

2011
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



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

Bypas - 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
2011
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													
7 50 522	Boscawen St City of Winchester	0.18	1900	F	99%	0%	0%	0%	0%	0%	C	0.090	F	2000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		9400	F	99%	0%	0%	0%	0%	0%	F	0.088	F	10000	F	
		To:	US 11 Cameron St													
	From:	Boscawen St														
7 11 11 50	Cameron St City of Winchester	0.17	8100	F	97%	1%	1%	0%	1%	0%	F	0.096	F	8600	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		14000	F	97%	1%	1%	0%	1%	0%	F	0.097	F	15000	F	
		To:	Piccadilly St													
	From:	US 11 Cameron St														
7	Piccadilly St City of Winchester	0.18	8800	F	97%	1%	1%	0%	2%	0%	F	0.088	F	9400	F	
		To:	East Lane													
	From:	Piccadilly St														
7	East Lane City of Winchester	0.02	8000	F	97%	1%	1%	0%	2%	0%	F	0.086	F	8500	F	
		To:	Fairfax Lane													
	From:	Highland Ave														
7	National Ave City of Winchester	0.32	8900	F	97%	1%	1%	0%	2%	0%	F	0.087	F	9400	F	
		To:	138-5213 Pleasant Valley Rd													
7	Berryville Ave City of Winchester	0.79	22000	F	97%	1%	1%	0%	2%	0%	C	0.087	F	23000	F	
		To:	Ross St													
7	Berryville Ave City of Winchester (Maint: 34)	0.16	25000	F	97%	1%	1%	0%	2%	0%	F	0.086	F	26000	F	
		To:	I-81; ECL Winchester													
		From:	US 50 Boscawen St													
7 522 11 50	Braddock St City of Winchester	0.17	6000	F	97%	1%	1%	0%	1%	0%	F	0.099	F	6300	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		14000	F	97%	1%	1%	0%	1%	0%	F	0.097	F	15000	F	
		To:	Piccadilly St													
	From:	Braddock St														
7 50 522	Piccadilly St City of Winchester	0.18	7500	F	99%	0%	0%	0%	0%	0%	F	0.091	F	8000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		9400	F	99%	0%	0%	0%	0%	0%	F	0.088	F	10000	F	
		To:	SR 7 Cameron St													
		From:	SCL Winchester													
11	Valley Ave City of Winchester	1.37	13000	F	97%	0%	0%	0%	2%	0%	F	0.09	F	14000	F	
		To:	Middle Rd													
	From:	Middle Rd														
11	Valley Ave City of Winchester	0.12	20000	F	97%	0%	0%	0%	2%	0%	F	0.088	F	21000	F	
		To:	Weems Lane													
	From:	Weems Lane														
11	Valley Ave City of Winchester	0.67	16000	F	97%	0%	0%	0%	2%	0%	F	0.090	F	17000	F	
		To:	Jubal Early Dr													
	From:	Jubal Early Dr														
11	Valley Ave City of Winchester	0.59	10000	F	97%	0%	0%	0%	2%	0%	F	0.089	F	11000	F	
		To:	US 11 Par Braddock St													
	From:	US 11 Par Braddock St														
11	Valley Ave City of Winchester	0.09	1700	F	97%	0%	1%	0%	1%	0%	F	0.098	F	1800	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		12000	F	95%	2%	3%	0%	0%	0%	F	0.089	F	12000	F	
		To:	Gerrard St													




































Virginia Department of Transportation
Traffic Engineering Division
2011
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						
11 50 522 Gerrard St	From: Valley Ave	0.10	8400	F	97%	0%	1%	0%	1%	0%	F	0.088	F	8900	F	
	To: Cameron St															
11 11 50 522 Cameron St	From: US 50 Gerrard St	0.53	5900	F	97%	1%	1%	0%	1%	0%	C	0.089	F	6300	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 13000 F 97% 1% 1% 0% 0% 0% C NA 14000 F															
11 11 50 522 Cameron St	From: Boscawen St	0.17	8100	F	97%	1%	1%	0%	1%	0%	F	0.096	F	8600	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 14000 F 97% 1% 1% 0% 1% 0% F 0.097 F 15000 F															
11 Cameron St	From: Piccadilly St	0.83	6200	F	97%	0%	1%	0%	1%	0%	C	0.091	F	6500	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 9900 F 97% 1% 1% 0% 1% 0% C 0.089 F 11000 F															
11 Martinsburg Pike	From: US 11 Par, Loudoun St	0.31	8800	F	97%	0%	1%	0%	1%	0%	F	0.091	F	9300	F	
	To: NCL Winchester															
11 Braddock St	From: US 11 Valley Ave	0.09	9800	F	94%	2%	3%	0%	0%	0%	F	0.09	F	10000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 12000 F 95% 2% 3% 0% 0% 0% F 0.089 F 12000 F															
11 50 50 522 Braddock St	From: Gerrard St	0.53	7200	F	97%	1%	2%	0%	0%	0%	C	0.087	F	7600	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 13000 F 97% 1% 1% 0% 0% 0% C NA 14000 F															
11 522 50 522 Braddock St	From: Boscawen St	0.17	6000	F	97%	1%	1%	0%	1%	0%	F	0.099	F	6300	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 14000 F 97% 1% 1% 0% 1% 0% F 0.097 F 15000 F															
11 Braddock St	From: Piccadilly St	0.36	2500	F	94%	2%	3%	0%	0%	0%	C	0.092	F	2700	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 8700 F 97% 1% 2% 0% 1% 0% C NA 9200 F															
11 North Ave	From: North Ave	0.03	440	F	97%	1%	2%	0%	0%	0%	C	0.1	F	460	F	
	To: Braddock St															
11 Loudoun St	From: Loudoun St	0.30	2400	F	98%	1%	1%	0%	0%	0%	C	0.091	F	2600	F	
	To: North Ave															
11 Loudoun St	From: North Ave	0.30	2400	F	98%	1%	1%	0%	0%	0%	C	0.091	F	2600	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 8600 F 98% 1% 1% 0% 1% 0% C NA 9100 F															
11 Loudoun St	From: Wyck St	0.24	3800	F	97%	1%	0%	0%	1%	0%	C	0.095	F	4000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 9900 F 97% 1% 1% 0% 1% 0% C 0.089 F 11000 F															
17 50 522 Millwood Ave	From: US 11 Cameron St	0.09	25000	N	98%	0%	1%	0%	1%	0%	N	0.088	N	27000	N	
	To: I-81															
	From: Jubal Early Dr															

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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:	US 50 Par, Millwood Ave														
17 50 522	Jubal Early Dr	City of Winchester	0.06	25000	F	98%	0%	1%	0%	1%	0%	C	0.088	F	27000	F
	To:	Apple Blossom Dr														
	From:	Jubal Early Dr														
17 50 522	Apple Blossom Dr	City of Winchester	0.05	10000	F	98%	0%	1%	0%	1%	0%	F	0.089	F	11000	F
	To:	US 50 Par, Millwood Dr														
	From:	US 50 Par, Apple Blossom Dr														
17 50 522	Millwood Ave	City of Winchester	0.75	12000	F	97%	1%	2%	0%	0%	0%	F	0.085	F	13000	F
	To:	US 11 Cameron St														
	From:	WCL Winchester														
50	Amherst St	City of Winchester	0.64	19000	F	99%	0%	1%	0%	0%	0%	F	0.095	F	20000	F
	To:	Fox Dr														
	From:	Amherst St														
50	Amherst St	City of Winchester	0.75	15000	F	99%	0%	1%	0%	0%	0%	C	0.09	F	16000	F
	To:	Boscawen St														
	From:	Amherst St														
50	Boscawen St	City of Winchester	0.37	11000	F	99%	0%	1%	0%	0%	0%	F	0.089	F	12000	F
	To:	Braddock St														
	From:	Boscawen St														
50 11 50 522	Braddock St	City of Winchester	0.53	7200	F	97%	1%	2%	0%	0%	0%	C	0.087	F	7600	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			13000	F	97%	1%	1%	0%	0%	0%	C	NA		14000	F
	To:	Gerrard St														
	From:	Braddock St														
50 522	Gerrard St	City of Winchester	0.07	6800	F	97%	1%	2%	0%	0%	0%	F	0.086	F	7200	F
	To:	Valley Ave														
	From:	Gerrard St														
50 11 522	Gerrard St	City of Winchester	0.10	8400	F	97%	0%	1%	0%	1%	0%	F	0.088	F	8900	F
	To:	US 11 Cameron St														
	From:	US 11 Cameron St														
50 17 522	Millwood Ave	City of Winchester	0.75	12000	F	97%	1%	2%	0%	0%	0%	F	0.085	F	13000	F
	To:	US 50 Par, Apple Blossom Dr														
	From:	US 50 Par, Millwood Dr														
50 17 522	Apple Blossom Dr	City of Winchester	0.05	10000	F	98%	0%	1%	0%	1%	0%	F	0.089	F	11000	F
	To:	Jubal Early Dr														
	From:	Apple Blossom Dr														
50 17 522	Jubal Early Dr	City of Winchester	0.06	25000	F	98%	0%	1%	0%	1%	0%	C	0.088	F	27000	F
	To:	US 50 Par, Millwood Ave														
	From:	US 50 Par, Jubal Early Dr														
50 17 522	Millwood Ave	City of Winchester	0.09	25000	N	98%	0%	1%	0%	1%	0%	N	0.088	N	27000	N
	To:	I-81														
	From:	Boscawen St														
50 522 11 522	Braddock St	City of Winchester	0.17	6000	F	97%	1%	1%	0%	1%	0%	F	0.099	F	6300	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	F	97%	1%	1%	0%	1%	0%	F	0.097	F	15000	F
	To:	Piccadilly St														
	From:	Braddock St														
50 7 522	Piccadilly St	City of Winchester	0.18	7500	F	99%	0%	0%	0%	0%	0%	F	0.091	F	8000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			9400	F	99%	0%	0%	0%	0%	0%	F	0.088	F	10000	F
	To:	Cameron 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: Piccadilly St															
    Cameron St	City of Winchester	0.17	8100	F	97%	1%	1%	0%	1%	0%	F	0.096	F	8600	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		14000	F	97%	1%	1%	0%	1%	0%	F	0.097	F	15000	F	
	To: Boscawen St															
    Cameron St	City of Winchester	0.53	5900	F	97%	1%	1%	0%	1%	0%	C	0.089	F	6300	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		13000	F	97%	1%	1%	0%	0%	0%	C	NA		14000	F	
	To: US 50 Millwood Ave															
 Millwood Ave	City of Winchester	0.18	9100	F	99%	0%	1%	0%	0%	0%	C	0.081	F	9600	F	
	To: US 50 Jubal Early Drive															
North 	From: SCL Winchester															
	City of Winchester (Maint: 34)	0.07	30000	A	78%	1%	1%	1%	19%	1%	C	0.096	A	30000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		59000	F	78%	1%	1%	1%	18%	1%	C	NA		60000	F	
	To: NCL Winchester															
South 	From: SCL Winchester															
	City of Winchester (Maint: 34)	0.07	29000	F	79%	1%	1%	1%	18%	1%	C	0.095	A	30000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		59000	F	78%	1%	1%	1%	18%	1%	C	NA		60000	F	
	To: NCL Winchester															
   Millwood Ave	City of Winchester	0.09	25000	N	98%	0%	1%	0%	1%	0%	N	0.088	N	27000	N	
	To: US 50 Par; Jubal Early Dr															
   Jubal Early Dr	City of Winchester	0.06	25000	F	98%	0%	1%	0%	1%	0%	C	0.088	F	27000	F	
	To: Apple Blossom Dr															
   Apple Blossom Dr	City of Winchester	0.05	10000	F	98%	0%	1%	0%	1%	0%	F	0.089	F	11000	F	
	To: US 50 Par; Millwood Dr															
   Millwood Ave	City of Winchester	0.75	12000	F	97%	1%	2%	0%	0%	0%	F	0.085	F	13000	F	
	To: US 11 Cameron St															
    Cameron St	City of Winchester	0.53	5900	F	97%	1%	1%	0%	1%	0%	C	0.089	F	6300	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		13000	F	97%	1%	1%	0%	0%	0%	C	NA		14000	F	
	To: Boscawen St															
    Cameron St	City of Winchester	0.17	8100	F	97%	1%	1%	0%	1%	0%	F	0.096	F	8600	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		14000	F	97%	1%	1%	0%	1%	0%	F	0.097	F	15000	F	
	To: SR 7 Piccadilly St															
   Piccadilly St	City of Winchester	0.18	7500	F	99%	0%	0%	0%	0%	0%	F	0.091	F	8000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		9400	F	99%	0%	0%	0%	0%	0%	F	0.088	F	10000	F	
	To: US 50, SR 7 Braddock St															
 Piccadilly St	City of Winchester	0.19	5200	F	97%	0%	1%	0%	1%	0%	F	0.096	F	5500	F	
	To: Fairmont Ave															

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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: Piccadilly St																
522 Fairmont Ave	City of Winchester	0.22	5200	F	97%	0%	1%	0%	1%	0%	F	0.102	F	5500	F	
To: Commercial St																
From: Commercial St																
522 Fairmont Ave	City of Winchester	0.55	11000	F	97%	0%	1%	0%	1%	0%	C	0.101	F	11000	F	
To: NCL Winchester																
From: US 522, US 11 Cameron St																
522 11 50 Gerrard St	City of Winchester	0.10	8400	F	97%	0%	1%	0%	1%	0%	F	0.088	F	8900	F	
To: US 11 Valley Ave																
From: US 11 Valley Ave																
522 50 Gerrard St	City of Winchester	0.07	6800	F	97%	1%	2%	0%	0%	0%	F	0.086	F	7200	F	
To: Braddock St																
From: Braddock St																
522 50 11 50 Braddock St	City of Winchester	0.53	7200	F	97%	1%	2%	0%	0%	0%	C	0.087	F	7600	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			13000	F	97%	1%	1%	0%	0%	0%	C	NA		14000	F	
To: US 50 Boscawen St																
From: US 50 Boscawen St																
522 11 50 522 Braddock St	City of Winchester	0.17	6000	F	97%	1%	1%	0%	1%	0%	F	0.099	F	6300	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	F	97%	1%	1%	0%	1%	0%	F	0.097	F	15000	F	
To: US 522 Piccadilly St																

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						2Axle	3+Axle	1Trail	2Trail							
City of Winchester																
① Woodstock Ln	0.63	2400	F	98%	1%	1%	0%	0%	0%	C	0.102	F		2600	F	2011
② Fort Collier Dr	0.16	7100	F	93%	1%	1%	1%	4%	0%	C	0.09	F		7600	F	2011
③ Washington St	0.64	2700	F	98%	1%	0%	0%	0%	0%	C	0.091	F		2800	F	2011
④ Handley Blvd	0.08	8000	F	98%	1%	0%	0%	0%	0%	F	0.092	F		8500	F	2011
⑤ Tevis Ave	0.21	7200	F	99%	0%	0%	0%	0%	0%	C	0.093	F		7600	F	2011
⑥ Cedarmeade Ave	0.55	1300	F	97%	2%	1%	0%	0%	0%	C	0.116	F		1400	F	2011
⑦ Jubal Early Dr	0.65	5400	F	98%	1%	0%	0%	0%	0%	F	0.095	F		5700	F	2011
⑦ Jubal Early Dr	0.98	19000	F	98%	1%	0%	0%	0%	0%	F	0.093	F		21000	F	2011
⑤200 Cedar Creek Grade	0.52	12000	F	98%	0%	1%	0%	0%	0%	F	0.102	F		13000	F	2011
⑤200 Weems Ln	0.50	11000	F	98%	0%	1%	0%	0%	0%	C	0.101	F		11000	F	2011
⑤201 Middle Rd	1.01	3700	F	99%	0%	1%	0%	0%	0%	C	0.103	F		3900	F	2011
⑤203 Fox Dr	0.86	5100	F	97%	2%	1%	0%	0%	0%	C	0.106	F		5400	F	2011
⑤204 Cork St	0.08	8200	F	98%	1%	1%	0%	0%	0%	F	0.085	F		8700	F	2011
⑤204 Cork St	0.48	9400	F	98%	1%	1%	0%	0%	0%	F	0.087	F		10000	F	2011
⑤204 Senseny Rd	0.44	10000	F	98%	1%	1%	0%	0%	0%	C	0.095	F		11000	F	2011
⑤206 Commercial St	0.29	3200	F	97%	0%	1%	0%	1%	0%	C	0.105	F		3400	F	2011
⑤207 Shawnee Dr	0.67	4800	F	95%	1%	1%	1%	2%	0%	C	0.090	F		5100	F	2011
⑤209 Papermill Rd	0.86	9400	F	98%	1%	1%	0%	0%	0%	F	0.094	F		9900	F	2011
⑤209 Papermill Rd	0.64	6000	F	98%	1%	1%	0%	0%	0%	F	0.097	F		6400	F	2011
⑤209 Loudoun St	0.58	13000	F	98%	1%	1%	0%	0%	0%	C	0.092	F		14000	F	2011

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						2Axle	3+Axle	1Trail	2Trail							
City of Winchester																
(5209) Loudoun St	0.57	5000	F	98%	1%	1%	0%	0%	0%	F	0.098	F		5300	F	2011
(5213) Pleasant Valley Rd	1.22	19000	F	98%	0%	1%	0%	1%	0%	C	0.089	F		20000	F	2011
(5213) Pleasant Valley Rd	0.36	22000	F	98%	0%	1%	0%	1%	0%	F	0.089	F		23000	F	2011
(5213) Pleasant Valley Rd	0.91	21000	F	98%	0%	1%	0%	1%	0%	F	0.084	F		22000	F	2011
(5213) Pleasant Valley Rd	0.36	17000	F	98%	0%	1%	0%	1%	0%	F	0.084	F		18000	F	2011
(5221) Smithfield Ave	0.63	2100	F	94%	2%	3%	1%	1%	0%	C	0.1	F		2200	F	2011
2nd St		150	F								0.160	F		160	F	2011
Amherst St		9600	F								0.098	F		10000	F	2011
Battaile Dr		790	F								0.143	F		840	F	2011
Beachcroft Rd		190	F								0.121	F		200	F	2011
Bellview Ave		830	F								0.1	F		880	F	2011
Bond St		370	F								0.093	F		390	F	2011
Braddock St		620	F								0.103	F		650	F	2011
Branner Ave		360	F								0.105	F		380	F	2011
Butler Ave		200	F								0.159	F		210	F	2011
Caroline St		280	F								0.112	F		290	F	2011
Commerce St		830	F								0.1	F		880	F	2011
Dunlap St		180	F								0.134	F		190	F	2011
E Southwerk St		1600	F								0.098	F		1700	F	2011

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						2Axle	3+Axle	1Trail	2Trail							
City of Winchester																
Elm St		2900	F			From: Frederick Ave				0.095	F			3100	F	2011
						To: Woodland Ave										
Euclid Ave		230	F			From: Grove St				0.115	F			250	F	2011
						To: Woodstock Lane										
Glaize Ave		260	F			From: S.Loudoun St				0.108	F			270	F	2011
						To: Dead End										
Handley St		650	F			From: Whitlock Ave				0.143	F			690	F	2011
						To: Sheridan St										
Imperial St		120	F			From: Papermill Rd				0.153	F			120	F	2011
						To: Superior Ave										
Jackson Ave		390	F			From: Braddock St				0.106	F			410	F	2011
						To: Pennsylvania Ave										
Kent St		890	F			From: Beau St				0.11	F			950	F	2011
						To: WCL Winchester										
Kent St		3700	F			From: Boscawen St				0.087	F			4000	F	2011
						To: Philpot St										
Leicester St		360	F			From: Parkway Ave				0.113	F			380	F	2011
						To: Shawnee Ave										
Marion St		320	F			From: Branner Ave				0.113	F			330	F	2011
						To: Caroline St										
Massanutten Terrace		130	F			From: Hockman Ave				0.110	F			140	F	2011
						To: Middle Rd										
Miller St		430	F			From: Handley St				0.101	F			450	F	2011
						To: Masters Ln										
Orchard Ave		150	F			From: Elm St				0.118	F			160	F	2011
						To: ECL Winchester										
Parkway Ave		820	F			From: Pall Mall St				0.107	F			870	F	2011
						To: Leicester St										
Pennsylvania Ave		510	F			From: Richards				0.101	F			540	F	2011
						To: Jackson Ave										
Peyton St		340	F			From: Fairmont Ave				0.134	F			360	F	2011
						To: Braddock St										
Pleasant Valley Rd		340	F			From: Dead End				0.196	F			360	F	2011
						To: Papermill Rd										
Purcell Ave		1500	F			From: Cork St				0.192	F			1600	F	2011
						To: Grove St										
S Kent St		830	F			From: Millwood Ave				0.108	F			880	F	2011
						To: Southwerk St										

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						2Axle	3+Axle	1Trail	2Trail							
City of Winchester																
Saratoga Dr		600	F			From: Dulles Circle				0.120	F			640	F	2011
						To: Lake Dr										
Shenandoah Ave		810	G			From: Leicester St				NA			880	G	2011	
						To: Cork St										
Stewart St		8100	F			From: Wolfe St				0.090	F		8600	F	2011	
						To: Boscawen St										
Summit Ave		150	F			From: 2Nd St				0.109	F		160	F	2011	
						To: 1St Street										
Tennyson Ave		550	F			From: Jefferson St				0.165	F		590	F	2011	
						To: Leicester St										
Washington St		3100	F			From: Boscawen St				0.094	F		3300	F	2011	
						To: Amherst St										
Wentworth Dr		1100	F			From: Applecroft Rd				0.096	F		1200	F	2011	
						To: Beachcroft Rd										
Whitter Ave		730	F			From: Wood Ave				0.09	F		770	F	2011	
						To: Ridge Ave										
Wood Ave		570	F			From: Whitter Ave				0.098	F		610	F	2011	
						To: Lanny Dr										
Woodland Ave		700	F			From: Pine St				0.11	F		740	F	2011	
						To: Elm St										
Wyck St		3300	F			From: Loudoun St				0.11	F		3500	F	2011	
						To: Braddock St										