0.143	F		840	F	201
		To				SCL	Winchester									
		From				Wei	ntworth Dr									
Beachcroft Rd		190	F								0.121	F		200	F	201
		To				Oa	kwood Ct									
		From				Va	illey Ave									
Bellview Ave		830	F								0.1	F		880	F	201
		To				L	ewis St									
		From	:			Lo	udoun St									
Bond St		370	F								0.093	F		390	F	201
		To				Ca	meron St									
		From				Jac	kson Ave								_	
Braddock St		620	F								0.103	F		650	F	201
		To				Lo	cust Ave									
		From				Ri	dge Ave				<u> </u>	_			_	
Branner Ave		360	F								0.105	F		380	F	201
		10	1				saac St									
		From	·			C	reen St				<u> </u>	_			_	
Butler Ave		200	F								0.159	F		210	F	201
		'In				ŀ	Beau St									
		From				Ole	d Fort Rd									
Caroline St		280	F								0.112	F		290	F	201
		То				M	arion St									
_		From	<u> </u>			Wh	itlock Ave					_			_	
Commerce St		830	F			_					0.1	F		880	F	201
		То	<u> </u>				thwerk St									
<u> </u>		From	Ь	· · · · · ·		E	Bruce St		· · · · · ·				·			
Dunlap St		180	F								0.134	F		190	F	201
		То				WCL	Winchester	·			<u>_</u>					
		From				SL	oudoun St									
E Southwerk St		1600	F								0.098	F		1700	F	201
							ameron St									

					City of Winchester							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trai	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Winchester		1					-					
Elm St	2900	F			Frederick Ave		0.095	F		3100	F	2011
Liiii St	<b>2300</b>	-			Woodland Ave		0.033	•		3100	'	2011
	From				Grove St							
Euclid Ave	230	F			GIOVE SI		0.115	F		250	F	2011
	To	:			Woodstock Lane							
	From				S.Loudoun St							
Glaize Ave	260	F					0.108	F		270	F	201
	To				Dead End							
	From	<u> </u>			Whitlock Ave							
Handley St	650	F			Charitan Ca		0.143	F		690	F	201
	-	1			Sheridan St							
Imperial St	120	F			Papermill Rd		0.153	F		120	F	201
impenai St	1 <b>2U</b>				Superior Ave		0.155	г		120	Г	201
	From	:			Braddock St							
Jackson Ave	390	F			DIAGGOCK St		0.106	F		410	F	201
	To	Ė			Pennsylvania Ave							
	From				Beau St							
Kent St	890	F					0.11	F		950	F	201
	To				WCL Winchester							
I/ant Ot	From	<u> </u>			Boscawen St		0.007	_		4000	_	004
Kent St	3700 <sub>та</sub>	F			Philpot St		0.087	F		4000	F	201
	From	! .1										
Leicester St	360	F			Parkway Ave		0.113	F		380	F	201
Edioostor Ot	To	Ė			Shawnee Ave		<u> </u>	•		000	•	201
	From	1			Branner Ave							
Marion St	320	F			Brainer 74vc		0.113	F		330	F	201
	To	:			Caroline St							
	From	:			Hockman Ave							
Massanutten Terrace	130	F					0.110	F		140	F	201
	To				Middle Rd							
	From				Handley St							
Miller St	430	F					0.101	F		450	F	201
	To				Masters Ln							
	From	<u> </u>			Elm St			_			_	
Orchard Ave	150	F			ECLW: 1		0.118	F		160	F	201
	-	1			ECL Winchester							
Parkway Ave	From <b>820</b>				Pall Mall St		0.107	F		870	F	201
raikway Ave	020 Ta	Ė			Leicester St		0.107			070	-	201
	From	:			Richards							
Pennsylvania Ave	510	F			Ricialus		0.101	F		540	F	201
· o.moy.va.na / tvo	To	:			Jackson Ave			•		0.0	•	
	From				Fairmont Ave							
Peyton St	340	F					0.134	F		360	F	201
	To				Braddock St							
	From				Dead End							
Pleasant Valley Rd	340	F					0.196	F		360	F	201
	To				Papermill Rd							
	From				Cork St							
Purcell Ave	1500	F					0.192	F		1600	F	201
	To	1			Grove St		<u> </u>					
0.14	From				Millwood Ave		J	_				
S Kent St	830	F			0 4 10		0.108	F		880	F	201
	10				Southwerk St							

						Oity of Williams	<i>"</i>							
Route	Length .	AADT	QA	4Tire	Bus	Truc 2Axle 3+Axle 1		QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
of Winchester														
		From:				Dulles Circle								
Saratoga Dr		600	F						0.120	F		640	F	201
		To				Lake Dr								
		From:				Leicester St								
Shenandoah Ave		810	G						NA			880	G	201
		To:				Cork St								
		From:				Wolfe St								
Stewart St		8100	F						0.090	F		8600	F	201
		To:				Boscawen St								
		From				2Nd St								
Summit Ave		150	F						0.109	F		160	F	201
		To:				1St Street								
		From:				Jefferson St								
Tennyson Ave		550	F			belletson bt			0.165	F		590	F	201
, , , , , ,		To:				Leicester St								
		From:				Boscawen St								
Washington St		3100	F			Boscawen St			0.094	F		3300	F	201
Tracimigion of		To:				Amherst St				•		0000	-	_0.
		From				Applecroft Rd								
Wentworth Dr		1100	F			присстоп ка			0.096	F		1200	F	201
		To				Beachcroft Rd				•		00	-	_0.
		From:	i			Wood Ave			1					
Whitter Ave		730	F			Wood Ave			0.09	F		770	F	201
William 700		To:	· ·			Ridge Ave				•		770	•	201
		From	! [			Whitter Ave								
Wood Ave		570	F			Whitter Ave			0.098	F		610	F	201
WOOD AVE		J/ U	· ·			Lanny Dr			0.030	•		010		201
			! !			-								
Moodland Ave		From:				Pine St				_		740	_	204
Woodland Ave		<b>700</b>	<u> </u>			Elm St			0.11	F		740	F	201
			<u> </u>						<del></del>					
144 1 04		From	Ļ_			Loudoun St				_		0505	_	00.
Wyck St		3300	F						0.11	F		3500	F	201
		To:				Braddock St								