### 2015

# 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													
7 (50) (522) Boscawen S	St City of Winch		1900	G	99%	0%	1%	0%	0%	0%	С	0.095			2000	G
$\bigcirc$ $\Leftrightarrow$ $\Leftrightarrow$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	11000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.533	12000	G
	To		11 Cameror													
	City of Winek		Boscawen St		070/	1%	10/	00/	00/	00/	_	0.006		0.760	0000	_
7 [11] [11] [50] Came	eron St City of Winch		9300	G	97%		1%	0%	0%	0%	_	0.096	_	0.768	9900	G
	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	17000	G
	From		Piccadilly St 11 Cameror													
7 Piccadilly St	City of Winch		11000	G	97%	1%	1%	0%	2%	0%	F	0.087		0.54	12000	G
7) 1 100000000	To		East Lane		0.70	. , 0	$\overline{}$	0,0	_,,	0 / 0	•	0.00.		0.0.		•
	From		Piccadilly St	t												
7 East Lane	City of Winch	nester 0.02	9900	G	97%	1%	1%	0%	2%	0%	F	0.088		0.541	11000	G
$\bigcirc$	To		Fairfax Lane	)												
	From		Highland Ave								_					_
7 National Ave	City of Winch	nester 0.32	11000	G	97%	1%	1%	0%	2%	0%	F	0.09		0.546	12000	G
<u> </u>	To From	138-5213	3 Pleasant V	alley Rd												
7 Berryville Ave	City of Winch	nester 0.79	26000	G	97%	1%	1%	0%	2%	0%	С	0.087		0.514	28000	G
$\bigcirc$	Te		Ross St													
7 Berryville Ave	City of Winchester	(Maint: 34) 0.16	37000	G	97%	1%	1%	0%	2%	0%	F	0.085		0.595	40000	G
(7) 2511, 1111	To	<u> </u>	ECL Winch					-,-								-
	From	: IIC	50 Boscawe	ın St			i									
7 $52$ $11$ $50$ Brade	lock St City of Winch		6900	G	97%	1%	1%	0%	0%	0%	F	0.093		0.604	7400	G
7 522 11 50 Brado	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	17000	G
	To		Piccadilly St		31 /6	1 /0		0 70	0 70	0 70	'	0.000		0.510	17000	u
	From		Braddock St													
7 (50) (522) Piccadilly S	t City of Winch	nester 0.18	9400	G	99%	0%	1%	0%	0%	0%	F	0.086		0.641	10000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	11000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.533	12000	G
	To	SR	7 Cameron	St												
	From	SC	L Winchest	ter												
11 Valley Ave	City of Winch		14000	G	96%	0%	1%	1%	3%	0%	F	0.089		0.532	15000	G
	Te		M: 111 D.1													
11 Valley Ave	City of Winch	nester 0.12	Middle Rd 19000	G	96%	0%	1%	1%	3%	0%	F	0.091		0.501	21000	G
(11) Valley Ave	Oity of Willor				30 /6	0 70	1 70	1 /0	0 /0	0 70	'	0.001		0.501	21000	u
~~··········	To From		Weems Lane								_					
(11) Valley Ave	City of Winch	nester 0.67	16000	G	96%	0%	1%	1%	3%	0%	F	0.09		0.506	17000	G
~	To From	Jı	ıbal Early D	)r												
11 Valley Ave	City of Winch	nester 0.59	10000	G	96%	0%	1%	1%	3%	0%	F	0.092		0.523	11000	G
	Te	110 11	Par Braddo	ock St												
$\bigcirc$																
Valley Ave	From City of Winch				97%	1%	1%	0%	1%	0%	F	0.097			2100	G
11 Valley Ave	City of Winch Combined Traffic Estimates for 2 Parallel	nester 0.09	1900	G G	97% 96%	1% 1%	1% 2%	0% 1%	1% 1%	0% 0%	F F	0.097 0.091	F	0.55	2100 13000	G G

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

_								Tru	ck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
~ ~ ~ · · · · ·	From:		Valley Ave		070/	40/	101	001	40/	00/	_	0.007		0.570	10000	_
11) (50) (522) Gerrard St	City of Winch		9600	G	97%	1%	1%	0%	1%	0%	F	0.087		0.578	10000	C
<del></del>	From:		Cameron St 50 Gerrard													
(11) $(11)$ $(50)$ $(522)$ Came	eron St City of Winch	<u> </u>	6800	G	97%	1%	1%	0%	0%	0%	С	0.091		0.525	7200	(
11) (1) (30) (322)	Combined Traffic Estimates for 2 Parallel			G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.782	15000	(
	T-1				0070	. , ,		0,0	0,70	0 / 0	Ū	0.000	•	002	.0000	
T) (T) (Ta) (Ta) (Came	eron St City of Winch		Boscawen St 9300	G G	97%	1%	1%	0%	0%	0%	F	0.096		0.768	9900	(
11) (1,1) (50) (522) Came	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	0%	0%	0%	· -	0.090	F	0.766	17000	Ì
	Combined Trainic Estimates for 2 Parallel	noadways on this noute.	10000	G	97%	170	1 70	0%	070	0%	Г	0.093	Г	0.516	17000	,
~	To: From:		Piccadilly St													
11) Cameron St	City of Winch		6900	G	97%	1%	1%	0%	1%	0%	С	0.092			7400	
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	11000	G	97%	1%	1%	1%	1%	0%	С	0.092	F	0.753	12000	
	Tæ From:	US 1	1 Par, Loudo	oun St												
11 Martinsburg Pike	City of Winch	ester 0.31	9200	G	97%	1%	1%	0%	1%	0%	F	0.092		0.563	9800	
~ <u></u>	To:	No	CL Winches	ter												
	From:	US	11 Valley A	Ave												
Braddock St	City of Winch	ester 0.09	11000	G	96%	1%	2%	1%	1%	0%	F	0.093		0.637	11000	
₽)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	13000	G	96%	1%	2%	1%	1%	0%	F	0.091	F	0.55	13000	
	Tor	· 	Gerrard St													
(50) $(50)$ $(522)$ Brado	lock St City of Winch	ester 0.53	<b>7500</b>	G	98%	1%	1%	0%	0%	0%	С	0.096			8000	
1,1 \ (50 \ (50 ) (522 ) Brado	Combined Traffic Estimates for 2 Parallel			G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.782	15000	
	Combined Traine Estimates for 21 drainer	-			30 70	1 /0	1 70	0 70	0 70	0 70	O	0.000	•	0.702	13000	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To:		Boscawen S		070/	40/		00/	00/	00/	F	0.000		0.004	7400	
1,1 (522) (50) (522) Brado	dock St City of Winch		6900	G	97%	1%	1%	0%	0%	0%	-	0.093	_	0.604	7400	(
~ ~ ~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	G	97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	17000	•
	T <sub>CC</sub> From:		Piccadilly St	t												
Braddock St	City of Winch	ester 0.28	2400	G	96%	1%	2%	1%	1%	0%	С	0.105		0.550	2500	
5	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	9300	G	97%	1%	1%	1%	1%	0%	С	NA			9900	(
	To:		North Ave													
~~,,,,,,,	From:		Braddock St		070/	40/		00/	00/	00/	_	0.400		0.544	<b>500</b>	
North Ave	City of Winch		470	G	97%	1%	1%	0%	0%	0%	С	0.123		0.541	500	
	Combined Traffic Estimates for Parallel											NA			NA	
	To:		Loudoun St													
Loudoun St	City of Winch	ester 0.30	North Ave 2600	G	98%	1%	0%	0%	0%	0%	С	0.095		0.635	2800	
Loudoun St	Combined Traffic Estimates for 2 Parallel			G	98%	1%	1%	0%	0%	0%	C	NA		0.000	10000	
	Complined Traine Estillates for 2 Parallel	Hoadways of this noute.		G	30 <sup>7</sup> / <sub>0</sub>	1 70	1 70	U-70	U 70	U 70	U	INA			10000	
~~	To:		Wyck St													
1,1 Loudoun St	City of Winch		4100	G	96%	1%	1%	1%	1%	0%	С	0.097		0.665	4400	
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	11000	G	97%	1%	1%	1%	1%	0%	С	0.092	F	0.753	12000	(
	To:	US	11 Cameron	n St												

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

		·				Trı	ıck			K	Di		
Route	Jurisdiction	Length AADT (	QA 4T	ire E	LIS	xle 3+Axle	-		QC	Factor	QK Fact	AAWDT	QW
	From:	I-81											
17 (50) (522 Millwood Ave	City of Winchester		<b>N</b> 97	7% (	% 1	% 0%	1%	0%	Ν	0.083	0.62	30000	N
<del>\$\ \\</del>	To:	Jubal Early Dr											
lubal Fayly Dr	City of Winchester	US 50 Par, Millwood 2		7% (	% 1	] % 0%	1%	0%	С	0.083	0.62	30000	G
17 50 522 Jubal Early Dr	City of Winchester		-	/% (	70 I	% 0% <b>1</b>	170	0%	C	0.083	0.62	4 30000	G
· · · · · · · · · · · · · · · · · · ·	From:	Apple Blossom Dr Jubal Early Dr											
17 \ \( \) \( \) \( \) \( \) \( \) \( \) Apple Blossom Dr	City of Winchester		<b>G</b> 97	7% (	% 1	% 0%	1%	0%	F	0.087	0.85	10000	G
17) (30) (322) 111	To:	US 50 Par, Millwood				1							
	From:	US 50 Par; Apple Blosso											
17) (50) (522) Millwood Ave	City of Winchester	0.75 <b>13000</b>	<b>G</b> 98	3% 1	% 1	<del>-</del> % 0%	0%	0%	F	0.085	0.55	14000	G
	To:	US 11 Cameron St	t										
	From:	WCL Winchester											
50 Amherst St	City of Winchester			3% 1	% 1	% 0%	0%	0%	F	0.089	0.58	6 20000	G
30)	т					1							
Ambarat Ct	City of Winchester	Fox Dr 0.75 <b>16000</b>	<b>G</b> 98	3% 1	% 1	% 0%	0%	0%	С	0.087	0.50	7 17000	G
50) Amherst St	City of Windhester		<b>G</b> 90	5% I	% I	% U% <b>1</b>	0%	0%	C	0.067	0.50	17000	G
<u> </u>	From:	Boscawen St Amherst St											
Boscawen St	City of Winchester		<b>G</b> 98	3% 1	% 1		0%	0%	F	0.085	0.54	6 13000	G
200000000000000000000000000000000000000	To:	Braddock St	<u> </u>	370	70 1	70 070	070	0 70	•	0.000	0.0		ŭ
	From:	Boscawen St											
50) (1,1) (50) (522) Braddock St	City of Winchester	0.53 <b>7500</b>	<b>G</b> 98	3% 1	% 1	% 0%	0%	0%	С	0.096		8000	G
	stimates for 2 Parallel Roadways of	on this Route: 14000	<b>G</b> 98	3% 1	% 1	% 0%	0%	0%	С	0.093	F 0.78	15000	G
	To	Gerrard St				1							
	From:	Braddock St											
50) (522) Gerrard St	City of Winchester	0.07 <b>7200</b>	<b>G</b> 98	3% 1	% 1	% 0%	0%	0%	F	0.083	0.53	2 7700	G
	To	Valley Ave				<b></b>							
50) (11) (522) Gerrard St	City of Winchester		<b>G</b> 97	7% 1	% 1		1%	0%	F	0.087	0.57	8 10000	G
30) (11) (322) demaid of	-			, , ,	, ,	1	. , 0	0 / 0		0.007	0.07		0.
A A A A A A A A A A A A A A A A A A A	From	US 11 Cameron St		20/	0/ 1	0/ 00/	00/	00/	_	0.005	0.55	4 4000	
50) (17) (522) Millwood Ave	City of Winchester			3% 1	% 1	% 0%	0%	0%	F	0.085	0.55	14000	G
~ ~ ~	From:	US 50 Par; Apple Blosso US 50 Par, Millwood											
50 \ 17 \ 522 \Apple Blossom Dr	City of Winchester	,		7% (	% 1	」 % 0%	1%	0%	F	0.087	0.85	10000	G
50) (17) (522) Apple Blossom Dr	To:	Jubal Early Dr	<b>G</b> 31	70 0	70 I	76 076 <b>1</b>	1 /0	0 /6	'	0.007	0.00	10000	ч
	From:	Apple Blossom Dr											
50 \ (17) (522) Jubal Early Dr	City of Winchester			7% (	% 1	% 0%	1%	0%	С	0.083	0.62	30000	G
30) (17) (322) - 3131 - 3137 - 1	To:	US 50 Par, Millwood	-			1	.,.	• / •	_		-		-
	From:	US 50 Par; Jubal Early											
50 \ (17) (522 Millwood Ave	City of Winchester	0.09 <b>28000</b>	<b>N</b> 97	7% (	% 1	% 0%	1%	0%	Ν	0.083	0.62	30000	Ν
	To	I-81											
						1							
	From:	Roscawen St											
50) (522) (11) (522) Braddock St	City of Winchester	Boscawen St 0.17 <b>6900</b>	<b>G</b> 97	7% 1	% 1	」 % 0%	0%	0%	F	0.093	0.60	4 7400	G
50 522 11 522 Braddock St	City of Winchester stimates for 2 Parallel Roadways of	0.17 <b>6900</b>				」 % 0% % 0%	0% 0%	0% 0%	F F	0.093 0.093	0.60 F 0.51		G G

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

								Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QW
~~~	From:		Braddock St													
(50) (7) (522) Piccadilly St	City of Winch		9400	G	99%	0%	1%	0%	0%	0%	F	0.086		0.641	10000	G
<b>*</b> • <b>*</b>	Combined Traffic Estimates for 2 Parallel			G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.533	12000	G
	To: From:		Cameron St Piccadilly St													
(50) $(11)$ $(11)$ $(522)$ Camer	on St City of Winch		9300	G	97%	1%	1%	0%	0%	0%	F	0.096		0.768	9900	G
(50) (11) (1,1) (522) Camer	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	17000	G
	Combined Traine Estimates for 21 drainer	-			31 /6	1 /0	1 /0	0 70	0 70	0 70	'	0.000	'	0.510	17000	ч
	From Ct City of Windows		Boscawen St		070/	10/	10/	00/	00/	00/		0.001		0.505	7000	
50 11 (1,1) (522) Camer	on St City of Winch		6800	G	97%	1%	1%	0%	0%	0%	С	0.091	_	0.525	7200	G
	Combined Traffic Estimates for 2 Parallel			G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.782	15000	G
			50 Millwood													
50 Millwood Ave	City of Winch		Apple Bloss		98%	0%	1%	00/	0%	00/	С	0.086		0.040	9800	0
Millwood Ave	City of Winch		9100 Jubal Early	G	90%	0%	1%	0%	0%	0%	C	0.086		0.948	9800	G
North	City of Winchester		33000 33000	er <b>F</b>	79%	1%	1%	1%	17%	1%	С	0.098			34000	_
81	•	,		F							-		^	0.507		
	Combined Traffic Estimates for 2 Parallel		65000 CL Winchest	•	80%	1%	1%	1%	16%	1%	С	0.096	Α	0.507	66000	r
	-															
South	City of Winchester		22000 32000	er <b>F</b>	81%	1%	1%	1%	16%	1%	С	0.097			33000	F
81	Combined Traffic Estimates for 2 Parallel	•		г Е		1%			16%		С	0.097	Α	0.507		, F
	Combined Trainic Estimates for 2 Parallel		CL Winchest	F tor	80%	170	1%	1%	10%	1%	C	0.096	А	0.507	66000	Г
	F	1110		lCI												
522 \ 50 \ 17 \ Millwood Ave	e City of Winch	ester 0.09	I-81 <b>28000</b>	N	97%	0%	1%	0%	1%	0%	N	0.083		0.624	30000	N
522 50 17 Millwood Ave	To:		Par; Jubal E		31 /6	0 /6	1 /0	0 /6	1 /0	0 /6	IN	0.003		0.024	30000	14
	From:		Par, Millwoo	_												
522 50 17 Jubal Early [	Or City of Winch	ester 0.06	28000	G	97%	0%	1%	0%	1%	0%	С	0.083		0.624	30000	G
	To:		ple Blossom													
~~~~~	From:		ubal Early D		070/	00/		00/	40/	00/	_	0.007		0.050	10000	_
522 50 17 Apple Blosso	om Dr City of Winch		9500	G	97%	0%	1%	0%	1%	0%	F	0.087		0.852	10000	G
<del>*</del> * *	From:		Par, Millwo ar; Apple Blo		r		-									
522 50 17 Millwood Ave	e City of Winch		13000	G	98%	1%	1%	0%	0%	0%	F	0.085		0.551	14000	G
322 (30) (1)	To:		11 Cameror	ı St												
	From:	N	Millwood Av	e												
522 (11) (1,1) (50) Camer			6800	G	97%	1%	1%	0%	0%	0%	С	0.091		0.525	7200	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	14000	G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.782	15000	G
	To	1	Boscawen St	t												
(522)(11)(11)(50) Camer	on St City of Winch		9300	G	97%	1%	1%	0%	0%	0%	F	0.096		0.768	9900	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	16000	G	97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	17000	G
			7 Piccadilly													

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

Route	lurio	diction	Longth	AADT	QA	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	$\circ$
noute	Julis	diction	Length	AADI	QA	41116	Du5	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	Q۷
~~~		From:	US	11 Cameror	St												
$522$ $\left(\begin{array}{c}7\\7\end{array}\right)\left(\begin{array}{c}50\\5\end{array}\right)$ Piccadilly St	City of V	Vinchester	0.18	9400	G	99%	0%	1%	0%	0%	0%	F	0.086		0.641	10000	G
	Combined Traffic Estimates for 2 Pa	rallel Roadways on this	Route:	11000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.533	12000	G
		To	US 50.	SR 7 Bradd	ock St			$ \vdash$									
522 Piccadilly St	City of V	Vinchester	0.19	5700	G	97%	0%	1%	0%	1%	0%	F	0.094		0.633	6100	G
,	•	To:	F	airmont Ave	;												
		From:	I	Piccadilly St													
522 Fairmont Ave	City of V	Vinchester	0.22	5500	G	97%	0%	1%	0%	1%	0%	F	0.1		0.559	5900	G
<u>~</u>		To:	C	ommercial S	St			$\neg$ $\vdash$									
522 Fairmont Ave	City of V	Vinchester	0.55	11000	G	97%	0%	1%	0%	1%	0%	С	0.104		0.637	12000	G
<del></del>		To:	NC	L Winchest	er												
		From:	US 522,	US 11 Can	eron St												
522 11 50 Gerrard St	City of V	Vinchester	0.10	9600	G	97%	1%	1%	0%	1%	0%	F	0.087		0.578	10000	G
		To:	LIS	11 Valley A	ve												
522 (50) Gerrard St	City of V	Vinchester	0.07	7200	G	98%	1%	1%	0%	0%	0%	F	0.083		0.532	7700	G
3,52	•	To:	I	Braddock St													
		From:		Gerrard St													
$52$ $\left(50\right)$ $\left(11\right)$ $\left(50\right)$ Braddo		Vinchester	0.53	7500	G	98%	1%	1%	0%	0%	0%	С	0.096			8000	G
	Combined Traffic Estimates for 2 Pa	rallel Roadways on this	Route:	14000	G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.782	15000	G
		To	US 5	0 Boscawe	n St			$\neg$ $\vdash$									
$\widetilde{5}$ <sub>2</sub> $)$ $(\widetilde{1}$ <sub>1</sub> $)$ $(\widetilde{5}$ <sub>0</sub> $)(\widetilde{5}22)Braddo$	ck St City of V	Vinchester	0.17	6900	G	97%	1%	1%	0%	0%	0%	F	0.093		0.604	7400	G
	Combined Traffic Estimates for 2 Pa		Route:	16000	G	97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	17000	G
		To:		22 Piccadill			.,.	i i				-		-	2.2.3		-

Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW	Year
ity of Winchester														
· Was data data	0.00	From	پ	070/	40/	Pleasant Valley		00/			0.504	0700	0	0045
1) Woodstock Ln	0.63	2500 To:	G	97%	1%	1% 0%	0%	0%	С	0.091	0.564	2700	G	2015
			l			ECL Wincheste								
	0.40	From:	<u> </u>	000/	40/	Berryville Ave		40/			0.500	0400	0	0045
2 Fort Collier Dr	0.16	7600	G	92%	1%	1% 1%	5%	1%	С	0.09	0.532	8100	G	2015
						NCL Wincheste								
Washington Ct	0.64	From	<u> </u>	000/	10/	Handley Blvd		00/	С	0.004	0.577	2000	_	2015
3 Washington St	0.64	2600 To:	G	99%	1%	0% 0%	0%	0%	U	0.094	0.577	2800	G	2015
			<u> </u>			Piccadilly St								
C Harrelland Dhod	0.00	From:	<u> </u>	000/	10/	Braddock St	00/	00/			0.510	0000	_	004
4 Handley Blvd	0.08	8200	G	99%	1%	0% 0%	0%	0%	F	0.088	0.516	8800	G	2015
		10.	<u> </u>			Washington S	Į .							
	0.04	From:	<u> </u>	000/	00/	Valley Ave	00/	00/			0.505	0000	0	0045
Tevis Ave	0.21	7500	G	99%	0%	0% 0%	0%	0%	С	0.085	0.505	8000	G	2015
_		10:	<u> </u>			Cedarmeade Av	/e							
O o de	2	From:	<u> </u>	0701	601	Tevis St	001	001				1500	^	001
6 Cedarmeade Ave	0.55	1400	G	97%	2%	1% 1%	0%	0%	С	0.105	0.5	1500	G	2015
		To:	<u> </u>			Papermill Rd								
		From:				Handley Ave								
7 Jubal Early Dr	0.65	5800	G	99%	1%	0% 0%	0%	0%	F	0.095	0.55	6200	G	201
		To:				US 11 Valley Ave	enue							
7 Jubal Early Dr	0.98	20000	G	99%	1%	0% 0%	0%	0%	F	0.088	0.525	22000	G	201
<i></i>		To:			,	US 50 Apple Blosso	om Dr							
		From				WCL Winchest	er							
Gedar Creek Grade	0.52	14000	G	98%	0%	1% 0%	0%	0%	F	0.102	0.636	15000	G	2015
<u> </u>		To				Valley Ave								
Weems Ln	0.50	13000	G	98%	0%	1% 0%	0%	0%	С	0.093	0.523	13000	G	2015
200) 11 000	0.00	To:	<u> </u>	0070	0 70	Papermill Rd	0,0	0,0			0.020	.0000	О.	_0.0
		From:	1			Valley Ave				i				
Middle Rd	1.01	3800	G	99%	0%	1% 0%	0%	0%	С	0.108	0.677	4100	G	201
Miladie Ra	1.01	To:	r <u> </u>	0070	0 70	WCL Winchest		070	<u> </u>		0.077	1100	G	
		From:	J							_				
5203) Fox Dr							C4							
5203) Fox Dr	0.86		G	97%	2%	US 50 Amherst		0%	C	0.118	0.567	5500		2014
	0.86	5100	G	97%	2%	US 50 Amherst 1% 0%	0%	0%	С	0.118	0.567	5500	G	201
	0.86	5100 <sub>To:</sub>	G	97%	2%	US 50 Amherst 1% 0% NCL Wincheste	0% er	0%	С	0.118	0.567	5500	G	201
Cork St		5100 To:				US 50 Amherst 1% 0% NCL Wincheste US 11 Cameron	0% er St			<u> </u>				
Cork St	0.86	5100 <sub>To:</sub>	G G	97%	2%	US 50 Amherst 1% 0% NCL Wincheste US 11 Cameron 1% 0%	0% er	0%	C F	0.118	0.567	5500 9100	G G	
	0.08	5100 From: 8500	G	98%	1%	US 50 Amherst 1% 0% NCL Wincheste US 11 Cameron 1% 0% Kent St	0% er St 0%	0%	F	0.098	0.563	9100	G	201
(5204) Cork St (5204) Cork St		5100 To:				US 50 Amherst 1% 0% NCL Wincheste US 11 Cameron 1% 0%	0% er St			<u> </u>				201
	0.08	5100 To: From: 8500 Tax From: 9900	G	98%	1%	US 50 Amherst 1% 0% NCL Wincheste US 11 Cameron 1% 0% Kent St	0% er St 0% 0%	0%	F	0.098	0.563	9100	G	201
Cork St	0.08	5100 From: 8500	G	98%	1%	US 50 Amherst 1% 0%  NCL Wincheste  US 11 Cameron 1% 0%  Kent St 1% 0%	0% er St 0% 0%	0%	F	0.098	0.563	9100	G	2019
G204 Cork St	0.08	5100 To:  From:  8500  9900  To:  From:  Fro	G G	98%	1% 1%	US 50 Amherst 1% 0% NCL Wincheste US 11 Cameron 1% 0%  Kent St 1% 0% 88-5213 Pleasant Va	0% er St 0% 0% 0% alley Rd 0%	0%	F	0.098	0.563	9100	G G	2015
Cork St	0.08	5100 To:  From:  8500  9900  To:  From:  11000	G G	98%	1% 1%	US 50 Amherst 1% 0% NCL Wincheste US 11 Cameron 1% 0%  Kent St 1% 0% 88-5213 Pleasant Va 1% 0%	0% er St 0% 0%  0%  0%  alley Rd 0% er	0%	F	0.098	0.563	9100	G G	2019
5204) Cork St 5204) Cork St	0.08	5100 To: From: 8500 From: 9900 To: From: 11000 To:	G G	98%	1% 1%	US 50 Amherst 1% 0%  NCL Wincheste US 11 Cameron 1% 0%  Kent St 1% 0%  88-5213 Pleasant Va 1% 0%  ECL Wincheste	0% er St 0% 0%  0%  0%  alley Rd 0% er	0%	F	0.098	0.563	9100	G G	2015 2015 2015
5204 Cork St 5204 Cork St	0.08 0.48 0.44	5100 To:  8500 From: 9900 To: From: 11000 To: From:	G G G	98%	1% 1% 13	US 50 Amherst 1% 0%  NCL Wincheste US 11 Cameron 1% 0%  Kent St 1% 0%  38-5213 Pleasant Va 1% 0%  ECL Wincheste Fairmont Ave	0% er St 0% 0% 0% alley Rd 0% er	0%	F F C	0.098	0.563 0.581 0.554	9100 11000 11000	G G G	2015 2015 2015
Cork St Cork St	0.08 0.48 0.44	5100 From: 8500 From: 9900 From: 11000 To: From: 3200	G G G	98%	1% 1% 13	US 50 Amherst 1% 0%  NCL Wincheste  US 11 Cameron 1% 0%  Kent St 1% 0%  88-5213 Pleasant Va 1% 0%  ECL Wincheste Fairmont Ave 1% 0%  Cameron St	0% er St 0% 0% alley Rd 0% er 1%	0%	F F C	0.098	0.563 0.581 0.554	9100 11000 11000	G G G	2015 2015 2015
Cork St  Cork St  Cork St  Commercial St	0.08 0.48 0.44 0.29	5100 To: From: 8500  To: 9900  To: From: 11000  To: From: 3200  To: From:	G G G	98% 98% 98%	1% 1% 13 1%	US 50 Amherst 1% 0%  NCL Wincheste  US 11 Cameron 1% 0%  Kent St 1% 0%  88-5213 Pleasant Va 1% 0%  ECL Wincheste Fairmont Ave 1% 0%  Cameron St  SCL Wincheste	0% er St 0% 0% 0% alley Rd 0% er	0%	F F C	0.098 0.093 0.1 0.101	0.563 0.581 0.554 0.636	9100 11000 11000 3400	G G G	2015 2015 2015 2015
5204) Cork St 5204) Cork St	0.08 0.48 0.44	5100 To: From: 8500  To: 9900  To: From: 11000  To: From: 3200  To:	G G G	98%	1% 1% 13	US 50 Amherst 1% 0%  NCL Wincheste  US 11 Cameron 1% 0%  Kent St 1% 0%  88-5213 Pleasant Va 1% 0%  ECL Wincheste Fairmont Ave 1% 0%  Cameron St  SCL Wincheste 1% 1%	0% er St 0% 0% 0% alley Rd 0% er 1% 3%	0%	F F C	0.098	0.563 0.581 0.554	9100 11000 11000	G G G	2015 2015 2015 2015
Cork St  Cork St  Cork St  Commercial St	0.08 0.48 0.44 0.29	5100 To: From: 8500  To: 9900  To: From: 11000  To: From: 3200  To: From:	G G G	98% 98% 98%	1% 1% 13 1%	US 50 Amherst 1% 0%  NCL Wincheste  US 11 Cameron 1% 0%  Kent St 1% 0%  38-5213 Pleasant V: 1% 0%  ECL Wincheste Fairmont Ave 1% 0%  Cameron St  SCL Wincheste 1% 1% Papermill Rd	0% er St 0% 0% 0% alley Rd 0% er 1%	0%	F F C	0.098 0.093 0.1 0.101	0.563 0.581 0.554 0.636	9100 11000 11000 3400	G G G	2015 2015 2015 2015
Cork St  Cork St  Cork St  Commercial St  Scool Shawnee Dr	0.08 0.48 0.44 0.29	5100 To:  8500  To:  9900  To:  11000 To:  5100 To:  From:  5100 To:  From:  Fr	G G G	98% 98% 98% 97%	1% 1% 1% 1% 1%	US 50 Amherst 1% 0% NCL Wincheste US 11 Cameron 1% 0% Kent St 1% 0% 88-5213 Pleasant V: 1% 0% ECL Wincheste Fairmont Ave 1% 0% Cameron St SCL Wincheste 1% 1% Papermill Rd SECL Wincheste	0% er St 0% 0% 0% alley Rd 0% er 1% er 3%	0% 0% 0% 0%	F C C	0.098 0.093 0.1 0.101	0.563 0.581 0.554 0.636	9100 11000 11000 3400 5500	G G G	2018 2018 2018 2018 2018
Cork St  Cork St  Cork St  Commercial St	0.08 0.48 0.44 0.29	5100 To:  8500  To:  9900  To:  11000 To:  5100 To:  To:  To:  To:  To:  To:  To:  To	G G G	98% 98% 98%	1% 1% 13 1%	US 50 Amherst 1% 0%  NCL Wincheste  US 11 Cameron 1% 0%  Kent St 1% 0%  88-5213 Pleasant Va 1% 0%  ECL Wincheste Fairmont Ave 1% 0%  Cameron St  SCL Wincheste 1% 1% Papermill Rd  SECL Wincheste 1% 0%	0% er St 0% 0% 0% alley Rd 0% er 1% er 3%	0%	F F C	0.098 0.093 0.1 0.101	0.563 0.581 0.554 0.636	9100 11000 11000 3400	G G G	2018 2018 2018 2018 2018
Cork St  Cork St  Cork St  Commercial St  Commercial St  Commercial St  Commercial St  Commercial St  Commercial St	0.08 0.48 0.44 0.29 0.67	5100 From: 8500 From: 9900 To: From: 3200 To: 5100 To: 10000	G G G G	98% 98% 98% 97% 94%	1% 1% 1% 1% 1% 1%	US 50 Amherst 1% 0% NCL Wincheste US 11 Cameron 1% 0%  Kent St 1% 0%  88-5213 Pleasant Va 1% 0% ECL Wincheste Fairmont Ave 1% 0% Cameron St SCL Wincheste 1% 1% Papermill Rd SECL Wincheste 1% 0% Pleasant Valley	0% er St 0% 0% alley Rd 0% er 1% er 3% er 0% Rd	0% 0% 0% 0%	F C C C	0.098 0.093 0.1 0.101 0.099	0.563 0.581 0.554 0.636 0.585	9100 11000 11000 3400 5500	G G G G	2015 2015 2015 2015 2015 2015
Cork St  Cork St  Cork St  Commercial St  Scool Shawnee Dr	0.08 0.48 0.44 0.29	5100 To:  8500  From: 9900  To:  11000  From: 5100  To:  From: 10000	G G G	98% 98% 98% 97%	1% 1% 1% 1% 1%	US 50 Amherst 1% 0%  NCL Wincheste  US 11 Cameron 1% 0%  Kent St 1% 0%  88-5213 Pleasant Va 1% 0%  ECL Wincheste Fairmont Ave 1% 0%  Cameron St  SCL Wincheste 1% 1% Papermill Rd  SECL Wincheste 1% 0%	0% er St 0% 0% 0% alley Rd 0% er 1% er 3%	0% 0% 0% 0%	F C C	0.098 0.093 0.1 0.101	0.563 0.581 0.554 0.636	9100 11000 11000 3400 5500	G G G	2015 2015 2015 2015 2015 2015
Cork St  Cork St  Cork St  Sample Commercial	0.08 0.48 0.44 0.29 0.67	5100 From: 8500 From: 9900 To: From: 3200 To: 5100 To: 10000	G G G G	98% 98% 98% 97% 94%	1% 1% 1% 1% 1% 1%	US 50 Amherst 1% 0% NCL Wincheste US 11 Cameron 1% 0%  Kent St 1% 0%  88-5213 Pleasant Va 1% 0% ECL Wincheste Fairmont Ave 1% 0% Cameron St SCL Wincheste 1% 1% Papermill Rd SECL Wincheste 1% 0% Pleasant Valley	0% er St 0% 0% alley Rd 0% er 1% er 3% er 0% Rd	0% 0% 0% 0%	F C C C	0.098 0.093 0.1 0.101 0.099	0.563 0.581 0.554 0.636 0.585	9100 11000 11000 3400 5500	G G G G	2015 2015 2015 2015 2015
Cork St  Cork St  Cork St  Commercial St  Commercial St  Commercial St  Commercial St  Commercial St  Commercial St	0.08 0.48 0.44 0.29 0.67	5100 From: 8500 From: 9900 To: From: 3200 To: 5100 To: 10000	G G G G	98% 98% 98% 97% 94%	1% 1% 1% 1% 1% 1%	US 50 Amherst 1% 0% NCL Wincheste US 11 Cameron 1% 0% Kent St 1% 0% 88-5213 Pleasant Valley 1% 0% ECL Wincheste Fairmont Ave 1% 0% Cameron St SCL Wincheste 1% 1% Papermill Rd SECL Winchest 1% 0% Pleasant Valley 1% 0%	0% er St 0% 0% alley Rd 0% er 1% er 3% er 0% Rd	0% 0% 0% 0%	F C C C	0.098 0.093 0.1 0.101 0.099	0.563 0.581 0.554 0.636 0.585	9100 11000 11000 3400 5500	G G G G	2015 2015 2015 2015 2015 2015 2015 2015

						J.1., J.	vviiliches									
Route	Length	AADT	QA	4Tire	Bus		Truc 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Winchester		From														
Loudoun St	0.72	5500	G	99%	0%	Juba 1%	l Early Dr 0%	0%	0%	F	0.097		0.535	5800	C	2015
5209) Loudouri St	0.72	JJUU To		99%	0%		errard St	0%	0%	Г	0.097		0.535	5800	G	2015
		F	<u> </u>								<u> </u>					
Diagonal Vallay Da	1.00	From:	<u> </u>	000/	00/		ermill Rd	10/	00/	_	0.005		0.505	00000	_	001
Pleasant Valley Rd	1.22	21000	G	98%	0%	1%	0%	1%	0%	С	0.095		0.505	22000	G	2015
		To:				Jubal	Early Drive									
Pleasant Valley Rd	0.36	23000	G	98%	0%	1%	0%	1%	0%	F	0.086		0.501	25000	G	2015
		To				Mills	wood Ave									
5213) Pleasant Valley Rd	0.91	23000 From:	G	98%	0%	1%	0%	1%	0%	F	0.091		0.533	25000	G	2015
Pleasant Valley Rd	0.01	20000		00 /0	0 /0	1 /0	0 70	1 70	0 70	'	0.001		0.000	20000	ď	2010
$\widehat{}$		From:					Cork St									
Pleasant Valley Rd	0.36	19000	G	98%	0%	1%	0%	1%	0%	F	0.083		0.539	20000	G	2015
		To	1			Berr	yville Ave									
		From				Nat	ional Ave									
Smithfield Ave	0.63	2000	G	95%	2%	2%	0%	1%	0%	С	0.09		0.548	2100	G	2015
		To				NCL	Winchester									
		From:				Sur	nmit Ave									
2nd St		190	G			Jui	inint / tvc				0.204		0.649	200	G	2015
Ziid Ot		To:	—			Dan	ermill Rd				0.204		0.040	200	ď	2010
		From				Bos	cawen St								_	
Amherst St		5100	G								0.091		0.681	5500	G	2015
		To	1			Bra	ddock St									
		From				Sha	wnee Dr									
Battaile Dr		750	G								0.11		0.826	800	G	2015
		To				SCL	Winchester									
		From:				Wen	tworth Dr				Ī					
Beachcroft Rd		220	G			VV CI	tworth Di				0.137		0.574	240	G	2015
Deadholoit Ha		To:	<u> </u>			Oal	wood Ct				0.107		0.57 4	240	ч	2010
		From	<u> </u>			Va	lley Ave								_	
Bellview Ave		810	G								0.099		0.652	860	G	2015
		To				L	ewis St									
		From				Lo	udoun St						-			
Bond St		390	G								0.111		0.632	410	G	2015
		To				Car	meron St									
		From				Iac	kson Ave									
Braddock St		640	G			340	x3011 7 1 v C				0.094		0.557	680	G	2015
2.4440001		To				Lo	cust Ave						0.00.		О.	_0.0
		From:	<u> </u>													
D A			<u> </u>			Rı	dge Ave						0.700	000	0	004
Branner Ave		370	G								0.113		0.729	390	G	2015
		To	1			I	saac St									
		From				G	reen St									
Butler Ave		170	G								0.138		0.551	190	G	2015
		To				E	Beau St									
		From:	1			Old	Fort Rd									
Caroline St		300	G								0.100		0.565	320	G	2015
		To	Ť			М	arion St									
		From														
0			<u> </u>			Whi	tlock Ave						0.044	050	_	001
Commerce St		790	G								0.104		0.641	850	G	2015
		To	1			Sou	thwerk St									
		From				В	ruce St									
Dunlap St		200	G				_				0.105		0.604	210	G	2015
		To				WCL	Winchester									
		From:					oudoun St									
			<u> </u>			3 L	auoun St								_	001
F Southwark St		1400	( -								N 122		() / / 🗵	1500	G	
E Southwerk St		1400 To	G				ameron St				0.122		0.778	1500	G	2015

					City of Winchester							
Route	Length AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
v of Winchester	From	1			Frederick Ave		1					
Elm St	3300	G			Tredefick Ave		0.097		0.577	3500	G	2015
	To				Woodland Ave							
	From				Grove St							
Euclid Ave	260	G					0.105		0.519	280	G	2015
	То				Woodstock Lane							
Olaina Assa	From	<u> </u>			S.Loudoun St				0.545	000	0	004
Glaize Ave	280 <sub>то</sub>	G			Dead End		0.117		0.515	300	G	2015
	From	!										
Handley Ave	660	G			Whitlock Ave		0.166		0.593	700	G	201
	То				Sheridan St							
	From				Papermill Rd							
Imperial St	100	G					0.107		0.636	110	G	201
	To				Superior Ave							
	From				Braddock St							
Jackson Ave	410	G			D		0.11		0.516	440	G	201
		<u> </u>			Pennsylvania Ave							
Kent St	1100	<u> </u>			Beau St		0.093		0.609	1100	G	201
Keni Si	1100 <sub>то</sub>	G			WCL Winchester		0.093		0.609	1100	G	201
	From				Boscawen St							
Kent St	4200	G					0.088		0.58	4500	G	201
	To				Philpot St							
	From	Ĺ			Parkway St				0.755	400	_	004
Leicester St	370 <sub>то</sub>	G			Shawnee Ave		0.125		0.755	400	G	201
	From											
Marion St	360	G			Branner Ave		0.105		0.636	380	G	201
	То				Caroline St						-	
	From				Hockman Ave							
Massanutten Terrace	130	G					0.125		0.75	140	G	201
	То				Middle Rd							
	From				Handley Ave							
Miller St	440	G					0.108		0.520	470	G	201
	10	<u> </u>			Masters Ln							
Orobard Ava	From	<u> </u>			Elm St		0.117		0.501	100	_	201
Orchard Ave	180 <sub>то</sub>	G			ECL Winchester		0.117		0.581	190	G	201
	From	l			Pall Mall St							
Parkway St	840	G			ran Man St		0.102		0.607	890	G	201
•	To				Leicester St							
	From				Richards							
Pennsylvania Ave	540	G					0.108		0.617	580	G	201
	To				Jackson Ave							
	From				Fairmont Ave						_	
Peyton St	310	G			D., 44, 4 C.		0.106		0.508	330	G	201
		<u> </u>			Braddock St							
Pleasant Valley Rd	290	G			Dead End		0.179		0.793	310	G	201
i icasani valley nu	290 To	<u> </u>			Papermill Rd		0.179		0.733	310	G	201
	From	I			Cork St		ì					
Purcell Ave	1900	G			COIK St		0.175		0.534	2000	G	201
<u> </u>	То				Grove St							
	From				E Bond St							
S Kent St	780	G					0.115		0.591	830	G	201
	To				Southwerk St							

					Oity of Willenester							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tr	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
of Winchester												
	Fr				Dulles Circle						_	
Saratoga Dr	550	G					0.106		0.559	590	G	201
					Lake Dr							
	Fr				Leicester St						_	
Shenandoah Ave	630	G					0.095			670	G	201
		10:			Cork St							
	Fr				Wolfe St							
Stewart St	8100	G					0.09		0.515	8600	G	201
		Го:			Boscawen St							
	Fr				2Nd St							
Summit Ave	160	G					0.163		0.577	170	G	201
		Го:			1St Street							
	Fr	m:			Jefferson St							
Tennyson Ave	500	G					0.177		0.626	530	G	201
		Го:			Leicester St							
	Fr	m:			Boscawen St							
Washington St	3300	G					0.094		0.562	3500	G	201
		Го:			Amherst St							
	Fr	m:			Applecroft Rd							
Wentworth Dr	1200	G			•		0.109		0.550	1200	G	201
		Го:			Beachcroft Rd							
	Fr	m:			Wood Ave							
Whitter Ave	920	G					0.103		0.803	980	G	201
		Го:			Ridge Ave							
	Fr	m·			Whitter Ave							
Wood Ave	570	G			,, miles 110		0.09		0.552	610	G	201
	, , ,	ro:			Lanny Dr							
	Fr	m:			Pine St		i					
Woodland Ave	690	G			Tine St		0.108		0.54	730	G	201
		Гоз			Elm St				0.0 .		•	_5.
	Fr	m:			Loudoun St							
Wyck St	3500	G			Loudouii St		0.11		0.65	3700	G	201
,		To:			Braddock St		<b>⊸</b>		0.00	0,00	G	201
					Diaddock St							