2014

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.

1 Trail 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
- 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	

(F241)	Frontage Road (F precedes frontage route number)

(600) Secondary Route

Virginia State 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.

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

								Tru	ck			K		Dir		
Route	Jurisdiction	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From		522 Par, Bı	raddock												
7 (50) (522) Boscawen S	t City of Winch	nester 0.18	1800	F	99%	0%	1%	0%	0%	0%	С	0.095	F		1900	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	11000	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.533	12000	F
	To		11 Cameron	n St												
	From		Boscawen S													
$\left(7\right)\left(11\right)\left(11\right)\left(50\right)$ Came	ron St City of Winch	nester 0.17	8900	F	97%	1%	1%	0%	0%	0%	F	0.096	F	0.768	9500	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	F	97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	17000	F
	To		Piccadilly St													
	From		11 Cameron								_		_			_
7 Piccadilly St	City of Winch	nester 0.18	10000	F	97%	1%	1%	0%	2%	0%	F	0.087	F	0.54	11000	F
$\overline{}$	To	x	East Lane													
C Fact Land	City of Minds		Piccadilly St		070/	10/	10/	00/	00/	00/	F	0.000	F	0.544	10000	_
7 East Lane	City of Winch		9500	F	97%	1%	1%	0%	2%	0%	г	0.088	Г	0.541	10000	F
	From		Fairfax Lane Iighland Av													
7 National Ave	City of Winch		10000	F	97%	1%	1%	0%	2%	0%	F	0.09	F	0.546	11000	F
7 National Ave	Only of William					1 70		0 70	270	0 70	•	0.00	•	0.040	11000	•
	To From	i.	Pleasant V													
(₇) Berryville Ave	City of Winch	nester 0.79	25000	F	97%	1%	1%	0%	2%	0%	С	0.087	F	0.514	27000	F
<u> </u>	To	×	Ross St				_									
7 Berryville Ave	City of Winchester	(Maint: 34) 0.16	36000	F	97%	1%	1%	0%	2%	0%	F	0.085	F	0.595	38000	F
	To	I-81;	ECL Winch	nester												
	From	r IIS	50 Boscawe	n St												
7 (522) (11) (50) Bradd	ock St City of Winch		6700	F	97%	1%	1%	0%	0%	0%	F	0.093	F	0.604	7100	F
7 [522] [11] [50] Bradd	Combined Traffic Estimates for 2 Parallel			F	97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	17000	F
	Combined Trainic Estimates for 2 Paramet		Piccadilly St		9770	1 70	170	0%	0%	0%	Г	0.093	Г	0.516	17000	Г
	From		Braddock St													
7 (50) (522) Piccadilly St	City of Winch		9100	F	99%	0%	1%	0%	0%	0%	F	0.086	F	0.641	9600	F
Piccadilly St	Combined Traffic Estimates for 2 Parallel			F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.533	12000	F
	To		7 Cameron		0070	070		070	0 70	0 70	•	0.007	•	0.000	12000	•
	Grow															
11 Valley Ave	City of Winch		L Winchest	fer F	96%	0%	1%	1%	3%	0%	F	0.089	F	0.532	15000	F
(11) Valley Ave	City of winch	iester 1.37	14000	г	90%	0%	170	170	3%	0%	Г	0.069	Г	0.532	15000	Г
~~~	To From	·	Middle Rd													
11 Valley Ave	City of Winch	nester 0.12	19000	F	96%	0%	1%	1%	3%	0%	F	0.091	F	0.501	21000	F
$\bigcirc$	То	<u> </u>	Weems Lane	Δ .												
11 Valley Ave	City of Winch		16000	F	96%	0%	1%	1%	3%	0%	F	0.09	F	0.506	17000	F
11)	eng er trinon				/-	- / •		. , •	- / -	- / •			-	2.300		•
	From	I.	ıbal Early D		0001	001		461	00′	061	_	0.000	_	0.500	44000	
(11) Valley Ave	City of Winch	nester 0.59	10000	F	96%	0%	1%	1%	3%	0%	F	0.092	F	0.523	11000	F
<del></del>	To Erom	US 11	Par Braddo	ock St			$\Box$ $\vdash$									
~~~	City of Winch		1900	F	97%	1%	1%	0%	1%	0%	F	0.097	F		2000	F
11 Valley Ave	Oity Of William															
11 Valley Ave	Combined Traffic Estimates for 2 Parallel			F	96%	1%	2%	1%	1%	0%	F	0.091	F	0.55	13000	F

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

								Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
~~~~~	From:		Valley Ave		.=./						_		_			_
11) (50) (522) Gerrard St	City of Winche		9200	F	97%	1%	1%	0%	1%	0%	F	0.087	F	0.578	9800	F
	From:		Cameron St 50 Gerrard	St												
11 (11) (50) (522) Came	eron St City of Winche		6500	F	97%	1%	1%	0%	0%	0%	С	0.091	F	0.525	7000	F
11 (11) (50) (522) Came	Combined Traffic Estimates for 2 Parallel F			F	98%	1%	1%	0%	0%	0%	С	0.093	F	0.782	15000	F
	Taransi Tama Zoumatoo for 2 Taransi T				0070	1 70		070	0 70	0 70	Ü	0.000	•	0.702	10000	•
TO COM COM	eron St City of Winche		Boscawen St 8900	F	97%	1%	1%	0%	0%	0%	F	0.096	F	0.768	9500	F
11) (1,1) (50) (522) Came	Combined Traffic Estimates for 2 Parallel F					1%		0%	0%	0%		0.096	F			F
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	16000	F	97%	1%	1%	0%	0%	0%	г	0.093	г	0.516	17000	г
~~ .	To: From:		Piccadilly St				<u> </u>									
11 Cameron St	City of Winche		6600	F	97%	1%	1%	0%	1%	0%	С	0.092	F		7100	F
~	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	11000	F	97%	1%	1%	1%	1%	0%	С	0.092	F	0.753	11000	F
	To: From:	US 11	Par, Loudo	un St			$\neg$									
11 Martinsburg Pike	City of Winche	ester 0.31	8800	F	97%	1%	1%	0%	1%	0%	F	0.092	F	0.563	9400	F
~	To:	NO	CL Winchest	ter												
	From:	US	11 Valley A	ve												
Braddock St	City of Winche	ester 0.09	10000	F	96%	1%	2%	1%	1%	0%	F	0.093	F	0.637	11000	F
. <u>b</u> .)	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	12000	F	96%	1%	2%	1%	1%	0%	F	0.091	F	0.55	13000	F
	To		Gerrard St													
11 $50$ $50$ $522$ Brade	dock St City of Winche	ester 0.53	<b>7200</b>	F	98%	1%	1%	0%	0%	0%	С	0.096	F		7700	F
$\begin{bmatrix} 1 \\ 1 \end{bmatrix} \begin{bmatrix} 50 \end{bmatrix} \begin{bmatrix} 50 \\ 50 \end{bmatrix} \begin{bmatrix} 522 \end{bmatrix}$ Brado	Combined Traffic Estimates for 2 Parallel F			F	98%	1%	1%	0%	0%	0%	С	0.093	F	0.782	15000	F
	Combined Trainic Estimates for 2 Faraner F	toadways on this houte.	14000		90 /6	1 /0	1 /0	0 /6	0 /6	0 /6	C	0.093	'	0.762	13000	'
	To: From:		Boscawen St				—⊢				_		_			
1,1 (522) (50) (522) Brado	dock St City of Winche		6700	F	97%	1%	1%	0%	0%	0%	F	0.093	F	0.604	7100	F
~ ~ ~ ~	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	16000	F	97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	17000	F
	To: From:	Ĭ	Piccadilly St				$\neg$									
Braddock St	City of Winche	ester 0.28	2300	F	96%	1%	2%	1%	1%	0%	С	0.105	F	0.550	2400	F
₽)	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	8900	F	97%	1%	1%	1%	1%	0%	С	NA			9500	F
	To:	·	North Ave													
~~ <u>_</u>	From:		Braddock St													
1,1 North Ave	City of Winche		450	F	97%	1%	1%	0%	0%	0%	С	0.123	F	0.541	480	F
~	Combined Traffic Estimates for Parallel F	Roadways on this Route:	NA									NA			NA	
	To:		Loudoun St													
L sudaya Ct	City of Wineho		North Ave	_	000/	10/	00/	00/	00/	00/	0	0.005	F	0.005	0700	F
Loudoun St	City of Winche		2500	F	98%	1%	0%	0%	0%	0%	С	0.095	Г	0.635	2700	•
-	Combined Traffic Estimates for 2 Parallel F	roadways on this Houte:	9100	F	98%	1%	1%	0%	0%	0%	С	NA			9700	F
<u></u>	Tα: From:		Wyck St													
1,1 Loudoun St	City of Winche	ester 0.24	4000	F	96%	1%	1%	1%	1%	0%	С	0.097	F	0.665	4200	F
<i>\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\</i>	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	11000	F	97%	1%	1%	1%	1%	0%	С	0.092	F	0.753	11000	F
	To:	US	11 Cameron	ı St												

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

		City of Wir	ichester												
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	Q
						2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
~~~~~	From:	I-81													
17) (50) (522) Millwood Ave	City of Winchester	0.09 270 0	00 N	97%	0%	1%	0%	1%	0%	Ν	0.083	Ν	0.624	28000	1
\sim	To:	Jubal Ear	-												
	From:	US 50 Par, Mi													
17) (50) (522) Jubal Early Dr	City of Winchester	0.06 270 0	00 F	97%	0%	1%	0%	1%	0%	С	0.083	F	0.624	28000	
$\sim \sim \sim$	To:	Apple Blos													
	From:	Jubal Ear	ly Dr												
17) (50) (522) Apple Blossom Dr	City of Winchester	0.05 910	0 F	97%	0%	1%	0%	1%	0%	F	0.087	F	0.852	9700	
$\rightarrow \bigcirc \bigcirc$	To:	US 50 Par, M	illwood Dr												
	From:	US 50 Par; Apple	e Blossom [)r											
(50) (522) Millwood Ave	City of Winchester	0.75 120 0	00 F	98%	1%	1%	0%	0%	0%	F	0.085	F	0.551	13000	
	To:	US 11 Can	neron St												
	From	WCL Win	-1												
Amharat St	City of Winchester			98%	1%	10/	00/	0%	0%	_	0.089	F	0.506	19000	
Amherst St	City of Windhester	0.64 1800	00 F	90%	1 70	1%	0%	0%	076	Г	0.069	Г	0.586	19000	
<u> </u>	To: From:	Fox I)r			_									
Amherst St	City of Winchester	0.75 150 0	00 F	98%	1%	1%	0%	0%	0%	С	0.087	F	0.507	16000	
9	To:	Boscawe	en St												
	From:	Amhers													
Boscawen St	City of Winchester	0.37 1100	00 F	98%	1%	1%	0%	0%	0%	F	0.085	F	0.546	12000	
9)	To:	Braddoo				i i	- , -			-		-			
	From:	Boscaw													
50) (11) (50) (522) Braddock St	City of Winchester	0.53 720		98%	1%	1%	0%	0%	0%	С	0.096	F		7700	
	c Estimates for 2 Parallel Roadways of									C		F	0.700		
Combined Training	c Estimates for 2 Parallel Roadways (98%	1%	1%	0%	0%	0%	C	0.093	Г	0.782	15000	
	From:	Gerrard Braddoo													
Corrord St	City of Winchester	0.07 690		98%	1%	1%	0%	0%	0%	F	0.083	F	0.532	7400	
Go Sp2 Gerrard St	City of Willenester	0.07	U F	90%	1 70	170	076	0%	076	F	0.063	Г	0.552	7400	
<u> </u>	To: From:	Valley	Ave			_									
(5) (11) (5)22 Gerrard St	City of Winchester	0.10 920	0 F	97%	1%	1%	0%	1%	0%	F	0.087	F	0.578	9800	
9 () ()		****													
~ ~~~	From:	US 11 Can		200/	40/	10/	00/	00/	00/	_	0.005	_	0.554	40000	
0) (17) (522) Millwood Ave	City of Winchester	0.75 1200	-	98%	1%	1%	0%	0%	0%	F	0.085	F	0.551	13000	
2 💝 💝	To:	US 50 Par; Apple)r											
~~~~	Prom:	US 50 Par, M		.=-/						_		_			
0 (17) (522 Apple Blossom Dr	City of Winchester	0.05 <b>910</b>		97%	0%	1%	0%	1%	0%	F	0.087	F	0.852	9700	
<del>2                                    </del>	To:	Jubal Ear													
~ ~~ ~~	From:	Apple Blos								_		_			
0 (17) (522) Jubal Early Dr	City of Winchester	0.06 <b>270</b> 0	00 F	97%	0%	1%	0%	1%	0%	С	0.083	F	0.624	28000	
	To:	US 50 Par, Mil													
~ ~~ ~~	From	US 50 Par; Jub													
0) (17) (522) Millwood Ave	City of Winchester	0.09 <b>270</b> 0	00 N	97%	0%	1%	0%	1%	0%	Ν	0.083	N	0.624	28000	
	To	I-81													
<del>_</del>	From:	Boscawe	en St												
0 522 11 522 Braddock St	City of Winchester	0.17 <b>670</b>		97%	1%	1%	0%	0%	0%	F	0.093	F	0.604	7100	
	•														
Combined Traffic	c Estimates for 2 Parallel Roadways of			97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	17000	l
	To:	Piccadil	lv St												

#### 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	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
~ C ~ B: III 0:	From		Braddock St		000/	201	10/	201	00/	00/	_	0.000	_	0.044	0000	_
50 7 522 Piccadilly St	City of Winch		9100	F	99%	0%	1%	0%	0%	0%	-	0.086	F	0.641	9600	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.533	12000	F
	From		Cameron St Piccadilly St													
(50) $(11)$ $(11)$ $(522)$ Camer	on St City of Winch	nester 0.17	8900	F	97%	1%	1%	0%	0%	0%	F	0.096	F	0.768	9500	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	F	97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	17000	F
	To		Boscawen St													
50 (11) (11) (522 Camer	on St City of Winch		6500	F	97%	1%	1%	0%	0%	0%	С	0.091	F	0.525	7000	F
50 (11) (1,1) (522) Camer	Combined Traffic Estimates for 2 Parallel			F	98%	1%	1%	0%	0%	0%	С	0.093	F	0.782	15000	F
	To:		50 Millwood	Ave			Ť				-		-			-
	From:	US 50	Apple Bloss	om Dr												
Millwood Ave	City of Winch		8800	F	98%	0%	1%	0%	0%	0%	С	0.086	F	0.948	9400	F
*	To:	US 50	) Jubal Early	Drive												
lorth	From:	S	CL Winchest	er												
81)	City of Winchester	(Maint: 34) 0.07	31000	Α	79%	1%	1%	1%	17%	1%	С	0.098	Α		32000	,
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	62000	Α	79%	1%	1%	1%	17%	1%	С	NA			63000	
	To:	N	CL Winchest	ter												
South	From	S	CL Winchest	er												
81)	City of Winchester	(Maint: 34) 0.07	31000	Α	80%	1%	1%	1%	17%	1%	С	0.097	Α		31000	A
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	62000	Α	79%	1%	1%	1%	17%	1%	С	NA			63000	A
	To	. N	CL Winchest	ter												
	From:		I-81													
522 (50) (17) Millwood Ave	e City of Winch	ester 0.09	27000	N	97%	0%	1%	0%	1%	0%	Ν	0.083	Ν	0.624	28000	1
$\rightarrow \downarrow \downarrow \downarrow$	To		Par; Jubal Ea													
522 (50) (17) Jubal Early [	Or City of Winch		Par, Millwoo	od Ave F	97%	0%	1%	0%	1%	0%	С	0.083	E	0.624	28000	-
522 (50) (17) Jubal Early [	Oity of Willen	163(6)	2/000					0 /0	1 /0	0 /6	O	0.000		0.024	20000	'
	10.	An	nle Blossom	Dr	0.70		$\overline{}$									
	From		ple Blossom ubal Early D		0.70											
522 \ \( \sigma_{50} \) \( \sigma_{17} \) Apple Blosso	om Dr City of Winch	J			97%	0%	1%	0%	1%	0%	F	0.087	F	0.852	9700	ı
522 50 17 Apple Blosso	om Dr City of Winch	nester 0.05 US 50	ubal Early D 9100 Par, Millwo	F ood Dr	97%			0%	1%	0%	F	0.087	F	0.852	9700	ļ
	To:	Dester 0.05 US 50 US 50 P.	9100 9100 Par, Millwo ar; Apple Blo	F ood Dr ossom D	97% _{Or}	0%	1%									
	To:	Dester 0.05  US 50  US 50 P.  Dester 0.75	ubal Early D 9100 Par, Millwo ar; Apple Blo 12000	F ood Dr ossom D	97%			0%	1%	0%	F	0.087	F	0.852	9700	
	To:	Dester 0.05 US 50 US 50 Posester 0.75 US 50 Posester 0.75	9100 Par, Millwo ar; Apple Blo 12000 11 Cameror	F ood Dr Sssom D F	97% _{Or}	0%	1%									
522) (50) (17) Millwood Ave	From: City of Winch To	Dester 0.05  US 50 P. Dester 0.75  US 50 P. Dester 0.75	ubal Early D 9100 Par, Millwo ar; Apple Blo 12000	F ood Dr Sssom D F	97% _{Or}	0%	1%									
522) (50) (17) Millwood Ave	City of Winch To From: To From: City of Winch To From: City of Winch	Dester 0.05  US 50 P. Dester 0.75  US 50 P. Dester 0.75  US 50 P. Dester 0.75	ubal Early D 9100 Par, Millwo ar; Apple Blo 12000 11 Cameror Millwood Ave 6500	F St e	97% 98%	0%	1%	0%	0%	0%		0.085		0.551	13000	
522) (50) (17) Millwood Ave	From: City of Winch To	nester 0.05 US 50 P. Lester 0.75 US 50 P. Lester 0.75 US Roadways on this Route:	ubal Early D 9100 Par, Millwo ar; Apple Blo 12000 11 Cameror Millwood Ave 6500 14000	F od Dr ossom D F os St e	97% 98% 97%	0% 1%	1%	0%	0%	0%	F C	0.085	F	0.551 0.525	13000	
522 50 17 Millwood Ave 522 11 1 50 Camer	City of Winch Town From On St Combined Traffic Estimates for 2 Parallel Town From From From From From From From From	nester 0.05 US 50 P. Lester 0.75 US 50 P. Lester 0.75 US US Roadways on this Route:	ubal Early D 9100 ) Par, Millwo ar; Apple Blc 12000 i 11 Cameror Millwood Av. 6500 14000 Boscawen St	F od Dr ossom D F os St e F F	97% 98% 97% 98%	1% 1% 1%	1%	0% 0% 0%	0% 0% 0%	0% 0% 0%	F C	0.085 0.091 0.093	F F F	0.551 0.525 0.782	13000 7000 15000	F
522 (50) (17) Millwood Ave	City of Winch Town From On St Combined Traffic Estimates for 2 Parallel From From From Two	nester 0.05  US 50 P.  Dester 0.75  US 50 P.  Dester 0.53  Roadways on this Route:	ubal Early D 9100 Par, Millwo ar; Apple Blo 12000 11 Cameror Millwood Av. 6500 14000 Boscawen St 8900	F od Dr ossom D F os St e	97% 98% 97%	0% 1%	1%	0%	0%	0%	F C	0.085	F	0.551 0.525	13000	F F F

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

Route	Jurisdictio	n Longth	AADT	ΟΛ.	4Tiro	Duo		Trι	ıck		QC	K	QK	Dir	AAWDT	OW/
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QN	Factor	AAWDI	QW
~~ ~ ~	Prom:		11 Camero	n St												
(522)(7)(50) Piccadilly St	City of Winch	ester 0.18	9100	F	99%	0%	1%	0%	0%	0%	F	0.086	F	0.641	9600	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	11000	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.533	12000	F
	To	US 50.	SR 7 Brade	lock St			$\neg$ $\vdash$									
522 Piccadilly St	City of Winch		5500	F	97%	0%	1%	0%	1%	0%	F	0.094	F	0.633	5900	F
	To	I	airmont Av	e												
~~~	From:		Piccadilly S	t												
522 Fairmont Ave	City of Winch	ester 0.22	5300	F	97%	0%	1%	0%	1%	0%	F	0.1	F	0.559	5700	F
<u></u>	Tro	C	ommercial S	St			\neg \vdash									
522 Fairmont Ave	City of Winch	ester 0.55	11000	F	97%	0%	1%	0%	1%	0%	С	0.104	F	0.637	12000	F
<u> </u>	To	NO	CL Winches	ter												
	From	US 522.	US 11 Can	neron St												
(522) (11) (50) Gerrard St	City of Winch	ester 0.10	9200	F	97%	1%	1%	0%	1%	0%	F	0.087	F	0.578	9800	F
	To	IIS	11 Valley A	Ave												
(52)(50) Gerrard St	City of Winch		6900	F	98%	1%	1%	0%	0%	0%	F	0.083	F	0.532	7400	F
0\$2 00	To		Braddock S	t												
~~~~~~~~	From:		Gerrard St													
$\left\{522\right\}\left\{50\right\}\left\{11\right\}\left\{50\right\}$ Braddo	ock St City of Winch	ester 0.53	7200	F	98%	1%	1%	0%	0%	0%	С	0.096	F		7700	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	14000	F	98%	1%	1%	0%	0%	0%	С	0.093	F	0.782	15000	F
		US	50 Boscawe	n St												
(52) $(1)$ $(50)$ $(522)$ Braddo	ock St City of Winch		6700	F	97%	1%	1%	0%	0%	0%	F	0.093	F	0.604	7100	F
	Combined Traffic Estimates for 2 Parallel		16000	F	97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	17000	F
	To	US :	522 Piccadil	ly St												

						City of willcheste									
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Winchester															
· Was alst a state of	0.00	From	ᆫ	070/	40/	Pleasant Valley Rd	00/	00/			_	0.504	0000	_	004.4
1) Woodstock Ln	0.63	2400	F	97%	1%		0%	0%	С	0.091	F	0.564	2600	F	2014
						ECL Winchester									
Cont Online De	0.40	From	<u> </u>	000/	40/	Berryville Ave	<b>F</b> 0/	40/			_	0.500	7000	_	004
2 Fort Collier Dr	0.16	7300 To	F	92%	1%		5%	1%	С	0.09	F	0.532	7800	F	2014
			<u> </u>			NCL Winchester									
Washington Ct	0.64	From	ᆫ	000/	10/	Handley Blvd	00/	00/		0.004	_	0.577	0700	_	2017
3 Washington St	0.64	2500 To	F	99%	1%		0%	0%	С	0.094	F	0.577	2700	F	2014
			]			Piccadilly St									
O Hamadian Dhud	0.00	From	F	000/	10/	Braddock St	00/	00/		0.000	_	0.510	0.400	_	001
4 Handley Blvd	0.08	7900	┌╴	99%	1%		0%	0%	F	0.088	F	0.516	8400	F	2014
		-	1			Washington St									
	0.04	From	L	000/	201	Valley Ave	00/	00/			_	0.505	7700	_	004
5 Tevis Ave	0.21	7200	<u>_F</u>	99%	0%		0%	0%	С	0.085	F	0.505	7700	F	2014
_		To	<u> </u>			Cedarmeade Ave				<u> </u>					
		From	<u> </u>	0==:	0-1	Tevis St	00/	061	-		_	0 -		_	<b>65</b> /
6 Cedarmeade Ave	0.55	1400	F	97%	2%		0%	0%	С	0.105	F	0.5	1400	F	2014
		To	1			Papermill Rd									
		From				Handley Ave								_	
7 ) Jubal Early Dr	0.65	5500	F	99%	1%	0% 0%	0%	0%	F	0.095	F	0.55	5900	F	2014
		To				US 11 Valley Avenue	e								
7 Jubal Early Dr	0.98	20000	F	99%	1%	0% 0%	0%	0%	F	0.088	F	0.525	21000	F	2014
		To				US 50 Apple Blossom	Dr								
		From	1			WCL Winchester									
Cedar Creek Grade	0.52	14000	F	98%	0%		0%	0%	F	0.102	F	0.636	15000	F	2014
		To				X7-11 A									
Weems Ln	0.50	12000	F	98%	0%	Valley Ave	0%	0%	С	0.093	F	0.523	13000	F	2014
Weems Ln	0.50	12000 To	Ė	30 /6	0 70	Papermill Rd	0 70	0 70		0.000	'	0.020	10000	•	201-
		From								1					
Middle Rd	1.01	3700	F	99%	0%	Valley Ave	0%	0%	С	0.108	F	0.677	3900	F	2014
Middle Rd	1.01	3700 To	Ė	33 /6	0 /6	WCL Winchester	0 /6	0 /6		0.100	'	0.077	3300	· ·	2015
										_					
<u> Г Р</u>	0.00	From	<u> </u>	070/	00/	US 50 Amherst St	00/	00/			_	0.507	F000	_	001
₅₂₀₃ Fox Dr	0.86	4900	F	97%	2%		0%	0%	С	0.118	F	0.567	5200	F	2014
		-	1			NCL Winchester									
On the Ot	0.00	From	<u> </u>	0001	401	US 11 Cameron St	001	00/			_	0.500	0000	_	001
Cork St	0.08	8200	F	98%	1%	1% 0%	0%	0%	F	0.098	F	0.563	8800	F	2014
<u>~</u>		To From				Kent St									
Cork St	0.48	9500	F	98%	1%	1% 0%	0%	0%	F	0.093	F	0.581	10000	F	2014
$\overline{}$		To	-		13	38-5213 Pleasant Valley	v Rd								
Cork St	0.44	10000	F	98%	1%		0%	0%	С	0.1	F	0.554	11000	F	2014
200		To				ECL Winchester									
		From				Fairmont Ave				<u> </u>					
5206) Commercial St	0.29	3000	F	97%	1%		1%	0%	С	0.101	F	0.636	3200	F	2014
5200) 551515161 51	0.20	To	Ė	J. 70	1 /0	Cameron St	. ,0	J /J			•	3.000	3230	•	_51-
		From	_							<u>!</u>					
Shawnee Dr	0.67	4900		94%	1%	SCL Winchester	3%	0%	С	0.099	F	0.585	5300	F	2014
Shawnee Dr	0.07	7 <b>300</b>	_	J4 /0	1 /0	Papermill Rd	J /0	U /0	U	0.038	1.	0.565	5500	ı	2012
		yn.	1							<u> </u>					
Dana	0.00	From	<u> </u>	0001	001	SECL Winchester	001	00/			_	0.504	11000	_	001
Papermill Rd	0.86	9900	F	99%	0%	1% 0%	0%	0%	F	0.097	F	0.501	11000	F	2014
~		To From				Pleasant Valley Rd									
Papermill Rd	0.64	6500	F	99%	0%	1% 0%	0%	0%	F	0.101	F	0.519	6900	F	2014
$\mathcal{L}$		To	_			Weems I ane									
Loudoun St	0.43	14000	F	99%	0%		0%	0%	С	0.091	F	0.551	15000	F	2014
5209) =5555011 51	0.10	T-000	Ė	20 /0	3,0		3,0	J /J		3.00	•	0.001	.0000	•	_0.7
Loudoun St	0.43	14000	F	99%	0%		0%	0%	С	0.091	F	0.551	15000	F	2014
			<u> </u>			Jubal Early Dr									

							vviiiches									
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle	_		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Winchester		From														
209) Loudoun St	0.72	5300	F	99%	0%	Juba 1%	l Early Dr 0%	0%	0%	F	0.097	F	0.535	5600	F	2014
1209 Loudouri St	0.72	3300 To		99%	076		errard St	076	0%	Г	0.097	Г	0.555	3600	Г	2014
			L													
Discount Valley Del	4.00	From	ᄂ	000/	00/		ermill Rd	40/	00/	_		_	0.505	04000	_	004.4
Pleasant Valley Rd	1.22	20000	F	98%	0%	1%	0%	1%	0%	С	0.095	F	0.505	21000	F	2014
		To From				Jubal	Early Drive									
Pleasant Valley Rd	0.36	22000	F	98%	0%	1%	0%	1%	0%	F	0.086	F	0.501	24000	F	2014
		To				Mill	wood Ave									
Pleasant Valley Rd	0.91	22000 From	F	98%	0%	1%	0%	1%	0%	F	0.091	F	0.533	24000	F	2014
Pleasant Valley Rd	0.01	22000		00 /0	0 70	1 70	0 / 0	1 /0	0 70		0.001	•	0.000	24000	•	201
<u> </u>		From					Cork St									
Pleasant Valley Rd	0.36	18000	<u>F</u>	98%	0%	1%	0%	1%	0%	F	0.083	F	0.539	19000	F	2014
<u> </u>		To				Berr	yville Ave									
		From				Nat	ional Ave									
Smithfield Ave	0.63	1900	F	95%	2%	2%	0%	1%	0%	С	0.09	F	0.548	2000	F	2014
		To				NCL	Winchester									
		From					nmit Ave									
2nd St		180	F			Sul	inini AVC				0.204	F	0.649	190	F	2014
ZIIU Ot		To				Dom	ermill Rd				0.204	'	0.040	130	'	2014
			l													
		From				Bos	scawen St					_			_	
Amherst St		4900	F								0.091	F	0.681	5300	F	2014
		To				Bra	ddock St									
		From				Sha	wnee Dr									
Battaile Dr		720	F								0.11	F	0.826	770	F	2014
		To				SCL	Winchester									
		From				Wor	ntworth Dr									
Beachcroft Rd		210	F			*****	itworui Di				0.137	F	0.574	230	F	2014
Beacheron Ha		<b>210</b>	ė			Oal	cwood Ct				0.107		0.574	200	•	201-
D. II		From	<u> </u>			Va	lley Ave					_	0.050	000	_	004
Bellview Ave		770	F								0.099	F	0.652	830	F	2014
		To				L	ewis St									
		From				Lo	udoun St									
Bond St		370	F								0.111	F	0.632	400	F	2014
		To				Ca	meron St									
		From				Iac	kson Ave									
Braddock St		610	F			Jac	KSOII AVC				0.094	F	0.557	650	F	2014
Braddok ot		To				Lo	cust Ave				0.004	•	0.007	000	•	201
			1													
Dunning A		From	<u> </u>			Ri	dge Ave					_	0.700	000	_	001
Branner Ave		350	F				~				0.113	F	0.729	380	F	2014
		To	<u> </u>			I	saac St									
		From				G	reen St									
Butler Ave		170	F								0.138	F	0.551	180	F	2014
		To		•		I	Beau St									
		From				Old	l Fort Rd									
Caroline St		290	F			3.0					0.100	F	0.565	310	F	2014
		To				М	arion St									
		From														
Commoras Ct			L			Whi	tlock Ave				0.104	_	0.644	010	_	004.4
Commerce St		760	F			~	d 10:				0.104	F	0.641	810	F	2014
		To	<u> </u>			Sou	thwerk St									
		From				В	ruce St									
Dunlap St		190	F								0.105	F	0.604	200	F	2014
		To				WCL	Winchester									
	· ·	From				SL	oudoun St							·		
E Southwerk St		1400	F								0.122	F	0.778	1500	F	2014
		To				SC	ameron St				<u> </u>	•		. 500	-	_0.
						5 0										

					City of Winchester							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
v of Winchester	From				For the data Associated							
Elm St	3100	F			Frederick Ave		0.097	F	0.577	3300	F	2014
L 0t	To	Ė			Woodland Ave			·	0.077	0000	·	201
	From				Grove St							
Euclid Ave	250	F					0.105	F	0.519	270	F	2014
	To				Woodstock Lane							
	From				S.Loudoun St							
Glaize Ave	270	F					0.117	F	0.515	290	F	2014
	To	<u> </u>			Dead End							
Lla radia v. Avva	From:	<u> </u>			Whitlock Ave		0.100	_	0.500	000	_	001
Handley Ave	630 _{то:}	F			Sheridan St		0.166	F	0.593	680	F	201
	From	_					1					
Imperial St	100				Papermill Rd		0.107	F	0.636	100	F	201
	To	Ė			Superior Ave			•			•	
	From:				Braddock St							
Jackson Ave	400	F					0.11	F	0.516	420	F	201
	To				Pennsylvania Ave							
	From				Beau St							
Kent St	1000	F					0.093	F	0.609	1100	F	201
	To: From:	<u> </u>			WCL Winchester							
Kent St	4100	F			Boscawen St		0.088	F	0.58	4300	F	201
	To	<u> </u>			Philpot St			•	0.00	.000	•	_0.
	From	$\equiv$			Parkway St		Ì					
Leicester St	360	F	-				0.125	F	0.755	380	F	201
	To				Shawnee Ave							
	From				Branner Ave							
Marion St	350	F					0.105	F	0.636	370	F	201
	To	<u> </u>			Caroline St							
	From:	<u> </u>			Hockman Ave			_	0.75	400	_	004
Massanutten Terrace	120	F			Milli-Di		0.125	F	0.75	130	F	201
	From				Middle Rd							
Miller St	420	F			Handley Ave		0.108	F	0.520	450	F	201
Willion Ot	<b>420</b>	Ė			Masters Ln		7	•	0.520	430	ı	201
	From				Elm St							
Orchard Ave	170	F			Limot		0.117	F	0.581	180	F	201
	To				ECL Winchester							
	From:	1			Pall Mall St							
Parkway St	800	F					0.102	F	0.607	860	F	201
	To				Leicester St							
	From				Richards							
Pennsylvania Ave	520	F					0.108	F	0.617	560	F	201
	10	<u> </u>			Jackson Ave							
Douglass Ct	From	<u> </u>			Fairmont Ave		0.100	_	0.500	000	_	003
Peyton St	300 _{то}	F			Braddock St		0.106	F	0.508	320	F	201
	From	$\vdash$					_					
Pleasant Valley Rd	280	F			Dead End		0.179	F	0.793	300	F	201
i icasani valicy nu	<b>200</b>	_			Papermill Rd		0.179	1	0.793	300	'	201
	From	_			Cork St		i					
Purcell Ave	1800	F			COIK SI		0.175	F	0.534	1900	F	201
	To				Grove St							
<u> </u>							_				_	_
	From:	:			E Bond St							
S Kent St	750	F			E Bond St		0.115	F	0.591	800	F	201

					Oity of Willenester							
Route	Length AAD	ΓQA	4Tire	Bus	Truck 2Axle 3+Axle 1Trai	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
of Winchester												
		From:			Dulles Circle							
Saratoga Dr	530	F					0.106	F	0.559	560	F	201
		To			Lake Dr							
		From:			Leicester St							
Shenandoah Ave	600	F					0.095	F		640	F	201
		To:			Cork St							
		From:			Wolfe St							
Stewart St	780	F					0.09	F	0.515	8300	F	201
		To:			Boscawen St							
		From:			2Nd St							
Summit Ave	150	F					0.163	F	0.577	160	F	201
		To:			1St Street							
		From:			Jefferson St							
Tennyson Ave	480	F					0.177	F	0.626	510	F	201
		To:			Leicester St							
		From:			Boscawen St							
Washington St	310						0.094	F	0.562	3300	F	201
		To:			Amherst St							
		From:			Applecroft Rd							
Wentworth Dr	110				rippieeron nu		0.109	F	0.550	1200	F	201
		To:			Beachcroft Rd							
		From:			Wood Ave							
Whitter Ave	880	F			Wood Tive		0.103	F	0.803	940	F	201
		To:			Ridge Ave							
		From:			Whitter Ave							
Wood Ave	550	F			Williter Ave		0.09	F	0.552	590	F	201
110007110	000	To			Lanny Dr			•	0.002	000	•	
		From:			•							
Woodland Ave	660	F			Pine St		0.108	F	0.54	710	F	201
VVOCalaria Ave	000	To:			Elm St		J. 108	'	0.54	710	'	201
		From:					<u> </u>					
Wyok St	0.40				Loudoun St		0.11	F	0.65	2600	_	201
Wyck St	340	Tol			D44- 1 C		0.11	г	0.65	3600	F	201
					Braddock St							