### 2016

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

where available

# Special Locality Report 138

City of Winchester

Information in this report is included in Report

34

(Frederick County)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

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

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

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

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

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

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

#### **Publication Notes**

#### Parallel Roads

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

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

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

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

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

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

#### Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

#### QA: Quality of AADT:

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

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

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

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

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

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	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	US 50, US	522 Par, Br	raddock	St											
(7) $(50)$ $(522)$ Boscawen S	St City of Winche	ester 0.18	2000	G	99%	0%	1%	0%	0%	0%	С	0.095			2100	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	12000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.533	13000	G
	To:	US	11 Cameron	ı St												
	From:		Boscawen St								_					_
$\left(7\right)\left(11\right)\left(\frac{1}{1}\right)\left(\frac{5}{9}\right)$ Came	eron St City of Winche		9600	G	97%	1%	1%	0%	0%	0%	F	0.096		0.768	10000	G
$\circ \circ \circ \circ$	Combined Traffic Estimates for 2 Parallel I			G	97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	18000	G
	To:		Piccadilly St													
7 Piccadilly St	City of Winche		11 Cameron		97%	1%	1%	0%	20/	0%	F	0.087		0.54	12000	G
7 Piccadilly St	City of Windre	ester 0.18	11000	G	97%	170	170	0%	2%	0%	Г	0.067		0.54	12000	G
	From:	I	East Lane Piccadilly St	,												
7 East Lane	City of Winche		10000	G	97%	1%	1%	0%	2%	0%	F	0.088		0.541	11000	G
(1) = 1001 = 20110	To:		Fairfax Lane		0.70	. , 0	$\overline{}$	0,0	_,,	0 / 0	•	0.000		0.0		٥.
	From:		lighland Ave													
7 National Ave	City of Winche	ester 0.32	11000	G	97%	1%	1%	0%	2%	0%	F	0.09		0.546	12000	G
	To	120 5212	B Pleasant Va	alloy De	1											
7 Berryville Ave	From: City of Winche		27000	G	97%	1%	1%	0%	2%	0%	С	0.087		0.514	29000	G
) Berry vine 7 we	City of William	0.70			07 70	1 70	1 70	0 70	270	0 70	J	0.007		0.014	20000	ď
	To: From:	(1.1	Ross St		.=-/			221			_				44000	_
(7) Berryville Ave	City of Winchester (	,	39000	G	97%	1%	1%	0%	2%	0%	F	0.085		0.595	41000	G
<u> </u>	10:	I-81;	ECL Winch	ester												
	From:		50 Boscawei													
7 522 11 50 Brado	dock St City of Winche		7200	G	97%	1%	1%	0%	0%	0%	F	0.093		0.604	7700	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	17000	G	97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	18000	G
	To:		Piccadilly St													
Diagonality of	O'the a f NA' in a least		Braddock St		000/	00/	40/	00/	00/	00/	_	0.000		0.044	40000	_
Fig. (50) (522) Piccadilly S	t City of Winche		9800	G	99%	0%	1%	0%	0%	0%	-	0.086	_	0.641	10000	G
<u> </u>	Combined Traffic Estimates for 2 Parallel I	·		G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.533	13000	G
	10:	SR	7 Cameron	St												
~~~	From:		L Winchest													
(11) Valley Ave	City of Winche	ester 1.37	14000	G	95%	0%	1%	1%	3%	0%	F	0.089		0.532	16000	G
<u> </u>	To		Middle Rd				$\neg$ $\vdash$									
11 Valley Ave	City of Winche		19000	G	95%	0%	1%	1%	3%	0%	F	0.091		0.501	21000	G
	та	Y	V V													
11 Valley Ave	From: City of Winche		Weems Lane 16000	G	95%	0%	1%	1%	3%	0%	F	0.09		0.506	17000	G
Valley Ave	Oity of Willone				JJ /6	0 /0	1 /0	1 /0	J /0	0 /0	'	0.03		0.500	17000	u
~~~	To: From:		ıbal Early D								_					
(11) Valley Ave	City of Winche	ester 0.59	10000	G	95%	0%	1%	1%	3%	0%	F	0.092		0.523	11000	G
<del>~</del>	To	US 11	Par Braddo	ock St			$\neg \vdash$									
11 Valley Ave	City of Winche		2000	G	97%	1%	1%	0%	1%	0%	F	0.097			2100	G
•••	Combined Traffic Estimates for 2 Parallel I		13000	G	96%	1%	2%	1%	1%	0%	F	0.091	F	0.55	14000	G
	To:	•	Gerrard St	-		. , •	Ξĩ	. , •	. , •	- / 0	•		•			-
	<u> </u>		Comma St													

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#### 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:		Valley Ave													
$\left(11\right)\left(50\right)\left(522\right)$ Gerrard St	City of Winch		10000	G	97%	1%	1%	0%	1%	0%	F	0.087		0.578	11000	G
<del>~ ~ ~</del>	To: From:		Cameron St 5 50 Gerrard													
11) (11) (50) (522) Came	eron St City of Winch		7100	G	97%	1%	1%	0%	0%	0%	С	0.091		0.525	7500	G
[11] [11] [50] [522] Came	Combined Traffic Estimates for 2 Parallel			G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.782	16000	G
	Tol					. , ,		0 / 0	0,70	0 / 0	Ū	0.000	•	002	.0000	<u>.</u>
Came	eron St City of Winch		Boscawen St 9600	G	97%	1%	1%	0%	0%	0%	F	0.096		0.768	10000	G
(11) (11) (50) (522) Came	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	18000	G
	Combined Traine Estimates for 21 drailer				31 /6	1 /0	1 /6	0 /6	0 /6	0 /6	•	0.033	•	0.510	10000	u
Compress Ct	Tion: From: City of Winche		Piccadilly St		97%	1%	10/	00/	10/	00/	С	0.000			7600	G
(11) Cameron St	•		7200	G			1%	0%	1%	0%		0.092	_	0.750	7600	
	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	G
~~~	To: From:		1 Par, Loudo				<u> </u>									
11 Martinsburg Pike	City of Winch		9500	G	97%	1%	1%	0%	1%	0%	F	0.092		0.563	10000	G
<u> </u>	To:	NO	CL Winchest	ter												
~~	From:		11 Valley A													
1,1 Braddock St	City of Winch		11000	G	96%	1%	2%	1%	1%	0%	F	0.093		0.637	12000	G
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	13000	G	96%	1%	2%	1%	1%	0%	F	0.091	F	0.55	14000	G
	To: From:		Gerrard St													
(1,1) $(50)$ $(50)$ $(522)$ Brade	dock St City of Winch	ester 0.53	7800	G	98%	1%	1%	0%	0%	0%	С	0.096			8300	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	15000	G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.782	16000	G
	To	)	Boscawen St	t												
1,1 (522) (50) (522) Brado	dock St City of Winch		7200	G	97%	1%	1%	0%	0%	0%	F	0.093		0.604	7700	G
(b) (c) (c) (c) (c)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	17000	G	97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	18000	G
	To		Piccadilly St													
11 Braddock St	From: City of Winch		2500	G	96%	1%	2%	1%	1%	0%	С	0.105		0.550	2700	G
Braddock St	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	1%	1%	0%	C	NA		0.000	10000	G
	To:	riodawayo on tino riodio.	North Ave		01 70	170		1 70	1 /0	070	Ū				10000	ŭ
	From:		Braddock St	t												
(1,1) North Ave	City of Winch	ester 0.11	490	G	97%	1%	1%	0%	0%	0%	С	0.123		0.541	520	G
(F)	Combined Traffic Estimates for Parallel	Roadways on this Route:	NA									NA			NA	
	Τσ:		Loudoun St													
L audaun Ct	From:	anter 0.00	North Ave		000/	10/	00/	00/	00/	00/	0	0.005		0.605	0000	_
Loudoun St	City of Winch		2700	G	98%	1%	0%	0%	0%	0%	С	0.095		0.635	2900	G
	Combined Traffic Estimates for 2 Parallel	Hoadways on this Houte:	9900	G	98%	1%	1%	0%	0%	0%	С	NA			11000	G
~~~	To: From:		Wyck St													
(1,1) Loudoun St	City of Winch		4300	G	96%	1%	1%	1%	1%	0%	С	0.097		0.665	4600	G
·	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	G
	To:	US	11 Cameror	ı St												

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

	_					Tru	ck			K	Dir		
Route	Jurisdiction	Length <b>AADT Q</b>	<b>A</b> 4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK Factor	AAWDT	ΓQ\
~ ~ ~ ~	From:	I-81											
17) (50) (522) Millwood Ave	City of Winchester	0.09 <b>29000 N</b>	97%	0%	1%	0%	1%	0%	N	0.083	0.624	31000	N
<del></del>	To:	Jubal Early Dr											
Lubel Early Dr	City of Winchester	US 50 Par, Millwood A 0.06 <b>29000 G</b>		0%	1%	0%	1%	0%	С	0.083	0.624	31000	(
17) 50 522 Jubal Early Dr	To.		31/0	0 /6	1 /0	0 /6	1 /0	0 /6	C	0.003	0.024	31000	,
<u> </u>	From:	Apple Blossom Dr Jubal Early Dr											
17) (50) (522) Apple Blossom Dr	City of Winchester	0.05 <b>9800 G</b>	97%	0%	1%	0%	1%	0%	F	0.087	0.852	10000	(
17) (30) (322). April = 10000	To:	US 50 Par, Millwood D											
	From:	US 50 Par; Apple Blosson											
17) (50) (522) Millwood Ave	City of Winchester	0.75 <b>13000 G</b>	98%	1%	1%	0%	0%	0%	F	0.085	0.551	14000	(
	To:	US 11 Cameron St											
	From:	WCL Winchester											
Amherst St	City of Winchester	0.64 <b>19000 G</b>	98%	1%	1%	0%	0%	0%	F	0.089	0.586	21000	(
30)	7				<del></del> i								
Ambarat Ct	City of Winchester	Fox Dr	000/	1%	10/	00/	0%	0%		0.007	0.507	17000	(
50) Amherst St	City of Winchester	0.75 <b>16000 G</b>	98%	1%	1%	0%	0%	0%	С	0.087	0.507	17000	(
<u> </u>	From:	Boscawen St Amherst St											
50 (Boscawen St	City of Winchester	0.37 <b>12000</b> G	98%	1%	1%	0%	0%	0%	F	0.085	0.546	13000	(
50) Boscawen St	To:	Braddock St	1 30 /0	1 /0	170	0 70	0 70	0 /0		0.000	0.540	10000	`
	From:	Boscawen St											
50) (1,1) (50) (522) Braddock St	City of Winchester	0.53 <b>7800 G</b>	98%	1%	1%	0%	0%	0%	С	0.096		8300	(
Combined Traffic	Estimates for 2 Parallel Roadways o	on this Route: 15000 G	98%	1%	1%	0%	0%	0%	С	0.093	F 0.782	16000	(
30	To	Gerrard St	. 0070	.,,		0,0	0,0	0 / 0	•	0.000	. 002		
	From:	Braddock St											
50) (522) Gerrard St	City of Winchester	0.07 <b>7500 G</b>	98%	1%	1%	0%	0%	0%	F	0.083	0.532	8000	(
	To	Valley Ave											
50) (11) (522) Gerrard St	City of Winchester	0.10 <b>10000</b> G	97%	1%	1%	0%	1%	0%	F	0.087	0.578	11000	(
50) (11) (522) Gerrard St	Oity of Willenester	0.10 10000 0	31 /6	1 /0	1 /0	0 /6	1 /0	0 /6	•	0.007	0.576	11000	`
~ ~ ~ · · · ·	To: From:	US 11 Cameron St											
50) (17) (522) Millwood Ave	City of Winchester	0.75 <b>13000 G</b>		1%	1%	0%	0%	0%	F	0.085	0.551	14000	(
$\rightarrow$ $\rightarrow$ $\rightarrow$	To:	US 50 Par; Apple Blosson											
Annie Blassen Dr	Oit and Mindle arter	US 50 Par, Millwood D		00/	10/	00/	10/	00/	F	0.007	0.050	10000	,
50) (17) (522) Apple Blossom Dr	City of Winchester	0.05 <b>9800 G</b>	97%	0%	1%	0%	1%	0%	г	0.087	0.852	10000	(
* * *	From:	Jubal Early Dr Apple Blossom Dr											
50 \ (17) (522) Jubal Early Dr	City of Winchester	0.06 <b>29000</b> G	97%	0%	1%	0%	1%	0%	С	0.083	0.624	31000	(
50) (17) (522) Jubal Early Dr	To:	US 50 Par, Millwood A		070		0 70	1 /0	0 70	O	0.000	0.024	01000	`
	From:	US 50 Par; Jubal Early l											
50) (17) (522) Millwood Ave	City of Winchester	0.09 <b>29000 N</b>		0%	1%	0%	1%	0%	Ν	0.083	0.624	31000	1
~ · · · · · · · · · · · · · · · · · · ·	To	I-81											
	From:	Boscawen St			i								
50 \ 522 \ 11 \ 522 \ Braddock St	City of Winchester	0.17 <b>7200</b> G	97%	1%	1%	0%	0%	0%	F	0.093	0.604	7700	(
	c Estimates for 2 Parallel Roadways of								•		F 0.516		
Combined Troffic		on this Route: 17000 G	97%	1%	1%	0%	0%	0%	F	0.093			(

#### 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	QV
$\sim$	From:		Braddock St													
(50) (7) (522) Piccadilly St	City of Winch		9800	G	99%	0%	1%	0%	0%	0%	F	0.086		0.641	10000	G
<b>* * *</b>	Combined Traffic Estimates for 2 Parallel			G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.533	13000	G
	To:		Cameron St Piccadilly St													
(50) $(11)$ $(11)$ $(522)$ Camer	on St City of Winch		9600	G	97%	1%	1%	0%	0%	0%	F	0.096		0.768	10000	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	18000	G
		-			31 /6	1 /0	1 70	0 70	0 70	0 70	'	0.000	'	0.510	10000	
	From		Boscawen St		070/	10/	10/	00/	00/	00/		0.001		0.505	7500	_
50 11 1,1 522 Camer	on St City of Winch		7100	G	97%	1%	1%	0%	0%	0%	С	0.091	_	0.525	7500	9
	Combined Traffic Estimates for 2 Parallel		15000 50 Millwood	G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.782	16000	G
	100															
Millwood Ave	City of Winds		Apple Bloss		000/	00/	10/	00/	00/	00/	С	0.006		0.040	10000	_
Millwood Ave	City of Winch		9500	G	98%	0%	1%	0%	0%	0%	C	0.086		0.948	10000	G
		-	Jubal Early													
North	City of Winchester		CL Winchest		79%	1%	1%	10/	17%	10/	С	0.097			34000	A
81	-	,	34000	A				1%		1%	-		^	0.517		
	Combined Traffic Estimates for 2 Parallel		CL Winchest	Α	79%	1%	1%	1%	17%	1%	С	0.092	Α	0.517	68000	P
	-															
South	City of Winchester		CL Winchest 33000	ter A	80%	1%	1%	1%	17%	1%	С	0.092			33000	ļ
81	Combined Traffic Estimates for 2 Parallel	•				1%		1%	17%		С	0.092	Α	0.517		
	Combined Trainic Estimates for 2 Parallel		CL Winchest	A	79%	170	1%	1%	1/%	1%	C	0.092	А	0.517	68000	P
	Form	11/1		ıcı												
522 \ 50 \ \ 17 \ Millwood Ave	e City of Winch	ester 0.09	I-81 <b>29000</b>	N	97%	0%	1%	0%	1%	0%	N	0.083		0.624	31000	١
522 50 17 Millwood Ave	To:		Par; Jubal E		31 /6	0 /6		0 /6	1 /0	0 /6	IN	0.003		0.024	31000	
	From:		Par, Millwo	_												
522 50 17 Jubal Early [	Or City of Winch	ester 0.06	29000	G	97%	0%	1%	0%	1%	0%	С	0.083		0.624	31000	(
	To:		ple Blossom													
~~~~~ BI	From:		ubal Early D		070/	00/		00/	40/	00/	_	0.007		0.050	10000	,
522 50 17 Apple Blosso	om Dr City of Winch		9800	G	97%	0%	1%	0%	1%	0%	F	0.087		0.852	10000	G
<b>* * *</b>	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	
322) (30) (17)	To:		11 Cameror													
~~ ~~ ~~	From:	N	Aillwood Av	e												
$522$ $\left(11\right)$ $\left(\frac{1}{1}\right)$ $\left(\frac{5}{9}\right)$ Camer			7100	G	97%	1%	1%	0%	0%	0%	С	0.091		0.525	7500	C
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	15000	G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.782	16000	C
	To		Boscawen St	t												
$\widetilde{522}$ $\widetilde{(11)}$ $\widetilde{(1,1)}$ $\widetilde{(5,0)}$ Camer	on St City of Winch		9600	G	97%	1%	1%	0%	0%	0%	F	0.096		0.768	10000	C
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	17000	G	97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	18000	G
	To:		7 Piccadilly													

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

Route	Jurisdictio	un Longth	AADT	0.4	4Tiro	Due		Tru	ıck		QC	K	QK	Dir	AAWDT	OW/
Houle	Junsaiciic	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QVV
~~~	From:		11 Camero	n St												
(522)(7)(50) Piccadilly St	City of Winch	ester 0.18	9800	G	99%	0%	1%	0%	0%	0%	F	0.086		0.641	10000	G
$\hookrightarrow$ $\circ$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	12000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.533	13000	G
	To:	US 50,	SR 7 Brade	lock St												
522 Piccadilly St	City of Winch	ester 0.19	6000	G	97%	0%	1%	0%	1%	0%	F	0.094		0.633	6400	G
	To	F	airmont Av	e												
~~~-	From		Piccadilly S								_					_
(522) Fairmont Ave	City of Winch	ester 0.22	5800	G	97%	0%	1%	0%	1%	0%	F	0.1		0.559	6200	G
	To:	C	ommercial	St												
522 Fairmont Ave	City of Winch	ester 0.55	12000	G	97%	0%	1%	0%	1%	0%	С	0.104		0.637	13000	G
	To	NO	CL Winches	ter												
	From:	US 522,	US 11 Car	neron St												
522 11 50 Gerrard St	City of Winch	ester 0.10	10000	G	97%	1%	1%	0%	1%	0%	F	0.087		0.578	11000	G
	To	US	11 Valley	Ave			<b>—</b> —									
(522) (50) Gerrard St	City of Winch		7500	G	98%	1%	1%	0%	0%	0%	F	0.083		0.532	8000	G
	To		Braddock S	t												
~~~~	From		Gerrard St													
$\{522\}\{50\}\{11\}\{50\}$ Braddo			7800	G	98%	1%	1%	0%	0%	0%	С	0.096			8300	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	15000	G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.782	16000	G
	Tro	US:	50 Boscawe	en St			<u> </u>									
(52) $(11)$ $(50)$ $(522)$ Braddo	ock St City of Winch	ester 0.17	7200	G	97%	1%	1%	0%	0%	0%	F	0.093		0.604	7700	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	17000	G	97%	1%	1%	0%	0%	0%	F	0.093	F	0.516	18000	G
	To		522 Piccadil	ly St												

Route	Length	AADT	QA	4Tire	Bus	Truck- 2Axle 3+Axle 1T		QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Winchester													
Waadataak La	0.60	Prom-	<u> </u>	070/	10/	Pleasant Valley Rd	/ 00/		0.001	0.564	2000	0	2016
1 Woodstock Ln	0.63	2600 To-	G	97%	1%	1% 0% 0° ECL Winchester	% 0%	С	0.091	0.564	2800	G	2016
		From:	l						1				
Fort Collier Dr	0.16	7900	G	92%	1%	Berryville Ave	% 1%	С	0.09	0.532	8500	G	2016
2 Fort Collier Dr	0.10	7 900 To:	<u> </u>	3Z /6	1 /0	NCL Winchester	70 170		0.03	0.552	0300	u	2010
		From	!										
3 Washington St	0.64	2700	G	99%	1%	Handley Blvd 0% 0% 0°	% 0%	С	0.094	0.577	2900	G	2016
3 Washington St	0.01	To:	<u> </u>	0070	1 70	Piccadilly St	0 70		1	0.077	2000	ŭ	
		From:				Braddock St							
4 Handley Blvd	0.08	8600	G	99%	1%	0% 0% 0°	% 0%	F	0.088	0.516	9100	G	2016
4)		To:				Washington St							
		From:				Valley Ave							
5 Tevis Ave	0.21	7800	G	99%	0%	0% 0% 0°	% 0%	С	0.085	0.505	8300	G	2016
3)	-	To:				Cedarmeade Ave							
		From:				Tevis St		_	ī			_	
6 Cedarmeade Ave	0.55	1500	G	97%	2%	1% 1% 09	% 0%	С	0.105	0.5	1600	G	2016
		To:				Papermill Rd							
		From:				Handley Ave							
7 Jubal Early Dr	0.65	6000	G	99%	1%	0% 0% 0°	% 0%	F	0.095	0.55	6400	G	2016
·) ,		To:											
7 Jubal Early Dr	0.98	21000	G	99%	1%	US 11 Valley Avenue 0% 0% 0°	% 0%	F	0.088	0.525	23000	G	2016
7 Jubai Early Dr	0.50	Z1000	<u> </u>	33 76		US 50 Apple Blossom Di			0.000	0.525	20000	u	2010
		From	! !										
Second Cedar Creek Grade	0.52	15000	G	98%	0%	WCL Winchester 1% 0% 0°	% 0%	F	0.102	0.636	16000	G	2016
Gedar Creek Grade	0.52	13000		30 70	0 70		0 0 70		0.102	0.000	10000	u	2010
	0.50	From	<u> </u>	000/	00/	Valley Ave	/ 00/			0.500	1.4000		0010
Weems Ln	0.50	13000 To:	G	98%	0%	1% 0% 0° Papermill Rd	<u>% 0%</u>	С	0.093	0.523	14000	G	2016
		From:											
Middle Rd	1.01	4000	G	99%	0%	Valley Ave 1% 0% 0°	% 0%	С	0.108	0.677	4200	G	2016
Middle Rd	1.01	4000 To:		33 /6	0 /6	WCL Winchester	/o U/o		0.108	0.077	4200	G	2010
		From:	!										
5203) Fox Dr	0.86	5300	G	97%	2%	US 50 Amherst St 1% 0% 0°	% 0%	С	0.118	0.567	5700	G	2016
5203) Fox Dr	0.00	7300 To:		31 /6	2 /0	NCL Winchester	76 076		0.110	0.507	3700	u	2010
		From:											
5204) Cork St	0.08	8900	G	98%	1%	US 11 Cameron St 1% 0% 0°	% 0%	F	0.098	0.563	9500	G	2016
5204) OUTK St	0.00	0300	<u> </u>	JU /0	1 /0		· U /0	'	0.030	0.503	3300	u	2010
0-4-0-	0.10	From:	<u> </u>	0001	401	Kent St				0.50:	44000		0045
5204 Cork St	0.48	10000	G	98%	1%	1% 0% 09	% 0%	F	0.093	0.581	11000	G	2016
		From:				38-5213 Pleasant Valley I							
5204) Cork St	0.44	11000	G	98%	1%	1% 0% 09	% 0%	С	0.1	0.554	12000	G	2016
<u> </u>		To:	<u> </u>			ECL Winchester							
_		From:				Fairmont Ave							
			_	97%	1%	1% 0% 19	% 0%	С	0.101	0.636	3500	G	2016
5206) Commercial St	0.29	3300	G	31 /0									
Commercial St	0.29	3300 <sub>To:</sub>	G	37 76		Cameron St							
		From				Cameron St SCL Winchester							
	0.29	То	G	94%	1%	Cameron St  SCL Winchester  1% 1% 3°	% 0%	С	0.099	0.585	5700	G	2016
		From			1%	Cameron St SCL Winchester	% 0%	С	0.099	0.585	5700	G	2016
Saon Shawnee Dr	0.67	5300 To:	G	94%		Cameron St  SCL Winchester 1% 1% 39  Papermill Rd  SECL Winchester							
Shawnee Dr		From: 5300			1%	Cameron St  SCL Winchester  1% 1% 3°  Papermill Rd		C	0.099	0.585	5700	G G	
Shawnee Dr	0.67	5300 To:	G	94%		Cameron St  SCL Winchester 1% 1% 39  Papermill Rd  SECL Winchester							
Shawnee Dr  Secondary Papermill Rd	0.67	5300 To:	G	94%		Cameron St	% 0%		0.097				2016
5207) Shawnee Dr	0.67	5300 To: From: 11000	G G	94%	0%	Cameron St  SCL Winchester  1% 1% 3°  Papermill Rd  SECL Winchester  1% 0% 0°  Pleasant Valley Rd  1% 0% 0°	% 0%	F	0.097	0.501	11000	G	2016
Shawnee Dr  Sample Papermill Rd	0.67	5300 To: From: 11000	G G	94%	0%	Cameron St  SCL Winchester 1% 1% 36 Papermill Rd  SECL Winchester 1% 0% 06  Pleasant Valley Rd	% 0%	F	0.097	0.501	11000	G	2016

AAWDT	QW	Year
6100	G	2016
6100	G	2016
00000	0	0010
23000	G	2016
26000	G	2016
26000	G	2016
20000	u	2010
21000	G	2016
2200	G	2016
010	0	0010
210	G	2016
5700	G	2016
840	G	2016
040	ď	2010
	_	
250	G	2016
890	G	2016
430	G	2016
430	u	2010
700	G	2016
410	G	2016
100	0	2016
190	G	2016
340	G	2016
	·	
880	G	2016
-	-	_5.0
000	_	004
220	G	2016
1600	G	2016
	26000 21000 2200 210 5700 840 250 890 430 700 410	26000 G 26000 G 21000 G 21000 G 2100 G 210 G 5700 G 840 G 250 G 890 G 430 G 700 G 410 G 190 G 340 G 340 G 220 G

					City of windrester						
Route	Length AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2	O.C	K Factor	QK Dir Factor	AAWDT	QW	Yea
v of Winchester	From				Frederick Ave						
Elm St	3400	G					0.097	0.577	3600	G	2016
	Te				Woodland Ave						
	From				Grove St						
Euclid Ave	270	G			XX 1 . 1 X		0.105	0.519	290	G	2016
	From				Woodstock Lane		_				
Glaize Ave	290	G			S.Loudoun St		0.117	0.515	310	G	201
G.14.120 7 110	To				Dead End			0.0.0	0.0	٥.	_0.
	From				Whitlock Ave						
Handley Ave	690	G					0.166	0.593	730	G	201
	To				Sheridan Ave						
	From				Papermill Rd						
Imperial St	110	G			C A		0.107	0.636	110	G	201
	From				Superior Ave						
Jackson Ave	430	G			Braddock St		0.11	0.516	460	G	201
					Pennsylvania Ave		Ĭ				
	From				Beau St						
Kent St	1100	G					0.093	0.609	1200	G	201
	To From				WCL Winchester						
Kent St	4400	G			Boscawen St		0.088	0.58	4700	G	201
None of	To				Philpot St			0.00	4700	ŭ	201
	From				Parkway St		Ì				
Leicester St	390	G					0.125	0.755	410	G	201
	To				Shawnee Ave						
	From				Branner Ave						
Marion St	370	G					0.105	0.636	400	G	201
	10				Caroline St						
Massanutten Terrace	120	G			Hockman Ave		0.125	0.75	140	G	201
Massanutten remace	130	G			Middle Rd		0.123	0.75	140	G	201
	From				Handley Ave						
Miller St	460	G			Handley Ave		0.108	0.520	490	G	201
	To				Masters Ln						
	From				Elm St						
Orchard Ave	190	G					0.117	0.581	200	G	201
	To				ECL Winchester						
Dorlaway Ct	From				Pall Mall St		0.100	0.007	000	_	001
Parkway St	870	G			Leicester St		0.102	0.607	930	G	201
	From				Richards Ave		+				
Pennsylvania Ave	560	G			Richards Ave		0.108	0.617	600	G	201
,	To				Jackson Ave						
	From				Fairmont Ave						
Peyton St	320	G					0.106	0.508	340	G	201
	Te				Braddock St						
	From				Dead End					_	
Pleasant Valley Rd	310 <sub>тс</sub>	G			D '11 '12 '1		0.179	0.793	330	G	201
					Papermill Rd						
Purcell Ave	From <b>1900</b>	G			Cork St		0.175	0.534	2100	G	201
i ulocii Ave	1900 To	G			Grove St		0.175	0.554	2100	G	201
	From				E Bond St		1				
S Kent St	810	G			L Dona 3t		0.115	0.591	860	G	201
	To				Southwerk St		1				

					- ·•							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Winchester												
	Fre				Dulles Circle							
Saratoga Dr	570	G					0.106		0.559	610	G	201
	•	n.			Lake Dr							
	Fre				Leicester St							
Shenandoah Ave	650	G					0.095			700	G	201
	-	0:			Cork St							
	Fre				Wolfe St							
Stewart St	8400	G					0.09		0.515	9000	G	201
		0:			Boscawen St							
	Fro				2Nd St							
Summit Ave	160	G					0.163		0.577	170	G	201
	-	0:			1St Street							
	Fro	n:			Jefferson St							
Tennyson Ave	520	G					0.177		0.626	560	G	201
	-	0:			Leicester St							
	Fre	n:			Boscawen St							
Washington St	3400	G					0.094		0.562	3600	G	201
	5	0:			Amherst St							
	Fro	n:			Applecroft Rd							
Wentworth Dr	1200	G			T.F		0.109		0.550	1300	G	201
	5	0:			Beechcroft Rd							
	Fro	n:			Wood Ave							
Whitter Ave	960	G					0.103		0.803	1000	G	201
	•	0:			Ridge Ave							
	Fre	n·			Whitter Ave							
Wood Ave	600	G			Winter Tive		0.09		0.552	630	G	201
	,	0.			Lanny Dr						-	
	Fro	n:			Pine St		1					
Woodland Ave	720	G			i iic st		0.108		0.54	760	G	201
	120				Elm St				0.0.		•	_5.
	Fro	n			Loudoun St		<del>-  </del>					
Wyck St	3700	G			Loudoun St		0.11		0.65	3900	G	201
TT YOR OL	3700	. G			Braddock St		<u> </u>		0.00	0300	u	201
		1			DIAUUUCK SI							