

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.

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

























Route Systems

- North
 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
-  US Route
-  Virginia State Route
-  Frontage Road (F precedes frontage route number)
-  Secondary Route

Special Routes

-  Bus - Business Route
 Bypass - Bypass Route
 Truck - Truck Route
 ALT - Alternate Route
 Wve - Wve 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 Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Traffic Engineering Division
2015
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Winchester

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From:	US 50, US 522 Par, Braddock St														
   Boscawen St	City of Winchester	0.18	1900	G	99%	0%	1%	0%	0%	0%	C	0.095		2000	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:	US 11 Cameron St														
	From:	Boscawen St														
    Cameron St	City of Winchester	0.17	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
	To:	Piccadilly St														
	From:	US 11 Cameron St														
 Piccadilly St	City of Winchester	0.18	11000	G	97%	1%	1%	0%	2%	0%	F	0.087		0.54	12000	G
	To:	East Lane														
	From:	Piccadilly St														
 East Lane	City of Winchester	0.02	9900	G	97%	1%	1%	0%	2%	0%	F	0.088		0.541	11000	G
	To:	Fairfax Lane														
	From:	Highland Ave														
 National Ave	City of Winchester	0.32	11000	G	97%	1%	1%	0%	2%	0%	F	0.09		0.546	12000	G
	To:	138-5213 Pleasant Valley Rd														
	From:	Berryville Ave														
 Berryville Ave	City of Winchester	0.79	26000	G	97%	1%	1%	0%	2%	0%	C	0.087		0.514	28000	G
	To:	Ross St														
	From:	Berryville Ave														
 Berryville Ave	City of Winchester (Maint: 34)	0.16	37000	G	97%	1%	1%	0%	2%	0%	F	0.085		0.595	40000	G
	To:	I-81; ECL Winchester														
	From:	US 50 Boscawen St														
    Braddock St	City of Winchester	0.17	6900	G	97%	1%	1%	0%	0%	0%	F	0.093		0.604	7400	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
	To:	Piccadilly St														
	From:	Braddock St														
   Piccadilly St	City of Winchester	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:	SCL Winchester														
 Valley Ave	City of Winchester	1.37	14000	G	96%	0%	1%	1%	3%	0%	F	0.089		0.532	15000	G
	To:	Middle Rd														
	From:	Valley Ave														
 Valley Ave	City of Winchester	0.12	19000	G	96%	0%	1%	1%	3%	0%	F	0.091		0.501	21000	G
	To:	Weems Lane														
	From:	Valley Ave														
 Valley Ave	City of Winchester	0.67	16000	G	96%	0%	1%	1%	3%	0%	F	0.09		0.506	17000	G
	To:	Jubal Early Dr														
	From:	Valley Ave														
 Valley Ave	City of Winchester	0.59	10000	G	96%	0%	1%	1%	3%	0%	F	0.092		0.523	11000	G
	To:	US 11 Par Braddock St														
	From:	Valley Ave														
 Valley Ave	City of Winchester	0.09	1900	G	97%	1%	1%	0%	1%	0%	F	0.097			2100	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	13000	G
	To:	Gerrard St														

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City of Winchester

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: Valley Ave To: Cameron St	City of Winchester	0.10	9600	G	97%	1%	1%	0%	1%	0%	F	0.087	0.578	10000	G	
From: US 50 Gerrard St To: Cameron St	City of Winchester	0.53	6800	G	97%	1%	1%	0%	0%	0%	C	0.091	0.525	7200	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.782	15000	G
From: Boscawen St To: Cameron St	City of Winchester	0.17	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
From: Piccadilly St To: Cameron St	City of Winchester	0.83	6900	G	97%	1%	1%	0%	1%	0%	C	0.092	7400	G		
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			11000	G	97%	1%	1%	1%	1%	0%	C	0.092	F	0.753	12000	G
From: US 11 Par, Loudoun St To: NCL Winchester	City of Winchester	0.31	9200	G	97%	1%	1%	0%	1%	0%	F	0.092	0.563	9800	G	
From: US 11 Valley Ave To: Braddock St	City of Winchester	0.09	11000	G	96%	1%	2%	1%	1%	0%	F	0.093	0.637	11000	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	13000	G
From: Gerrard St To: Braddock St	City of Winchester	0.53	7500	G	98%	1%	1%	0%	0%	0%	C	0.096	8000	G		
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.782	15000	G
From: Boscawen St To: Braddock St	City of Winchester	0.17	6900	G	97%	1%	1%	0%	0%	0%	F	0.093	0.604	7400	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
From: Piccadilly St To: Braddock St	City of Winchester	0.28	2400	G	96%	1%	2%	1%	1%	0%	C	0.105	0.550	2500	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			9300	G	97%	1%	1%	1%	1%	0%	C	NA	9900	G		
From: North Ave To: Braddock St	City of Winchester	0.11	470	G	97%	1%	1%	0%	0%	0%	C	0.123	0.541	500	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA	NA	NA		
From: Loudoun St To: North Ave	City of Winchester	0.30	2600	G	98%	1%	0%	0%	0%	0%	C	0.095	0.635	2800	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			9500	G	98%	1%	1%	0%	0%	0%	C	NA	10000	G		
From: Wyck St To: Loudoun St	City of Winchester	0.24	4100	G	96%	1%	1%	1%	1%	0%	C	0.097	0.665	4400	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			11000	G	97%	1%	1%	1%	1%	0%	C	0.092	F	0.753	12000	G
From: US 11 Cameron St																

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 City of Winchester

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
	From: I-81																
17 50 522	City of Winchester	0.09	28000	N	97%	0%	1%	0%	1%	0%	N	0.083	0.624	30000	N		
	To: Jubal Early Dr																
	From: US 50 Par, Millwood Ave																
17 50 522	City of Winchester	0.06	28000	G	97%	0%	1%	0%	1%	0%	C	0.083	0.624	30000	G		
	To: Apple Blossom Dr																
	From: Jubal Early Dr																
17 50 522	City of Winchester	0.05	9500	G	97%	0%	1%	0%	1%	0%	F	0.087	0.852	10000	G		
	To: US 50 Par, Millwood Dr																
	From: US 50 Par, Apple Blossom Dr																
17 50 522	City of Winchester	0.75	13000	G	98%	1%	1%	0%	0%	0%	F	0.085	0.551	14000	G		
	To: US 11 Cameron St																
	From: WCL Winchester																
50	City of Winchester	0.64	19000	G	98%	1%	1%	0%	0%	0%	F	0.089	0.586	20000	G		
	To: Fox Dr																
	From: Fox Dr																
50	City of Winchester	0.75	16000	G	98%	1%	1%	0%	0%	0%	C	0.087	0.507	17000	G		
	To: Boscawen St																
	From: Amherst St																
50	City of Winchester	0.37	12000	G	98%	1%	1%	0%	0%	0%	F	0.085	0.546	13000	G		
	To: Braddock St																
	From: Boscawen St																
50 11 50 522	City of Winchester	0.53	7500	G	98%	1%	1%	0%	0%	0%	C	0.096		8000	G		
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.782	15000	G
	To: Gerrard St																
	From: Braddock St																
50 522	City of Winchester	0.07	7200	G	98%	1%	1%	0%	0%	0%	F	0.083	0.532	7700	G		
	To: Valley Ave																
	From: Valley Ave																
50 11 522	City of Winchester	0.10	9600	G	97%	1%	1%	0%	1%	0%	F	0.087	0.578	10000	G		
	To: US 11 Cameron St																
	From: US 11 Cameron St																
50 17 522	City of Winchester	0.75	13000	G	98%	1%	1%	0%	0%	0%	F	0.085	0.551	14000	G		
	To: US 50 Par, Apple Blossom Dr																
	From: US 50 Par, Millwood Dr																
50 17 522	City of Winchester	0.05	9500	G	97%	0%	1%	0%	1%	0%	F	0.087	0.852	10000	G		
	To: Jubal Early Dr																
	From: Apple Blossom Dr																
50 17 522	City of Winchester	0.06	28000	G	97%	0%	1%	0%	1%	0%	C	0.083	0.624	30000	G		
	To: US 50 Par, Millwood Ave																
	From: US 50 Par, Jubal Early Dr																
50 17 522	City of Winchester	0.09	28000	N	97%	0%	1%	0%	1%	0%	N	0.083	0.624	30000	N		
	To: I-81																
	From: Boscawen St																
50 522 11 522	City of Winchester	0.17	6900	G	97%	1%	1%	0%	0%	0%	F	0.093	0.604	7400	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
	To: Piccadilly St																

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: Braddock St															
Piccadilly St	City of Winchester	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: Cameron St															
	From: Piccadilly St															
Cameron St	City of Winchester	0.17	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
	To: Boscawen St															
	From: Boscawen St															
Cameron St	City of Winchester	0.53	6800	G	97%	1%	1%	0%	0%	0%	C	0.091	0.525	7200	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.782	15000	G
	To: US 50 Millwood Ave															
	From: US 50 Apple Blossom Dr															
Millwood Ave	City of Winchester	0.18	9100	G	98%	0%	1%	0%	0%	0%	C	0.086	0.948	9800	G	
	To: US 50 Jubal Early Drive															
	From: SCL Winchester															
North 	City of Winchester (Maint: 34)	0.07	33000	F	79%	1%	1%	1%	17%	1%	C	0.098		34000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			65000	F	80%	1%	1%	1%	16%	1%	C	0.096	A	0.507	66000	F
	To: NCL Winchester															
	From: SCL Winchester															
South 	City of Winchester (Maint: 34)	0.07	32000	F	81%	1%	1%	1%	16%	1%	C	0.097		33000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			65000	F	80%	1%	1%	1%	16%	1%	C	0.096	A	0.507	66000	F
	To: NCL Winchester															
	From: I-81															
Millwood Ave	City of Winchester	0.09	28000	N	97%	0%	1%	0%	1%	0%	N	0.083	0.624	30000	N	
	To: US 50 Par, Jubal Early Dr															
	From: US 50 Par, Millwood Ave															
Jubal Early Dr	City of Winchester	0.06	28000	G	97%	0%	1%	0%	1%	0%	C	0.083	0.624	30000	G	
	To: Apple Blossom Dr															
	From: Jubal Early Dr															
Apple Blossom Dr	City of Winchester	0.05	9500	G	97%	0%	1%	0%	1%	0%	F	0.087	0.852	10000	G	
	To: US 50 Par, Millwood Dr															
	From: US 50 Par, Apple Blossom Dr															
Millwood Ave	City of Winchester	0.75	13000	G	98%	1%	1%	0%	0%	0%	F	0.085	0.551	14000	G	
	To: US 11 Cameron St															
	From: Millwood Ave															
Cameron St	City of Winchester	0.53	6800	G	97%	1%	1%	0%	0%	0%	C	0.091	0.525	7200	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.782	15000	G
	To: Boscawen St															
	From: Boscawen St															
Cameron St	City of Winchester	0.17	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
	To: SR 7 Piccadilly St															

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 2015
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Winchester

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: US 11 Cameron St															
Piccadilly St	City of Winchester	0.18	9400	G	99%	0%	1%	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%	F	0.087	F	0.533	12000	G	
	To: US 50, SR 7 Braddock St															
Piccadilly St	City of Winchester	0.19	5700	G	97%	0%	1%	0%	1%	F	0.094		0.633	6100	G	
	To: Fairmont Ave															
	From: Piccadilly St															
Fairmont Ave	City of Winchester	0.22	5500	G	97%	0%	1%	0%	1%	F	0.1		0.559	5900	G	
	To: Commercial St															
	From: Commercial St															
Fairmont Ave	City of Winchester	0.55	11000	G	97%	0%	1%	0%	1%	C	0.104		0.637	12000	G	
	To: NCL Winchester															
	From: US 522, US 11 Cameron St															
Gerrard St	City of Winchester	0.10	9600	G	97%	1%	1%	0%	1%	F	0.087		0.578	10000	G	
	To: US 11 Valley Ave															
	From: US 11 Valley Ave															
Gerrard St	City of Winchester	0.07	7200	G	98%	1%	1%	0%	0%	F	0.083		0.532	7700	G	
	To: Braddock St															
	From: Braddock St															
Braddock St	City of Winchester	0.53	7500	G	98%	1%	1%	0%	0%	C	0.096			8000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	G	98%	1%	1%	0%	0%	C	0.093	F	0.782	15000	G	
	To: US 50 Boscawen St															
	From: US 50 Boscawen St															
Braddock St	City of Winchester	0.17	6900	G	97%	1%	1%	0%	0%	F	0.093		0.604	7400	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			16000	G	97%	1%	1%	0%	0%	F	0.093	F	0.516	17000	G	
	To: US 522 Piccadilly St															

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						2Axle	3+Axle	1Trail	2Trail							
City of Winchester																
① Woodstock Ln	0.63	2500	G	97%	1%	1%	0%	0%	0%	C	0.091	0.564	2700	G	2015	
② Fort Collier Dr	0.16	7600	G	92%	1%	1%	1%	5%	1%	C	0.09	0.532	8100	G	2015	
③ Washington St	0.64	2600	G	99%	1%	0%	0%	0%	0%	C	0.094	0.577	2800	G	2015	
④ Handley Blvd	0.08	8200	G	99%	1%	0%	0%	0%	0%	F	0.088	0.516	8800	G	2015	
⑤ Tevis Ave	0.21	7500	G	99%	0%	0%	0%	0%	0%	C	0.085	0.505	8000	G	2015	
⑥ Cedarmeade Ave	0.55	1400	G	97%	2%	1%	1%	0%	0%	C	0.105	0.5	1500	G	2015	
⑦ Jubal Early Dr	0.65	5800	G	99%	1%	0%	0%	0%	0%	F	0.095	0.55	6200	G	2015	
⑦ Jubal Early Dr	0.98	20000	G	99%	1%	0%	0%	0%	0%	F	0.088	0.525	22000	G	2015	
⑤200 Cedar Creek Grade	0.52	14000	G	98%	0%	1%	0%	0%	0%	F	0.102	0.636	15000	G	2015	
⑤200 Weems Ln	0.50	13000	G	98%	0%	1%	0%	0%	0%	C	0.093	0.523	13000	G	2015	
⑤201 Middle Rd	1.01	3800	G	99%	0%	1%	0%	0%	0%	C	0.108	0.677	4100	G	2015	
⑤203 Fox Dr	0.86	5100	G	97%	2%	1%	0%	0%	0%	C	0.118	0.567	5500	G	2015	
⑤204 Cork St	0.08	8500	G	98%	1%	1%	0%	0%	0%	F	0.098	0.563	9100	G	2015	
⑤204 Cork St	0.48	9900	G	98%	1%	1%	0%	0%	0%	F	0.093	0.581	11000	G	2015	
⑤204 Cork St	0.44	11000	G	98%	1%	1%	0%	0%	0%	C	0.1	0.554	11000	G	2015	
⑤206 Commercial St	0.29	3200	G	97%	1%	1%	0%	1%	0%	C	0.101	0.636	3400	G	2015	
⑤207 Shawnee Dr	0.67	5100	G	94%	1%	1%	1%	3%	0%	C	0.099	0.585	5500	G	2015	
⑤209 Papermill Rd	0.86	10000	G	99%	0%	1%	0%	0%	0%	F	0.097	0.501	11000	G	2015	
⑤209 Papermill Rd	0.64	6700	G	99%	0%	1%	0%	0%	0%	F	0.101	0.519	7200	G	2015	
⑤209 Loudoun St	0.43	14000	G	99%	0%	1%	0%	0%	0%	C	0.091	0.551	15000	G	2015	

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City of Winchester																
(5209) Loudoun St	0.72	5500	G	99%	0%	1%	0%	0%	0%	F	0.097		0.535	5800	G	2015
(5213) Pleasant Valley Rd	1.22	21000	G	98%	0%	1%	0%	1%	0%	C	0.095		0.505	22000	G	2015
(5213) Pleasant Valley Rd	0.36	23000	G	98%	0%	1%	0%	1%	0%	F	0.086		0.501	25000	G	2015
(5213) Pleasant Valley Rd	0.91	23000	G	98%	0%	1%	0%	1%	0%	F	0.091		0.533	25000	G	2015
(5213) Pleasant Valley Rd	0.36	19000	G	98%	0%	1%	0%	1%	0%	F	0.083		0.539	20000	G	2015
(5221) Smithfield Ave	0.63	2000	G	95%	2%	2%	0%	1%	0%	C	0.09		0.548	2100	G	2015
2nd St		190	G								0.204		0.649	200	G	2015
Amherst St		5100	G								0.091		0.681	5500	G	2015
Battaile Dr		750	G								0.11		0.826	800	G	2015
Beachcroft Rd		220	G								0.137		0.574	240	G	2015
Bellview Ave		810	G								0.099		0.652	860	G	2015
Bond St		390	G								0.111		0.632	410	G	2015
Braddock St		640	G								0.094		0.557	680	G	2015
Branner Ave		370	G								0.113		0.729	390	G	2015
Butler Ave		170	G								0.138		0.551	190	G	2015
Caroline St		300	G								0.100		0.565	320	G	2015
Commerce St		790	G								0.104		0.641	850	G	2015
Dunlap St		200	G								0.105		0.604	210	G	2015
E Southwerk St		1400	G								0.122		0.778	1500	G	2015

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						2Axle	3+Axle	1Trail	2Trail							
City of Winchester																
Elm St		3300	G							0.097		0.577	3500	G		2015
Euclid Ave		260	G							0.105		0.519	280	G		2015
Glaize Ave		280	G							0.117		0.515	300	G		2015
Handley Ave		660	G							0.166		0.593	700	G		2015
Imperial St		100	G							0.107		0.636	110	G		2015
Jackson Ave		410	G							0.11		0.516	440	G		2015
Kent St		1100	G							0.093		0.609	1100	G		2015
Kent St		4200	G							0.088		0.58	4500	G		2015
Leicester St		370	G							0.125		0.755	400	G		2015
Marion St		360	G							0.105		0.636	380	G		2015
Massanutten Terrace		130	G							0.125		0.75	140	G		2015
Miller St		440	G							0.108		0.520	470	G		2015
Orchard Ave		180	G							0.117		0.581	190	G		2015
Parkway St		840	G							0.102		0.607	890	G		2015
Pennsylvania Ave		540	G							0.108		0.617	580	G		2015
Peyton St		310	G							0.106		0.508	330	G		2015
Pleasant Valley Rd		290	G							0.179		0.793	310	G		2015
Purcell Ave		1900	G							0.175		0.534	2000	G		2015
S Kent St		780	G							0.115		0.591	830	G		2015

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						2Axle	3+Axle	1Trail	2Trail							
City of Winchester																
Saratoga Dr		550	G			From Dulles Circle				0.106			0.559	590	G	2015
						To Lake Dr										
Shenandoah Ave		630	G			From Leicester St				0.095			670	G	2015	
						To Cork St										
Stewart St		8100	G			From Wolfe St				0.09			8600	G	2015	
						To Boscawen St										
Summit Ave		160	G			From 2Nd St				0.163			170	G	2015	
						To 1St Street										
Tennyson Ave		500	G			From Jefferson St				0.177			530	G	2015	
						To Leicester St										
Washington St		3300	G			From Boscawen St				0.094			3500	G	2015	
						To Amherst St										
Wentworth Dr		1200	G			From Applecroft Rd				0.109			1200	G	2015	
						To Beachcroft Rd										
Whitter Ave		920	G			From Wood Ave				0.103			980	G	2015	
						To Ridge Ave										
Wood Ave		570	G			From Whitter Ave				0.09			610	G	2015	
						To Lanny Dr										
Woodland Ave		690	G			From Pine St				0.108			730	G	2015	
						To Elm St										
Wyck St		3500	G			From Loudoun St				0.11			3700	G	2015	
						To Braddock St										