2013

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

Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector

Virginia State Route

- 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, Br	raddock												
7 (50) (522) Boscawen S	t City of Winch	nester 0.18	1900	G	99%	0%	0%	0%	0%	0%	С	0.090	F		2000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	9600	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.523	10000	G
	To:	US	11 Cameror	n St												
	From		Boscawen St								_		_			_
$\left(7\right)\left(11\right)\left(11\right)\left(50\right)$ Camer	•		8200	G	97%	1%	1%	0%	1%	0%	F	0.096	F	0.646	8700	G
\bigcirc \bigcirc \bigcirc \bigcirc	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	0%	1%	0%	F	0.097	F	0.516	15000	G
	To:		Piccadilly St													
7 Piccadilly St	City of Winch		11 Cameror 9000	G St	96%	1%	1%	1%	10/	10/	С	0.088	F	0.536	9600	G
7 Piccadilly St	City of winch	iester 0.16		G	90%	170	1%	170	1%	1%	C	0.088	Г	0.536	9600	G
	From:	: I	East Lane Piccadilly St	t												
7 East Lane	City of Winch		8200	G	97%	1%	1%	0%	2%	0%	F	0.086	F	0.504	8700	G
7) = 401 = 4110	To:		Fairfax Lane		0.70	. , ,		0,0	_,,	0,0	•	0.000	•	0.00	0.00	0.
	From:		lighland Ave													
7 National Ave	City of Winch	nester 0.32	9100	G	96%	1%	2%	1%	1%	0%	С	0.087	F	0.581	9600	G
\bigcirc	To	138 5213	B Pleasant V	Jalley De	1											
7 Berryville Ave	From: City of Winch		22000	G	97%	1%	1%	0%	2%	0%	С	0.087	F	0.534	23000	G
7) Berryvine Ave	Only of Willon	0.70			01 /0	1 /0		0 70	270	0 70	O	0.007	•	0.004	20000	<u> </u>
	To:		Ross St													
7 Berryville Ave	City of Winchester	<u> </u>	25000	G	97%	1%	1%	0%	2%	0%	F	0.086	F	0.524	27000	G
<u> </u>	10:	I-81;	ECL Winch	nester												
	From:		50 Boscawe													
7 522 11 50 Braddo	•		6100	G	97%	1%	1%	0%	1%	0%	F	0.099	F	0.668	6500	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	14000	G	97%	1%	1%	0%	1%	0%	F	0.097	F	0.516	15000	G
	To:		Piccadilly St													
Diagram at the Other	City of NAC of	•	Braddock St		000/	00/		00/	00/	00/	_	0.004	_	0.000	0000	_
7 (50) (522) Piccadilly St	City of Winch		7700	G	99%	0%	0%	0%	0%	0%	-	0.091	-	0.630	8200	G
<u> </u>	Combined Traffic Estimates for 2 Parallel		9600	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.523	10000	G
	103	SR	7 Cameron	St												
~~~	From:		L Winchest													
(11) Valley Ave	City of Winch	nester 1.37	14000	G	97%	0%	1%	0%	1%	0%	С	0.09	F	0.502	14000	G
<u> </u>	To	×	Middle Rd				<u> </u>									
11 Valley Ave	City of Winch	nester 0.12	20000	G	96%	0%	1%	0%	2%	0%	F	0.088	F	0.52	21000	G
	Te	v v	X7 X													
11 Valley Ave	City of Winch		Weems Lane 16000	G	96%	0%	1%	0%	2%	0%	F	0.090	F	0.534	17000	G
11 Valley Ave	City of Willen				JU /0	U /0	1 /0	U /0	£ /0	U /0	1	0.030	'	0.554	17000	G
~~ · · · ·	To:		ıbal Early D													
(11) Valley Ave	City of Winch	nester 0.59	11000	G	98%	0%	1%	0%	0%	0%	С	0.089	F	0.533	11000	G
~	To	US 11	Par Braddo	ock St												
11 Valley Ave	City of Winch		1800	G	97%	0%	1%	0%	1%	0%	F	0.098	F		1900	G
											_		_			
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	12000	G	95%	2%	3%	0%	0%	0%	F	0.089	F	0.515	13000	G

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

						_		Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	0.40	Valley Ave	_	070/	00/	10/	00/	40/	00/		0.000		0.505	0400	_
11) (50) (522) Gerrard St	City of Winch		8600 Cameron St	G	97%	0%	1%	0%	1%	0%	F	0.088	F	0.595	9100	(
	From:		S 50 Gerrard	St												
(50) $(522)$ Came	eron St City of Winch	nester 0.53	6100	G	97%	1%	1%	0%	1%	0%	С	0.089	F	0.556	6400	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	13000	G	97%	1%	1%	0%	0%	0%	С	NA			14000	(
	Tro-		Boscawen St	t			_									
(11) $(11)$ $(50)$ $(522)$ Came	eron St City of Winch	nester 0.17	8200	G	97%	1%	1%	0%	1%	0%	F	0.096	F	0.646	8700	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	14000	G	97%	1%	1%	0%	1%	0%	F	0.097	F	0.516	15000	(
	To:		Piccadilly St				<u> </u>									
11 Cameron St	City of Winch	nester 0.83	6300	G	97%	0%	1%	0%	1%	0%	С	0.091	F		6700	(
~	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	10000	G	97%	1%	1%	0%	1%	0%	С	0.089	F	0.743	11000	
	Tro-	US 1	1 Par, Loudo	un St			_									
11 Martinsburg Pike	City of Winch	nester 0.31	9000	G	95%	0%	1%	1%	2%	0%	С	0.091	F	0.553	9500	
~ <i></i>	To:	N	CL Winchest	ter												
	From:	US	11 Valley A	Ave												
Braddock St	City of Winch		10000	G	94%	2%	3%	0%	0%	0%	F	0.09	F	0.640	11000	
<del></del>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	12000	G	95%	2%	3%	0%	0%	0%	F	0.089	F	0.515	13000	
	To: From:		Gerrard St													
(50) $(50)$ $(522)$ Brade	dock St City of Winch	nester 0.53	7400	G	97%	1%	2%	0%	0%	0%	С	0.087	F		7800	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	13000	G	97%	1%	1%	0%	0%	0%	С	NA			14000	
	Tree From:		Boscawen St	t			_									
11 $(52)$ $(50)$ $(522)$ Brade	dock St City of Winch	nester 0.17	6100	G	97%	1%	1%	0%	1%	0%	F	0.099	F	0.668	6500	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	14000	G	97%	1%	1%	0%	1%	0%	F	0.097	F	0.516	15000	
	To		Piccadilly St													
Braddock St	City of Winch	nester 0.28	2600	G	94%	2%	3%	0%	0%	0%	С	0.092	F		2700	
<del>-</del>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8900	G	97%	1%	2%	0%	1%	0%	С	NA			9400	
	To:		North Ave													
11 ( North Ave	City of Winch		Braddock St 450	G	97%	1%	2%	0%	0%	0%	С	0.1	F	0.578	480	
North Ave	Combined Traffic Estimates for Parallel		NA	u	31 /6	1 /0	270	0 78	0 /0	0 70	O	NA	•	0.570	NA	
	To:		Loudoun St									1471			1471	
~~	From:		North Ave													
Loudoun St	City of Winch		2500	G	98%	1%	1%	0%	0%	0%	С	0.091	F	0.707	2600	
<b>→</b>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	8800	G	98%	1%	1%	0%	1%	0%	С	NA			9300	
	To: From:		Wyck St													
Loudoun St	City of Winch		3900	G	97%	1%	0%	0%	1%	0%	С	0.095	F	0.642	4100	
<b>-</b>	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	10000	G	97%	1%	1%	0%	1%	0%	С	0.089	F	0.743	11000	
	To:	US	11 Cameror	ı St												

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

					_		Tru	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
~~~~	From:	I-81													
17) (50) (522) Millwood Ave	City of Winchester	0.09 26000	N	98%	0%	1%	0%	1%	0%	N	0.088	Ν	0.639	28000	N
*	To:	Jubal Early Dr													
Lubal Farly Dr	City of Winchester	US 50 Par, Millwood		000/	0%	1%	00/	10/	00/	С	0.000	F	0.600	20000	C
17) 50 522 Jubal Early Dr	City of windrester	0.06 26000	G	98%	0%	170	0%	1%	0%	C	0.088	Г	0.639	28000	(
	From:	Apple Blossom D Jubal Early Dr)r												
17) (50) (522) Apple Blossom Dr	City of Winchester	0.05 11000	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.87	11000	(
17) (50) (522) Apple Blossom Dr	To:	US 50 Par, Millwood		0070	0 / 0		0 /0	1 /0	0 /0	•	0.000	•	0.07	11000	`
	From:	US 50 Par; Apple Bloss													
17) (50) (522) Millwood Ave	City of Winchester	0.75 13000	G	97%	0%	2%	0%	1%	0%	С	0.085	F	0.563	14000	(
17) (30) (322)	To:	US 11 Cameron S				i i	.,.	.,.		_		-			
	From:	WCL Wincheste	r												
Amherst St	City of Winchester		G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.523	20000	(
30)	-						- , -		• , •						
And and Ot	City of NAI's also and an	Fox Dr		000/	00/		00/	00/	00/	_	0.00	_	0.500	47000	
50) Amherst St	City of Winchester	0.75 16000	G	99%	0%	1%	0%	0%	0%	С	0.09	F	0.520	17000	(
~	To: From:	Boscawen St													
50 Boscawen St	City of Winchester	Amherst St 0.37 12000	G	95%	1%	1%	1%	1%	1%	С	0.089	F	0.583	12000	(
Boscawen St	City of Windlester		G	93 /6	1 /0	1 /0	1 /0	1 /0	1 /0	C	0.009	ı	0.565	12000	•
*	From:	Braddock St Boscawen St													
50 \ (1,1) \((50)\)\((522\)\)\Braddock St	City of Winchester	0.53 7400	G	97%	1%	2%	0%	0%	0%	С	0.087	F		7800	(
	Estimates for 2 Parallel Roadways		G	97%	1%	1%	0%	0%	0%	C	NA	•		14000	(
Combined Traine	Listimates for 2 raraner roadways to	Gerrard St	<u>u</u>	31 /6	1 /0		0 /6	0 /6	0 /6	O	INA			14000	`
	From:	Braddock St													
50) (522) Gerrard St	City of Winchester	0.07 6900	G	97%	1%	2%	0%	0%	0%	F	0.086	F	0.529	7300	(
30) (322)	-														
~ ~ ~ · · · · · · · · · · · · · · · · ·	From:	Valley Ave		070/	00/		00/	40/	201	_	0.000	_	0.505	0.1.00	
50) (11) (522) Gerrard St	City of Winchester	0.10 8600	G	97%	0%	1%	0%	1%	0%	F	0.088	F	0.595	9100	(
* * *	To: From:	US 11 Cameron S	St												
50) (17) (522) Millwood Ave	City of Winchester	0.75 13000	G	97%	0%	2%	0%	1%	0%	С	0.085	F	0.563	14000	(
	To:	US 50 Par; Apple Bloss	som Di												
	From:	US 50 Par, Millwood	d Dr												
50) (17) (522) Apple Blossom Dr	City of Winchester	0.05 11000	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.87	11000	(
$\sim \sim$	To:	Jubal Early Dr													
~ ~ ~	From:	Apple Blossom D								_		_			
50) (17) (522) Jubal Early Dr	City of Winchester	0.06 26000	G	98%	0%	1%	0%	1%	0%	С	0.088	F	0.639	28000	(
*	To:	US 50 Par, Millwood													
Millwood Ava		US 50 Par; Jubal Ear	•	98%	0%	10/	00/	10/	00/	N	0.000	N	0.600	20000	ı
50) (17) (522) Millwood Ave	City of Winchester	0.09 26000	N	96%	0%	1%	0%	1%	0%	IN	0.088	IN	0.639	28000	'
• • •	10.	I-81													
~~~~~	From:	Boscawen St		.=-:						_		_			
50 (522) (1,1) (522) Braddock St	City of Winchester	0.17 <b>6100</b>	G	97%	1%	1%	0%	1%	0%	F	0.099	F	0.668	6500	(
Combined Traffic	Estimates for 2 Parallel Roadways	on this Route: 14000	G	97%	1%	1%	0%	1%	0%	F	0.097	F	0.516	15000	(
	To:	Piccadilly St													

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

_						_		Tru	ıck			K		Dir		
Route	Jurisdictio	on Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
C C Piccodillo O	From City of Miles al		Braddock St		000/	00/	00/	00/	00/	00/	_	0.004	_	0.000	0000	
50 7 522 Piccadilly St			7700	G	99%	0%	0%	0%	0%	0%	-	0.091	F	0.630	8200	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	9600 Cameron St	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.523	10000	G
	From		Piccadilly St	1												
(50) $(11)$ $(11)$ $(522)$ Came	ron St City of Winch	nester 0.17	8200	G	97%	1%	1%	0%	1%	0%	F	0.096	F	0.646	8700	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	14000	G	97%	1%	1%	0%	1%	0%	F	0.097	F	0.516	15000	G
	То		Boscawen S	t												
50 (11) (11) (522 Came	ron St City of Winch		6100	G	97%	1%	1%	0%	1%	0%	С	0.089	F	0.556	6400	G
50 (11) (1,1) (522) Came	Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	0%	0%	0%	С	NA			14000	C
	То		50 Millwood			.,,		• , •	• , •							
	From	US 50	Apple Bloss	som Dr												
Millwood Ave	City of Winch		9300	G	99%	0%	1%	0%	0%	0%	С	0.081	F	0.944	9800	C
<u>*)                                    </u>	To	US 50	) Jubal Early	Drive												
North	From	S	CL Winchest	ter												
81)	City of Winchester	(Maint: 34) 0.07	31000	Α	79%	1%	1%	1%	17%	1%	С	0.097	Α		31000	F
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	61000	Α	80%	1%	1%	1%	17%	1%	С	NA			62000	1
	To	N	CL Winches	ter												
South	From	S	CL Winchest	ter												
81)	City of Winchester	(Maint: 34) 0.07	30000	Α	80%	1%	1%	1%	16%	1%	С	0.097	Α		31000	P
$\bigcirc$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	61000	Α	80%	1%	1%	1%	17%	1%	С	NA			62000	P
	To	N	CL Winches	ter												
~~ ~~	From		I-81													
522 (50) (17) Millwood Av	e City of Winch		26000	N	98%	0%	1%	0%	1%	0%	Ν	0.088	Ν	0.639	28000	١
$\sim \sim \sim$	To		Par; Jubal E													
522 \( \int 50 \) \( \int 17 \) Jubal Early	Or City of Winch		Par, Millwo	G Ave	98%	0%	1%	0%	1%	0%	С	0.088	F	0.639	28000	(
522 (50) (17) Jubal Early	To		ple Blossom		0070	0 70		0 70	1 /0	070	J	0.000	•	0.000	20000	`
	From		ubal Early D													
522 50 17 Apple Bloss	om Dr City of Winch	ester 0.05	11000	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.87	11000	(
$\sim \sim \sim$	То		Par, Millwo													
522 50 17 Millwood Av	City of Winch		ar; Apple Blo 13000	ossom D <b>G</b>		0%	2%	00/	10/	00/	С	0.085	F	0.500	14000	,
522 \ (50 \) \ (17 \) Millwood Av	e City of Winch		13000 3 11 Cameron		97%	0%	2%	0%	1%	0%	C	0.085	Г	0.563	14000	(
	From		Millwood Av													
				G	97%	1%	1%	0%	1%	0%	С	0.089	F	0.556	6400	(
522 \( \int 11 \) \( \int 50 \) Came	ron St City of Winch	nester 0.53	6100	a	01,70											
522 (11) (1,1) (50) Came	ron St City of Winch Combined Traffic Estimates for 2 Parallel			G	97%	1%	1%	0%	0%	0%	С	NA			14000	(
522 11 11 50 Came	•	Roadways on this Route:	13000	G			1%	0%	0%	0%	С	NA			14000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	13000 Boscawen S	G	97%	1%					C F			0.646		
522 11 (1) (50) Came 522 11 (1) (50) Came	Combined Traffic Estimates for 2 Parallel	Roadways on this Route: ester 0.17	13000 Boscawen S 8200	G			1% ————————————————————————————————————	0% 0% 0%	0% 1% 1%	0% 0% 0%	C F F	0.096 0.097	F F	0.646 0.516	8700 15000	G G

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

Pouto	Jurisdiction	Longth	AADT	0.4	4Tiro	Duo		Tru	ck		QC	K	QK	Dir	AAWDT	OW
Route	Junsaiction	Length	AADT	QA	4Tire	bus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	QW
~~ ~ ~~	From:		11 Cameron	ı St												
$522$ $\left(\begin{array}{c}7\end{array}\right)\left(\begin{array}{c}50\end{array}\right)$ Piccadilly St	City of Winchester	0.18	7700	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.630	8200	G
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	9600	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.523	10000	G
	To	US 50,	SR 7 Brado	lock St												
Piccadilly St	City of Winchester		5400	G	97%	0%	1%	0%	1%	0%	F	0.096	F	0.599	5700	G
	To:	F	airmont Av	e												
~~	From:		Piccadilly St	İ												
₅₂₂ Fairmont Ave	City of Winchester	0.22	5300	G	97%	0%	1%	0%	1%	0%	F	0.102	F	0.595	5600	G
<del>~_</del>	To: From:	C	ommercial S	St												
522 Fairmont Ave	City of Winchester	0.55	11000	G	97%	0%	1%	0%	1%	0%	С	0.101	F	0.636	12000	G
~	To:	NO	CL Winches	ter												
	From:	US 522,	US 11 Can	neron St												
522 (11) (50) Gerrard St	City of Winchester	0.10	8600	G	97%	0%	1%	0%	1%	0%	F	0.088	F	0.595	9100	G
	To	US	11 Valley A	Ave			$\neg$ $\vdash$									
522 (50) Gerrard St	City of Winchester		6900	G	97%	1%	2%	0%	0%	0%	F	0.086	F	0.529	7300	G
	То:	]	Braddock St	t												
	From:		Gerrard St													
$522$ $\left(50\right)\left(11\right)\left(50\right)$ Braddoo	•		7400	G	97%	1%	2%	0%	0%	0%	С	0.087	F		7800	G
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	13000	G	97%	1%	1%	0%	0%	0%	С	NA			14000	G
	To:	US:	50 Boscawe	n St			$\neg$ $\vdash$									
$\widetilde{522}$ $\widetilde{\binom{11}{p}}$ $\widetilde{\binom{50}{5}}$ $\widetilde{\binom{522}{522}}$ Braddoo	ck St City of Winchester	0.17	6100	G	97%	1%	1%	0%	1%	0%	F	0.099	F	0.668	6500	G
	Combined Traffic Estimates for 2 Parallel Road	ways on this Route:	14000	G	97%	1%	1%	0%	1%	0%	F	0.097	F	0.516	15000	G
	To:		22 Piccadil	ly St												

						Oity of Willomester								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Winchester														
Waadataak I n	0.62	2500	G	000/	10/	Pleasant Valley Rd	00/		0.102	_	0.546	2600	G	2013
1 Woodstock Ln	0.63	<b>2000</b>	<u> </u>	98%	1%	1% 0% 0% ECL Winchester	0%	С	0.102	F	0.546	2600	G	2013
		From	1						1					
Fort Collier Dr	0.16	7300	G	93%	1%	Berryville Ave 1% 1% 4%	0%	С	0.09	F	0.549	7700	G	2013
2 Fort Collier Dr	0.10	То		0070	1 /0	NCL Winchester	- 070		-0.00	•	0.040	7700	u	2010
		From				Handley Blvd			1					
3 Washington St	0.64	2700	G	98%	1%	0% 0% 0%	0%	С	0.091	F	0.612	2900	G	2013
9) "		To				Piccadilly St								
		From				Braddock St								
4 Handley Blvd	0.08	8200	G	98%	1%	0% 0% 0%	0%	F	0.092	F	0.530	8700	G	2013
<u>)</u>		To				Washington St								
		From	:			Valley Ave								
5 Tevis Ave	0.21	7300	G	99%	0%	0% 0% 0%	0%	С	0.093	F	0.520	7800	G	2013
<u> </u>		To				Cedarmeade Ave								
		From				Tevis St								
6 Cedarmeade Ave	0.55	1400	G	97%	2%	1% 0% 0%	0%	С	0.116	F	0.512	1400	G	2013
$\smile$		To			-	Papermill Rd								
<u> </u>		From	:			Handley Ave								
7 ) Jubal Early Dr	0.65	5500	G	98%	1%	0% 0% 0%	0%	F	0.095	F	0.524	5900	G	2013
		To From				US 11 Valley Avenue								
7 Jubal Early Dr	0.98	20000	G	98%	1%	0% 0% 0%	0%	F	0.093	F	0.514	21000	G	2013
<u> </u>		To	c .			US 50 Apple Blossom Dr								
		From				WCL Winchester								
Gedar Creek Grade	0.52	13000	G	96%	0%	2% 1% 1%	0%	С	0.102	F	0.594	13000	G	2013
		To From				Valley Ave								
Weems Ln	0.50	11000	G	98%	0%	1% 0% 0%	0%	С	0.101	F	0.529	12000	G	2013
<u> </u>		To				Papermill Rd								
		From				Valley Ave								
Middle Rd	1.01	3700	G	99%	0%	1% 0% 0%	0%	С	0.103	F	0.614	4000	G	2013
		To	1			WCL Winchester								
O		From				US 50 Amherst St								
₅₂₀₃ Fox Dr	0.86	5200	G	97%	2%	1% 0% 0%	0%	С	0.106	F	0.514	5500	G	2013
<u> </u>		10	1			NCL Winchester								
O 1 0	0.00	From	L	000/	40/	US 11 Cameron St				_	0.540	0000	•	0010
5204 Cork St	0.08	8400	G	98%	1%	1% 0% 0%	0%	F	0.085	F	0.546	8900	G	2013
<u> </u>		To From				Kent St								
Cork St	0.48	9700	G	98%	1%	1% 0% 0%	0%	F	0.087	F	0.567	10000	G	2013
$\overline{}$		To			13	38-5213 Pleasant Valley Rd								
5204) Cork St	0.44	11000	G	98%	1%	1% 0% 0%	0%	С	0.095	F	0.536	11000	G	2013
$\overline{}$		To				ECL Winchester								
		From				Fairmont Ave								
5206) Commercial St	0.29	3200	G	97%	0%	1% 0% 1%	0%	С	0.105	F	0.644	3400	G	2013
$\overline{}$		To			-	Cameron St		-						
		From				SCL Winchester								
Shawnee Dr	0.67	4900	G	95%	1%	1% 1% 2%	0%	С	0.090	F	0.574	5200	G	2013
<u> </u>		То	<u></u>			Papermill Rd								
<u> </u>		From				SECL Winchester	_	•				_		
Papermill Rd	0.86	9600	G	97%	0%	1% 0% 1%	0%	С	0.094	F	0.512	10000	G	2013
$\overline{}$		To				Pleasant Valley Rd								
		2000	G	97%	10/	1% 0% 0%	0%	С	0.097	F	0.537	6500	G	2013
₅₂₀₉ Papermill Rd	0.64	6200	G	9/70	1%	170 070 070	0,0	_	0.00.	•				
Papermill Rd	0.64	6200 To	-	9170	1 70				<u> </u>					
Papermill Rd  5209 Loudoun St	0.64	6200 From 14000	G	98%	1%	Weems Lane 1% 0% 0%	0%	С	0.092	· F	0.588	15000	G	2013

						Oity Oi	VVIIIONOS	toi								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
itv of Winchester													. 40101			
209) Loudoun St	0.72	5100	L	97%	0%	Juba 1%	al Early Dr 1%	0%	0%	С	0.098	F	0.512	5400	G	2013
Loudoun St	0.72	To		37 70	0 70		errard St	0 70	0 70		0.000	•	0.512	3400	G	2010
		From	1:				permill Rd				i					
Pleasant Valley Rd	1.22	20000	G	98%	0%	1%	0%	1%	0%	С	0.089	F	0.501	21000	G	2013
		To				Inhal	Early Drive									
Pleasant Valley Rd	0.36	22000 From	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.503	24000	G	2013
,		To	,													
Pleasant Valley Rd	0.91	22000	G	98%	0%	1%	lwood Ave 0%	0%	0%	С	0.084	F	0.508	23000	G	2013
5213) - 10404111 - 14110) - 14	0.0.								0 / 0			•	0.000		<u>.</u>	_0.0
Pleasant Valley Rd	0.36	17000	G	98%	0%	1%	Cork St 0%	1%	0%	F	0.084	F	0.51	18000	G	2013
Pleasant Valley Rd	0.00	17000 To	. <u> </u>	30 78	0 70		ryville Ave	1 /0	0 70		0.004	•	0.51	10000	ч	2010
		From	1:				tional Ave									
Smithfield Ave	0.63	2100	G	94%	2%	3%	1%	1%	0%	С	0.1	F	0.536	2200	G	2013
221) 6	0.00	To	):	0.70			Winchester		0 70		<b>–</b>	•	0.000		<u>.</u>	_0.0
		From	1:				mmit Ave									
2nd St		160	G			, Ju	inini 71vc				0.160	F	0.661	170	G	2013
		To				Par	ermill Rd									
		From	1:			Во	scawen St									
Amherst St		4800	G								0.098	F	0.697	5100	G	2013
		To	00			Bra	addock St									
		From	1:			Sh	awnee Dr									
Battaile Dr		810	G								0.143	F	0.51	860	G	2013
		To	):			SCL	Winchester									
		From	1:			Wei	ntworth Dr									
Beachcroft Rd		200	G								0.121	F	0.52	210	G	2013
		To	0:			Oa	kwood Ct									
		From				Va	alley Ave									
Bellview Ave		850	G								0.1	F	0.587	900	G	2013
		To	):			I	ewis St									
D 10:		From	1:			Lo	oudoun St					_			_	
Bond St		380	G								0.093	F	0.568	400	G	2013
							meron St									
Braddock St		From				Jac	kson Ave				0.103	_	0.500	670	_	2012
Braddock St		630	G			T.o.	anat Aria				0.103	F	0.533	670	G	2013
		From					cust Ave									
Branner Ave		370	G			R	idge Ave				0.105	F	0.704	390	G	2013
Diamilei Ave		370 To	. G			1	saac St				0.103	'	0.704	330	u	2010
		From	1:				Green St									
Butler Ave		210	G				neen st				0.159	F	0.546	220	G	2013
24.6.7.10		To	):			]	Beau St					•	0.0.0		<u>.</u>	_0.0
		From	n:				d Fort Rd				1					
Caroline St		280	G				a r on rea				0.112	F	0.528	300	G	2013
		To	0:			N	Iarion St									
		From	1:			Wh	itlock Ave									
Commerce St		850	G								0.1	F	0.573	900	G	2013
		To	00			Sou	thwerk St									
	<u> </u>	From	1:			E	Bruce St							<u> </u>		
Dunlap St		190	G								0.134	F	0.6	200	G	2013
		To	):			WCL	Wincheste	•								
		From	1:			S L	oudoun St									
E Southwerk St		1700	G								0.098	F	0.679	1800	G	2013
		To	):			SC	ameron St									

Route	Length AADT	QA	4Tire	Bus		Truck e 3+Axle 17	$\cap C$	K Factor	QK	Dir Factor	AAWDT	QW	Yea
of Winchester	Fron				En	adariak Ava							
Elm St	3000	G			Fre	ederick Ave		0.095	F	0.545	3200	G	2013
	To				Wo	oodland Ave							
	Fron				-	Grove St							
Euclid Ave	240	G						0.115	F	0.586	250	G	2013
	Te	c			Woo	odstock Lane							
	Fron				S.I	Loudoun St							
Glaize Ave	270	G				D 17 1		0.108	F	0.5	280	G	2013
		<u> </u>				Dead End		_					
Handley Ave	Fron <b>660</b>	G			W	hitlock Ave		0.143	F	0.643	700	G	2013
Handicy Ave	To	_			S	Sheridan St		0.140		0.040	700	u	201
	From	c				apermill Rd							
Imperial St	120	G			1 4	рении ка		0.153	F	0.605	130	G	201
· 	To	c			Su	aperior Ave							
	Fron	i:			В	raddock St							
Jackson Ave	400	G						0.106	F	0.551	420	G	201
	Te	c			Penn	nsylvania Ave							
	From					Beau St			_			_	
Kent St	910	G			****			0.11	F	0.596	970	G	201
	From	:				L Winchester oscawen St							
Kent St	3800	G				Joed Well Dr		0.087	F	0.545	4000	G	201
	Te	c			I	Philpot St							
	Fron	i.			P	arkway St							
Leicester St	360	G						0.113	F	0.839	390	G	201
	To	c			Sh	nawnee Ave							
	Fron	<u> </u>			Bı	ranner Ave			_	0.500	0.40	•	004
Marion St	<b>320</b>	G				Caroline St		0.113	F	0.532	340	G	201
	From	1											
Massanutten Terrace	130	G			Ho	ockman Ave		0.110	F	0.613	140	G	201
	To	<u> </u>			N	Middle Rd			-			-	
	From	c			H	andley Ave							
Miller St	440	G						0.101	F	0.699	460	G	201
	To	c			N	Masters Ln							
	Fron					Elm St							
Orchard Ave	150	G						0.118	F	0.564	160	G	201
	To	c				L Winchester							
Davidous Ot	Fron	<u> </u>			P	all Mall St			_	0.575	000	_	004
Parkway St	840	G				eicester St		0.107	F	0.575	890	G	201
	Fron												
Pennsylvania Ave	520	G				Richards		0.101	F	0.509	560	G	201
r omiojivama rivo	To				Ja	ickson Ave			•	0.000	000	ŭ	
	From	ı				nirmont Ave		Ì					
Peyton St	350	G						0.134	F	0.536	370	G	201
	Te	·			B	raddock St							
	Fron				I	Dead End							
Pleasant Valley Rd	350	G						0.196	F	0.790	370	G	201
	To	<u> </u>				apermill Rd							
	From					Cork St				:::		_	
Purcell Ave	1600	G				C C:		0.192	F	0.561	1700	G	201
						Grove St							
	-				_								
S Kent St	From <b>850</b>	G			<u>I</u>	E Bond St		0.108	F	0.594	900	G	201

						Oity of Willones	7.01	 						
Route	Length A	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	. •	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
of Winchester														
0 . 0		From:				Dulles Circle				_		050	_	004
Saratoga Dr		610	G			1 1 D			0.120	F	0.6	650	G	201
						Lake Dr								
Chamandaala A		From:				Leicester St						000	_	001
Shenandoah Ave		820 _{To}	G			Cork St			NA			890	G	201
Stewart St		From:				Wolfe St			0.000	F	0 505	9700	G	201
Stewart St	•	8300 _{то}	G			Boscawen St			0.090	Г	0.525	8700	G	201
Summit Ave		From:				2Nd St			0.109	F	0.556	170	G	201
Summit Ave		160 _{To:}	G			1St Street			0.109	Г	0.556	170	G	201
Tannuaan Aug		From:				Jefferson St			0.165	F	0.610	600	G	201
Tennyson Ave		570 _{To:}	G			Leicester St			0.165	Г	0.612	600	G	201
		From:												
Washington St	,		G			Boscawen St			0.094	F	0.546	2200	G	201
wasnington St	•	3100 To:	G			Amherst St			0.094	Г	0.546	3300	G	201
		-												
Wentworth Dr	_	From: 1200	G			Applecroft Rd			0.096	F	0.553	1200	G	201
wentworth Dr		1200 To:	G			Beachcroft Rd			0.096	Г	0.553	1200	G	201
		From:												
M/bittor Ava			G			Wood Ave				F	0.729	790	G	201
Whitter Ave		740 _{To:}	G			Ridge Ave			0.09	Г	0.729	790	G	201
		From:												
Wood Ave		590	G			Whitter Ave			0.098	F	0.579	620	G	201
WOOd Ave		390 To:	G			Lanny Dr			0.090	'	0.579	020	G	201
		-				·								
Woodland Ava		From:	•			Pine St			0.11	F	0.510	760	G	201
Woodland Ave		<b>720</b>	G			Elm St			0.11	Г	0.518	700	G	201
									_					
Much Ct		From:				Loudoun St				_	0.700	2600	_	001
Wyck St	;	3400 _{To:}	G			D 11 1 ~			0.11	F	0.702	3600	G	201
		10.				Braddock St								