### 2012

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

where available

# Special Locality Report 138

City of Winchester

Information in this report is included in Report

34

(Frederick County)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

### **Publication Notes**

### Parallel Roads

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

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

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

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

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

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

### Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

### QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

### Route Shield Legend

### Route Systems

North 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	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From	US 50, US	522 Par, B	raddock	St											-
7 (50) (522) Boscawen St	City of Winch	nester 0.18	1900	G	99%	0%	0%	0%	0%	0%	С	0.090	F		2000	G
	Combined Traffic Estimates for 2 Parallel			G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.523	10000	G
	To		11 Camero													
7 $11$ $11$ $50$ Cameron	St City of Winch		30scawen S 8100	G	97%	1%	1%	0%	1%	0%	F	0.096	F	0.646	8600	G
7 (11) (11) (50) Cameron	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	0%	1%	0%	F	0.090	F	0.516	15000	G
	To		Piccadilly S		91 /0	1 /0	1/0	0 /6	1 /0	076	-	0.091		0.510	13000	G
	From		11 Camero													
7 Piccadilly St	City of Winch	nester 0.18	8900	G	97%	1%	1%	0%	2%	0%	F	0.088	F	0.536	9400	G
	То		East Lane													
C Fast Land	City of Minah		Piccadilly S		070/	40/	40/	00/	00/	00/	_	0.000	_	0.504	0000	_
7 East Lane	City of Winch		8100 Fairfax Lan	G	97%	1%	1%	0%	2%	0%	F	0.086	F	0.504	8600	G
	From		Fairiax Lan Iighland Av													
7 National Ave	City of Winch		9000	G	97%	1%	1%	0%	2%	0%	F	0.087	F	0.581	9500	G
	To	120 5212	3 Pleasant V	Inllay Da	1											
7 Berryville Ave	City of Winch		22000	G G	97%	1%	1%	0%	2%	0%	С	0.087	F	0.534	23000	G
// Berryville / tve	City of William	0.70			01 70	170	170	070	270	070	Ü	0.007	•	0.004	20000	Ü
7 Berryville Ave	City of Winchester	(Maint 24) 0.46	Ross St	G	070/	40/	40/	00/	20/	00/	F	0.000	F	0.504	00000	
7 Berryville Ave	City of Windrester	<u> </u>	25000 ECL Winc		97%	1%	1%	0%	2%	0%	Г	0.086	Г	0.524	26000	G
	From															
7 522 111 50 Braddock	St City of Winch		50 Boscawe 6000	G St	97%	1%	1%	0%	1%	0%	F	0.099	F	0.668	6400	G
7 522 11 50 Braddock	Combined Traffic Estimates for 2 Paralle			G	97%	1%	1%	0%	1%	0%	F	0.093	F	0.516	15000	G
	To	•	Piccadilly S		31 /0	1 70		0 70	1 /0	076	•	0.031	•	0.510	13000	J
	From		Braddock S													
(50) (522) Piccadilly St	City of Winch	nester 0.18	7600	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.630	8100	G
	Combined Traffic Estimates for 2 Parallel			G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.523	10000	G
	То	SR	7 Camero	ı St												
~~~	From		L Winches													
(11) Valley Ave	City of Winch	nester 1.37	14000	G	97%	0%	1%	0%	2%	0%	F	0.09	F	0.502	14000	G
<u> </u>	To Second		Middle Rd				<u> </u>									
11 Valley Ave	City of Winch	nester 0.12	20000	G	97%	0%	1%	0%	2%	0%	F	0.088	F	0.52	21000	G
<u> </u>	To	- T	Weems Lan	e.												
11 Valley Ave	City of Winch		16000	G	97%	0%	1%	0%	2%	0%	F	0.090	F	0.534	17000	G
	,					- / -				- / -						-
11 Valley Ave	City of Winch		abal Early I 11000	Or G	97%	0%	1%	0%	2%	0%	F	0.089	F	0.533	11000	G
(11) Valley Ave	City of William				9170	U70	170	U-70	∠70	U-70	Г	0.009	Г	0.553	11000	G
	To From		Par Bradd						46:							
(11) Valley Ave	City of Winch		1700	G	97%	0%	1%	0%	1%	0%	F	0.098	F		1800	G
~	Combined Traffic Estimates for 2 Paralle			G	95%	2%	3%	0%	0%	0%	F	0.089	F	0.515	12000	G
	To		Gerrard St													

		<u> </u>	OI WITICHE	-				Tru	ck			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 Winches		8500	G	97%	0%	1%	0%	1%	0%	F	0.088	F	0.595	9000	G
	To: From:		Cameron St 50 Gerrard	C+												
(11) $(11)$ $(50)$ $(522)$ Cameron	St City of Winches		6000	G G	97%	1%	1%	0%	1%	0%	С	0.089	F	0.556	6300	G
(11) (11) (50) (522) Cameron	Combined Traffic Estimates for 2 Parallel I			G	97%	1%	1%	0%	0%	0%	C	NA	•	0.000	14000	G
	To:		Boscawen St		0170	170		070	070	070					11000	
(11) $(11)$ $(50)$ $(522)$ Cameron	St City of Winches		8100	G	97%	1%	1%	0%	1%	0%	F	0.096	F	0.646	8600	G
(11) (11) (50) (522) Cameron	Combined Traffic Estimates for 2 Parallel I			G	97%	1%	1%	0%	1%	0%	F	0.097	F	0.516	15000	G
	To Tank Estimates for 21 arailer	<u> </u>			37 70	170		070	1 /0	070	'	0.037	'	0.510	13000	J
Cameron St	City of Winches		Piccadilly St 6200	G	97%	0%	1%	0%	1%	0%	С	0.091	F		6600	G
(11) Cameron St	Combined Traffic Estimates for 2 Parallel I			G	97%	1%	1%	0%	1%	0%	С	0.089	F	0.743	11000	G
	Combined Trainic Estimates for 2 Parallel I	<u> </u>			9176	170	170	076	170	0%	C	0.069	Г	0.743	11000	G
Martinghouse Dilea	To- From:		Par, Loudo		070/	00/	40/	00/	40/	00/	F	0.004	F	0.550	0.400	
Martinsburg Pike	City of Winches		2800 CL Winchest	G	97%	0%	1%	0%	1%	0%	г	0.091	Г	0.553	9400	G
	From:															
11 Braddock St	City of Winches		11 Valley A 9900	G G	94%	2%	3%	0%	0%	0%	_	0.09	_	0.640	11000	G
Braddock St	•										F		F			_
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:		G	95%	2%	3%	0%	0%	0%	г	0.089	Г	0.515	12000	G
	To:	0.50	Gerrard St		070/	40/		00/	00/	00/	_	0.007	_		7700	_
[1,1] [50] [522] Braddock			7300	G	97%	1%	2%	0%	0%	0%	С	0.087	F		7700	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	13000	G	97%	1%	1%	0%	0%	0%	С	NA			14000	G
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To: From:		Boscawen St													
(1,1) $(5,2)$ $(5,0)$ $(5,22)$ Braddock			6000	G	97%	1%	1%	0%	1%	0%	F	0.099	F	0.668	6400	G
$\Rightarrow \Rightarrow \Rightarrow$	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	14000	G	97%	1%	1%	0%	1%	0%	F	0.097	F	0.516	15000	G
	To: From:		Piccadilly St													
11 Braddock St	City of Winches		2500	G	94%	2%	3%	0%	0%	0%	С	0.092	F		2700	G
	Combined Traffic Estimates for 2 Parallel I		8800	G	97%	1%	2%	0%	1%	0%	С	NA			9300	G
	To: From:		North Ave Braddock St													
North Ave	City of Winches		440	G	97%	1%	2%	0%	0%	0%	С	0.1	F	0.578	470	G
(L) Million	Combined Traffic Estimates for Parallel F		NA	•	0170	170	_,0	070	070	070	Ŭ	NA	•	0.070	NA	Ū
	To:	•	Loudoun St									14/			14/1	
~~	From:		North Ave													
(1,1) Loudoun St	City of Winches		2500	G	98%	1%	1%	0%	0%	0%	С	0.091	F	0.707	2600	G
~	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	8700	G	98%	1%	1%	0%	1%	0%	С	NA			9200	G
	Ta: From:		Wyck St													
(11) Loudoun St	City of Winches	ster 0.24	3800	G	97%	1%	0%	0%	1%	0%	С	0.095	F	0.642	4100	G
<b>P</b>	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	10000	G	97%	1%	1%	0%	1%	0%	С	0.089	F	0.743	11000	G
	To:	US	11 Cameron	ı St												

### Virginia Department of Transportation Traffic Engineering Division

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

							Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	r Q
~~~	From:	I-81													
17) (50) (522) Millwood Ave	City of Winchester	0.09 <b>26000</b>	N	98%	0%	1%	0%	1%	0%	Ν	0.088	N	0.639	27000	1
<del>&gt;                                    </del>	To:	Jubal Early Dr													
~ lubal Fault Du	City of Minch and an	US 50 Par, Millwood		000/	007	40/	00/	40/	00/	_	0.000	_	0.000	07000	
50 522 Jubal Early Dr	City of Winchester	0.06 26000	G	98%	0%	1%	0%	1%	0%	С	0.088	F	0.639	27000	
<u> </u>	From:	Apple Blossom D Jubal Early Dr	r												
7 (50) (522) Apple Blossom Dr	City of Winchester	0.05 <b>10000</b>	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.87	11000	
7 50 522 Apple Blossom Dr	To:	US 50 Par, Millwood		3070	070	170	070	1 70	070	'	0.000	•	0.07	11000	
	From:	US 50 Par; Apple Bloss													
7) (50) (522) Millwood Ave	City of Winchester	0.75 <b>13000</b>	G	97%	1%	2%	0%	0%	0%	F	0.085	F	0.563	13000	
7) (30) (322)	To:	US 11 Cameron S	_	0.70	.,,		0,0	0,0	0,0	•	0.000	•	0.000	.0000	
_	From:	WCL Winchester				i									
Amherst St	City of Winchester	0.64 <b>19000</b>	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.523	20000	
Amherst St	Oity of Willenester	0.04 13000		3370	070	1 70	070	070	070	'	0.000	•	0.020	20000	
~	To- From:	Fox Dr													
50 Amherst St	City of Winchester	0.75 <b>16000</b>	G	99%	0%	1%	0%	0%	0%	С	0.09	F	0.520	17000	
<i></i>	To:	Boscawen St													
~	From:	Amherst St								_		_			
Boscawen St	City of Winchester	0.37 <b>12000</b>	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.583	12000	
~	To:	Braddock St													
Proddook St	City of Winchester	Boscawen St 0.53 <b>7300</b>	G	97%	1%	2%	0%	0%	0%	С	0.087	F		7700	
0 (11) (50) (522) Braddock St												Г			
Combined I	raffic Estimates for 2 Parallel Roadways		G	97%	1%	1%	0%	0%	0%	С	NA			14000	
_	From:	Gerrard St Braddock St													
GO) (522) Gerrard St	City of Winchester	0.07 <b>6800</b>	G	97%	1%	2%	0%	0%	0%	F	0.086	F	0.529	7200	
(522) GCHAIG G	Oity of Willenester			31 70	170	<u> </u>	070	070	070	'	0.000	•	0.020	7200	
~ ~~~	To- From:	Valley Ave													
(0) (11) (522) Gerrard St	City of Winchester	0.10 <b>8500</b>	G	97%	0%	1%	0%	1%	0%	F	0.088	F	0.595	9000	
	To	US 11 Cameron S	St												
(17) (522) Millwood Ave	City of Winchester	0.75 <b>13000</b>	G	97%	1%	2%	0%	0%	0%	F	0.085	F	0.563	13000	
0) (17) (322)	То:	US 50 Par; Apple Bloss													
	From:	US 50 Par, Millwood	d Dr												
50) (17) (522) Apple Blossom Dr	City of Winchester	0.05 <b>10000</b>	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.87	11000	
	To:	Jubal Early Dr													
	From:	Apple Blossom D	r												
0 (17) (522) Jubal Early Dr	City of Winchester	0.06 <b>26000</b>	G	98%	0%	1%	0%	1%	0%	С	0.088	F	0.639	27000	
	To:	US 50 Par, Millwood													
~ ~~ ~~	From:	US 50 Par; Jubal Earl	ly Dr												
(0) (17) (522) Millwood Ave	City of Winchester	0.09 <b>26000</b>	N	98%	0%	1%	0%	1%	0%	Ν	0.088	Ν	0.639	27000	
	То:	I-81													
	From:	Boscawen St													
(5) (522) (1,1) (522) Braddock St	City of Winchester	0.17 <b>6000</b>	G	97%	1%	1%	0%	1%	0%	F	0.099	F	0.668	6400	
	raffic Estimates for 2 Parallel Roadways	on this Route: 14000	G	97%	1%	1%	0%	1%	0%	F	0.097	F	0.516	15000	
	caracteristic in the contraction is a contraction of the contrac				. , .	. , .		. , .							

### Virginia Department of Transportation Traffic Engineering Division

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

		Oity	OI VVIIICIIE	20101				т	al.			1/		D:-		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	0.4.4-		ck		QC	K	QK	Dir	AAWDT	QW
	Hom:	·	D 11 1 0:				2Axie	3+Axle	1 I rail	21 rail		Factor		Factor		
50 7 522 Piccadilly St	City of Winch		Braddock St 7600	G	99%	0%	0%	0%	0%	0%	_	0.091	_	0.630	8100	G
[50] [7] [522] Piccadilly St											F		F			_
	Combined Traffic Estimates for 2 Paralle		9500 Cameron St	G	99%	0%	0%	0%	0%	0%	г	0.088	г	0.523	10000	G
	From:		Piccadilly St				$\dashv$									
(50) $(11)$ $(11)$ $(522)$ Cameron	St City of Winch	ester 0.17	8100	G	97%	1%	1%	0%	1%	0%	F	0.096	F	0.646	8600	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	14000	G	97%	1%	1%	0%	1%	0%	F	0.097	F	0.516	15000	G
	Tol		Boscawen St													
(50) $(11)$ $(11)$ $(522)$ Cameron	St City of Winch		6000	G	97%	1%	1%	0%	1%	0%	С	0.089	F	0.556	6300	G
[50] [11] [11] [522] Cameron	Combined Traffic Estimates for 2 Paralle		13000	G	97%	1%	1%	0%	0%	0%	С	NA	•	0.000	14000	G
	To:		0 Millwood		31 /0	1 /0		076	070	076	C	INA			14000	G
	From:		Apple Bloss													
50 (Millwood Ave	City of Winch		9200	G	99%	0%	1%	0%	0%	0%	С	0.081	F	0.944	9700	G
[50] Millwood Ave	To:		Jubal Early	_	3370	070		070	070	070	O	0.001	•	0.544	3700	O
North	From:		CL Winchest				$\pm$									
North 81	City of Winchester		31000	A	79%	1%	1%	1%	17%	1%	С	0.096	Α		31000	Α
(81)	Combined Traffic Estimates for 2 Parallel	,		F	79%	1%	1%	1%	17%	1%	С	NA	,,		62000	F
	To:		CL Winchest		1370	1 /0		1 /0	17 70	1 /0	C	INA			02000	'
Courth	From:		CL Winchest													
South 81	City of Winchester		31000	F	79%	1%	1%	1%	17%	1%	С	0.095	Α		31000	F
(81)	Combined Traffic Estimates for 2 Parallel	,		F	79%	1%	1%	1%	17%	1%	C	NA			62000	F
	To:		CL Winchest		1070	170	ΤÏ	170	17 70	170	Ü	14/1			02000	'
	From:		I-81				i									
(522) (50) (17) Millwood Ave	City of Winch	ester 0.09	26000	N	98%	0%	1%	0%	1%	0%	N	0.088	N	0.639	27000	N
(322) (30) (17)	To:		Par; Jubal Ea		0070	0,70	Ť	0,0	.,0	0,0	•	0.000		0.000		•••
	From:		Par, Millwoo													
522 50 17 Jubal Early Dr	City of Winch	ester 0.06	26000	G	98%	0%	1%	0%	1%	0%	С	0.088	F	0.639	27000	G
	To:		ole Blossom													
Anala Diagona	City of Minals		ubal Early D		000/	00/	40/	00/	40/	00/	_	0.000	_	0.07	44000	0
[522] [50] [17] Apple Blossom [	Or City of Winch		10000 Par, Millwo	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.87	11000	G
	From:		r; Apple Blo		ir		+									
(522) (50) (17) Millwood Ave	City of Winch		13000	G	97%	1%	2%	0%	0%	0%	F	0.085	F	0.563	13000	G
(a) (b) (b)	To:		11 Cameron													
~~~~~~~~	From:		Iillwood Av	e												
(522)(11)(11)(50) Cameron	St City of Winch	ester 0.53	6000	G	97%	1%	1%	0%	1%	0%	С	0.089	F	0.556	6300	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	13000	G	97%	1%	1%	0%	0%	0%	С	NA			14000	G
	To: Econo	I	Boscawen St				$\neg$									
(522)(11)(11)(50) Cameron	St City of Winch	ester 0.17	8100	G	97%	1%	1%	0%	1%	0%	F	0.096	F	0.646	8600	G
	Combined Traffic Estimates for 2 Parallel	el Roadways on this Route:	14000	G	97%	1%	1%	0%	1%	0%	F	0.097	F	0.516	15000	G
	To:	· · · · · · · · · · · · · · · · · · ·	7 Piccadilly	St												

inuai Average Daily	ramic volume Estimates by Section
	City of Winchester

Route	Jurisdiction	Longth	AADT	04	4Tire	Puo		Tru	ck		QC	K	QK	Dir	AAWDT	OW
Route	Junsaiction	Length	AADT	QA	41116	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QVV
~~~~	From:	US	11 Cameror	ı St												
522 7 50 Piccadilly St	City of Winchester	0.18	7600	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.630	8100	G
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	9500	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.523	10000	G
	To: From:	US 50,	SR 7 Bradd	lock St												
522 Piccadilly St	City of Winchester	0.19	5300	G	97%	0%	1%	0%	1%	0%	F	0.096	F	0.599	5600	G
	То:		airmont Ave													
~~~	From:		Piccadilly St													
(522) Fairmont Ave	City of Winchester	0.22	5200	G	97%	0%	1%	0%	1%	0%	F	0.102	F	0.595	5500	G
<u> </u>	To- From:	С	ommercial S	St												
522 Fairmont Ave	City of Winchester	0.55	11000	G	97%	0%	1%	0%	1%	0%	С	0.101	F	0.636	12000	G
	To:	NO	L Winches	ter												
	From:	US 522,	US 11 Can	neron St												
522 11 50 Gerrard St	City of Winchester	0.10	8500	G	97%	0%	1%	0%	1%	0%	F	0.088	F	0.595	9000	G
	To	LIS	11 Valley A	ve												
522 50 Gerrard St	City of Winchester	0.07	6800	G	97%	1%	2%	0%	0%	0%	F	0.086	F	0.529	7200	G
522 50 Gerrard St	To:		Braddock St				i i									_
	From:		Gerrard St													
(522) (50) (11) (50) Braddock	St City of Winchester	0.53	7300	G	97%	1%	2%	0%	0%	0%	С	0.087	F		7700	G
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	13000	G	97%	1%	1%	0%	0%	0%	С	NA			14000	G
	Tac	US	50 Boscawe	n St			$\neg$ —									
(52) $(11)$ $(50)$ $(522)$ Braddock	St City of Winchester	0.17	6000	G	97%	1%	1%	0%	1%	0%	F	0.099	F	0.668	6400	G
(A) (A) (A) (A22)	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		22 Piccadil													-

						City of Winches	ster								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Winchester															
O w	0.00	From:	<u> </u>		407	Pleasant Valley I		201			_	0.540	0000	•	0040
1 Woodstock Ln	0.63	2400	G	98%	1%	1% 0%	0%	0%	С	0.102	F	0.546	2600	G	2012
			<del></del>			ECL Wincheste									
2 Fort Collier Dr	0.16	7200	G	93%	1%	Berryville Ave	4%	0%	С	0.09	F	0.549	7600	G	2012
2 Fort Collier Dr	0.10	7 <b>200</b>	Ť	3370	1 /0	NCL Wincheste		070		0.03	•	0.545	7000	J	2012
		From:				Handley Blvd				İ					
3 Washington St	0.64	2700	G	98%	1%	0% 0%	0%	0%	С	0.091	F	0.612	2900	G	2012
		To:	:			Piccadilly St									
		From:				Braddock St									
4 Handley Blvd	0.08	8100	G	98%	1%	0% 0%	0%	0%	F	0.092	F	0.530	8600	G	2012
$\bigcirc$		To:	:			Washington St									
		From:				Valley Ave									
(5) Tevis Ave	0.21	7200	G	99%	0%	0% 0%	0%	0%	С	0.093	F	0.520	7700	G	2012
		To	<u> </u>			Cedarmeade Av	e								
<u> </u>		From	ب	0=07	00.	Tevis St	001	001			_	0.5:0	4 :		
6 Cedarmeade Ave	0.55	1300 To:	G	97%	2%	1% 0%	0%	0%	С	0.116	F	0.512	1400	G	2012
		10:	<u></u>			Papermill Rd									
7 Jubal Early Dr	0.65	5500	G	98%	1%	Handley Ave 0%	0%	0%	F	0.095	F	0.524	5900	G	2012
Jubal Early DI	0.65	J300		30%	170			U70	۲	0.095	۲	0.524	5800	G	2012
O July at Fasty Dr	0.00	From	ᄂ	000/	40/	US 11 Valley Ave		00/		0.000		0.544	04000		2042
7 Jubal Early Dr	0.98	20000 To:	G	98%	1%	0% 0% US 50 Apple Blosso	0%	0%	F	0.093	F	0.514	21000	G	2012
		From:								+					
(5200) Cedar Creek Grade	0.52	12000	G	98%	0%	WCL Winchester	0%	0%	F	0.102	F	0.594	13000	G	2012
(5200) Cedar Creek Grade	0.52	12000	<u> </u>	3070	070		070	070	'	0.102	•	0.554	13000	J	2012
(5200) Weems Ln	0.50	From:	G	98%	0%	Valley Ave	0%	0%	С	0.101	F	0.529	11000	G	2012
(5200) Weems Ln	0.50	To:	ٿ	90 /6	0 /0	Papermill Rd	0 /0	076	U	0.101	-	0.529	11000	G	2012
		From:	:			Valley Ave									
(5201) Middle Rd	1.01	3700	G	99%	0%	1% 0%	0%	0%	С	0.103	F	0.614	3900	G	2012
(3201)		To:				WCL Wincheste					•			_	
		From:				US 50 Amherst	St								
(5203) Fox Dr	0.86	5100	G	97%	2%	1% 0%	0%	0%	С	0.106	F	0.514	5400	G	2012
$\cup$		To:				NCL Wincheste	er								
		From				US 11 Cameron	St								
(5204) Cork St	80.0	8300	G	98%	1%	1% 0%	0%	0%	F	0.085	F	0.546	8800	G	2012
$\bigcirc$		To:	-			Kent St									
(5204) Cork St	0.48	9500	G	98%	1%	1% 0%	0%	0%	F	0.087	F	0.567	10000	G	2012
$\overline{}$		To	_		1	38-5213 Pleasant Va	llev Rd								
(5204) Senseny Rd	0.44	11000	G	98%	1%	1% 0%	0%	0%	С	0.095	F	0.536	11000	G	2012
· · · · · · · · · · · · · · · · · · ·		To	_			ECL Wincheste									
		From			-	Fairmont Ave								-	
(5206) Commercial St	0.29	3200	G	97%	0%	1% 0%	1%	0%	С	0.105	F	0.644	3400	G	2012
$\overline{}$		To				Cameron St									
		From				SCL Wincheste	r								
(5207) Shawnee Dr	0.67	4800	G	95%	1%	1% 1%	2%	0%	С	0.090	F	0.574	5100	G	2012
$\smile$		To				Papermill Rd									
		From				SECL Winchest									
(5209) Papermill Rd	0.86	9400	G	98%	1%	1% 0%	0%	0%	F	0.094	F	0.512	10000	G	2012
<u> </u>		To: From:	:			Pleasant Valley I	Rd			$\Box$					
(5209) Papermill Rd	0.64	6100	G	98%	1%	1% 0%	0%	0%	F	0.097	F	0.537	6400	G	2012
(0200)	0.0.														
	0.0.	To:	-			Weems Lane				$\neg$ —					
(5209) Loudoun St	0.58	From:	G	98%	1%	Weems Lane	0%	0%	С	0.092	F	0.588	14000	G	2012

							City Oi	vvirichesi	lei								
Ro	oute	Length	AADT	QA	4Tire	Bus		Trud 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
itv of V	Vinchester		From:														
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	oudoun St	0.57	5000	G	98%	1%	1%	nmerce St 0%	0%	0%	F	0.098	F	0.512	5400	G	2012
209) Lo	Judouri St	0.57	To:		90 /6	1 /0		errard St	0 /6	0 /6	-	0.098	-	0.512	3400	G	2012
			From:									1					
O PI	easant Valley Rd	1.22	19000	G	98%	0%	1%	oermill Rd 0%	1%	0%	С	0.089	F	0.501	20000	G	2012
5213) Ple	casant valley rea	1.22	15000	<u> </u>		070				070		0.000	•	0.001	20000	Ü	2012
	cocost Valley Dd	0.26	22000	<u> </u>	000/	00/		Early Drive		00/				0.502	22000		2012
5213) Ple	easant Valley Rd	0.36	22000	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.503	23000	G	2012
<u> </u>			From:	<u> </u>				lwood Ave				<u> </u>					
<sub>213</sub> ) Ple	easant Valley Rd	0.91	21000	G	98%	0%	1%	0%	1%	0%	F	0.084	F	0.508	23000	G	2012
			From:					Cork St									
213) Pl	easant Valley Rd	0.36	17000	G	98%	0%	1%	0%	1%	0%	F	0.084	F	0.51	18000	G	2012
			To:	<u> </u>			Berr	yville Ave									
_			From:				Nat	tional Ave									
<sub>221</sub> ) Sr	mithfield Ave	0.63	2100	G	94%	2%	3%	1%	1%	0%	С	0.1	F	0.536	2200	G	2012
			To:	:			NCL	Winchester									
			From:				Suı	mmit Ave									
2n	nd St		150	G								0.160	F	0.661	170	G	2012
			To:	<u> </u>			Pap	ermill Rd									
			From:				Bos	scawen St									
Ar	mherst St		9700	G								0.098	F	0.697	10000	G	2012
			To:	:			Bra	addock St									
			From:				Sh	awnee Dr									
Ва	attaile Dr		800	G								0.143	F	0.51	850	G	2012
			To-				SCL	Winchester									
			From:				Wei	ntworth Dr				1					
Вє	eachcroft Rd		190	G								0.121	F	0.52	210	G	2012
			To:	:			Oa	kwood Ct									
			From:				Va	alley Ave									
Вє	ellview Ave		840	G								0.1	F	0.587	890	G	2012
			To:	:			I	ewis St									
			From:				Lc	oudoun St									
Вс	ond St		370	G								0.093	F	0.568	400	G	2012
			To:	:			Ca	meron St									
			From:				Jac	kson Ave									
Br	raddock St		620	G								0.103	F	0.533	660	G	2012
			To:				Lo	cust Ave									
			From:				R	idge Ave									
Br	ranner Ave		360	G								0.105	F	0.704	380	G	2012
	-		To:	-			J	Isaac St								-	
			From:					Green St	_	_		T				_	_
Вι	utler Ave		200	G								0.159	F	0.546	220	G	2012
			To-					Beau St					-			-	
			From:					d Fort Rd				i					
Cr	aroline St		280	G			Oli	a i Oit Ku				0.112	F	0.528	300	G	2012
06			<b>200</b> To:	Ť				Iarion St					•	0.020	200	_	2012
			From	<del></del>				itlock Ave				i					
Cr	ommerce St		840	G			VV III	HUCK AVE				0.1	F	0.573	890	G	2012
	on miloroo ot		To:	一			Sor	ıthwerk St				٦̈'	•	0.070	000	5	2012
			From:														
ь.	unlan St			G			B	Bruce St				0.124	F	0.6	100	C	2011
Dl	unlap St		180 To:				WO	Winshast				0.134	F	0.6	190	G	2012
			-10.	Щ_			WCL	Winchester									
	O and the control of the		From:				SL	oudoun St				0.000	_	0.070	4700	•	0045
E	Southwerk St		1700	G				oudoun St				0.098	F	0.679	1700	G	2012

				City of Wind								
Route	Length AADT	<b>QA</b> 4Ti	re Bu	IS	Truck xle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
of Winchester	From			Frederick A	Ave		1					
Elm St	3000	G		Tiodelleri			0.095	F	0.545	3100	G	2012
	To			Woodland A	Ave							
	From			Grove St	i							
Euclid Ave	240 <sub>то</sub>	G		W/ d-41- I			0.115	F	0.586	250	G	201
	From			Woodstock I S.Loudoun			_					
Glaize Ave	260	G		S.Loudouii	St		0.108	F	0.5	280	G	201
	To			Dead End	d			-				
	From			Whitlock A	ive							
Handley St	650	G					0.143	F	0.643	690	G	201
	То			Sheridan S	St							
Imporial Ct	From			Papermill 1	Rd		0.452	F	0.605	120	0	201
Imperial St	120 To	G		Superior A	ve		0.153	Г	0.605	120	G	201
	From			Braddock			i					
Jackson Ave	390	G		Diaddock	<del></del>		0.106	F	0.551	410	G	201
	То			Pennsylvania	Ave							
	From			Beau St								
Kent St	900	G					0.11	F	0.596	960	G	201
	From			WCL Winch Boscawen			+					
Kent St	3800	G		Boseamen	<u> </u>		0.087	F	0.545	4000	G	201
	To			Philpot S	t							
	From			Parkway A	ve							
Leicester St	360	G					0.113	F	0.839	380	G	201
	10			Shawnee A			_					
Marion St	320	G		Branner A	ve		0.113	F	0.532	340	G	201
Wallon ot	<b>320</b> To			Caroline S	St		0.113	•	0.002	340	J	201
	From			Hockman A	Ave							
Massanutten Terrace	130	G					0.110	F	0.613	140	G	201
	То			Middle R	d							
	From			Handley S	St			_			_	
Miller St	430	G		Mostoro I			0.101	F	0.699	460	G	201
	From			Masters L			+					
Orchard Ave	150	G		Elm St			0.118	F	0.564	160	G	201
0.0.0.0.0.7.0.0	To			ECL Winche	ester			•	0.00			
	From			Pall Mall	St							
Parkway Ave	830	G					0.107	F	0.575	880	G	201
	To			Leicester	St							
	From			Richards				_	0 = = =		_	
Pennsylvania Ave	<b>520</b>	G		Jackson A			0.101	F	0.509	550	G	201
	From						+					
Peyton St	340	G		Fairmont A	.ve		0.134	F	0.536	370	G	201
	To			Braddock	St		<u> </u>					
	From			Dead End								
Pleasant Valley Rd	340	G					0.196	F	0.790	360	G	201
	То			Papermill l	Rd							
	From			Cork St				_			_	_
Purcell Ave	1500 <sub>то</sub>	G		C 0:			0.192	F	0.561	1600	G	201
	-			Grove St								
S Kent St	From <b>840</b>	G		Millwood A	ive		0.108	F	0.594	890	G	201
S ROIL OL	040 To			Southwerk			5.100	1	0.004	030	9	201

						City of vv	HOHOSTO							
Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
of Winchester		From				Dulles	Cirolo		1					
Saratoga Dr		610	G			Dunes	Circle		0.120	F	0.6	640	G	201
ga		To				Lake	Dr			-			_	
		From				Leices	ter St							
Shenandoah Ave		820	G						NA			890	G	201
		To				Corl	c St							
		From				Wolf	e St							
Stewart St		8100	G						0.090	F	0.525	8600	G	201
		To				Boscav	ven St							
		From				2Nd	St							
Summit Ave		150	G						0.109	F	0.556	160	G	201
		То				1St S	treet							
		From				Jeffers	on St							
Tennyson Ave		560	G						0.165	F	0.612	590	G	201
		To				Leices								
		From	<u> </u>			Boscav	ven St			_	0.540	0000	_	004
Washington St		3100 <sub>To</sub>	G			Amhe			0.094	F	0.546	3300	G	201
		From												
Wentworth Dr		1100	G			Applect	roft Rd		0.096	F	0.553	1200	G	201
Wentworth Di		To To				Beachci	oft Rd		0.090		0.555	1200	G	201
		From	1			Wood			1					
Whitter Ave		730	G			WOOD	Ave		0.09	F	0.729	780	G	201
William 7 Wo		То				Ridge	Ave			•	0.720	700	Ū	201
		From				Whitte								
Wood Ave		580	G			** Inte	11110		0.098	F	0.579	610	G	201
		To				Lann	y Dr							
		From				Pine	St							
Woodland Ave		710	G						0.11	F	0.518	750	G	201
		To				Elm	St							
		From				Loudo	un St							
Wyck St		3300	G						0.11	F	0.702	3500	G	201
		To				Braddo	ock St							