2018

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

29 US Route	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	

- Frontage Road (F precedes frontage route number)
- (600) Secondary Route

Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
\smile	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, Bra	addock S												
7 (50) (522) Boscawen S	St City of Winch	nester 0.18	1500	G	99%	0%	1%	0%	0%	0%	С	0.094	F		1600	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	9500	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.525	10000	G
	Te	US	11 Cameron	St												
	From		Boscawen St													
7 (11) (11) (50) Came			7700	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.559	8200	G
\bigcirc \bigcirc \bigcirc \bigcirc	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	14000	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.51	14000	G
	To		Piccadilly St													
D: 131 0:	Prom		11 Cameron		070/	40/	10/	00/	00/	00/	_	0.00	_	0.544	0000	_
7 Piccadilly St	City of Winch	nester 0.18	9300	G	97%	1%	1%	0%	2%	0%	F	0.09	F	0.511	9900	G
<u> </u>	From) T	East Lane Piccadilly St													
7 East Lane	City of Winch		8100	G	97%	1%	1%	0%	2%	0%	F	0.093	F	0.502	8600	G
7 East Lane	To		Fairfax Lane	<u> </u>	31 /6	1 /0	170	0 /0	2.70	0 70		0.000	'	0.502	0000	<u> </u>
	From		lighland Ave	;												
7 National Ave	City of Winch	-	9400	G	97%	1%	1%	0%	2%	0%	F	0.091	F	0.547	9900	G
	To	120 5216	DI VI	11 D.1												
7 Berryville Ave	City of Winch	L.	Pleasant Va 24000	G G	97%	1%	1%	0%	2%	0%	С	0.085	F	0.534	26000	G
7 Berryville Ave	City of Which	0.79	24000	G	97%	1 70	1 70	0%	270	0%	C	0.065	Г	0.554	20000	G
	To From	r r	Ross St													
7 Berryville Ave	City of Winchester	<u>`</u>	34000	G	97%	1%	1%	0%	2%	0%	F	0.084	F	0.578	36000	G
<u> </u>	То	I-81;	ECL Winche	ester												
	From	US 5	50 Boscawen	ı St												
$\left(\begin{array}{c}7\end{array}\right)\left(\begin{array}{c}522\end{array}\right)\left(\begin{array}{c}1\\1\end{array}\right)\left(\begin{array}{c}50\end{array}\right)$ Bradd	ock St City of Winch	nester 0.17	5800	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.601	6200	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	14000	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.51	14000	G
	To	x I	Piccadilly St													
_ ~ ~	From		Braddock St													
7 (50) (522) Piccadilly St	City of Winch		8000	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.624	8500	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	9500	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.525	10000	G
	To	SR	7 Cameron	St												
	From	sc sc	L Wincheste	er												
11 Valley Ave	City of Winch	nester 1.37	13000	G	95%	0%	1%	1%	4%	0%	F	0.086	F	0.532	14000	G
	To	4	Middle Rd													
11 Valley Ave	City of Winch	1.	18000	G	95%	0%	1%	1%	4%	0%	F	0.087	F	0.501	19000	G
(11) Valley Ave	Oity of Willer	0.12	10000	<u> </u>	JJ 76	0 70	1 70	1 /0	₹ /0	0 70		0.007	'	0.501	13000	<u> </u>
~~~ · · · · ·	To From		Veems Lane													
(11) Valley Ave	City of Winch	nester 0.67	15000	G	95%	0%	1%	1%	4%	0%	F	0.094	F	0.529	16000	G
<u> </u>		Jı	ıbal Early Dı	r			$\neg$ $\vdash$									
11 Valley Ave	City of Winch	I.	8700	G	95%	0%	1%	1%	4%	0%	F	0.093	F	0.501	9500	G
		Y 770 11	Don D 4.5													
11 Valley Ave	City of Winch		Par Braddoo	G St	98%	0%	1%	0%	1%	0%	F	0.091	F		1600	G
11 Valley Ave														0.55		
	Combined Traffic Estimates for 2 Parallel		10000	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.55	11000	G
	To	X.	Gerrard St													

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

11 (1) (50) (522) Cameron Si Com  (11) Cameron St  Com  (11) Martinsburg Pike	nbined Traffic Estimates for 2 Parallel F	ester 0.10  US ester 0.53 Roadways on this Route: ester 0.17 Roadways on this Route: ester 0.83 Roadways on this Route: US I ester 0.31	Boscawen St 7700	G G G G	98% 98% 98% 98% 98% 98%	1% 1% 1% 1%	2Axle  1%  1%  1%  1%  1%  1%  1%	3+Axle 0% 0% 0% 0% 0% 0%	17rail 1% 0% 0% 0% 1%	2Trail 0% 0% 0% 0% 0% 0%	C C F F C	0.085 0.091 0.093 0.092 0.09	P F F F	0.577 0.545 0.782 0.559 0.51	9000 6800 14000 8200 14000	( )
11) (1) (50) (522) Cameron Si Com  11) (1) (50) (522) Cameron Si Com  11) Cameron St  Com  11) Martinsburg Pike	t City of Wincher the City	ester 0.53 Roadways on this Route:  ester 0.17 Roadways on this Route:  ester 0.83 Roadways on this Route:  US I ester 0.31	8400 Cameron St 5 50 Gerrard 6400 13000 Boscawen St 7700 14000 Piccadilly St 6100 9800	G G G	98% 98% 98% 98%	1% 1% 1%	1% 1% 1% 1% 1%	0% 0% 0%	0% 0% 0% 0%	0% 0% 0% 0%	C C F	0.091 0.093 0.092 0.09	F F F	0.545 0.782 0.559	6800 14000 8200	0
11) (1,1) (50) (522) Cameron Si Com  11) (1,1) (50) (522) Cameron Si Com  11) Cameron St  Com  11) Martinsburg Pike	t City of Wincher the City	ester 0.53 Roadways on this Route:  ester 0.17 Roadways on this Route:  ester 0.83 Roadways on this Route:  US I ester 0.31	Cameron St 5 50 Gerrard 6400 13000 Boscawen St 7700 14000 Piccadilly St 6100 9800	G G G	98% 98% 98% 98%	1% 1% 1%	1% 1% 1% 1% 1%	0% 0% 0%	0% 0% 0% 0%	0% 0% 0% 0%	C C F	0.091 0.093 0.092 0.09	F F F	0.545 0.782 0.559	6800 14000 8200	0
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11) (1,1) (50) (522) Cameron Si Com  11) Cameron St  Com  11) Martinsburg Pike	t City of Winche hibined Traffic Estimates for 2 Parallel Form City of Winche hibined Traffic Estimates for 2 Parallel Form Proceedings of the Parallel Form Form Form Form Parallel Form Form Form Form Parallel Form Form Form Form Form Form Form Form	ester 0.17 Roadways on this Route:  ester 0.83 Roadways on this Route:  US I ester 0.31	7700 14000 Piccadilly St 6100 9800	G G	98% 98% 98%	1% 1%	1% 1%	0% 0%	0% 0%	0% 0%	F F	0.092	F	0.559	8200	(
Com Com Com Com Martinsburg Pike	City of Winche Traffic Estimates for 2 Parallel From From From Parallel From From From From From From From From	ester 0.17 Roadways on this Route:  ester 0.83 Roadways on this Route:  US 1 ester 0.31	7700 14000 Piccadilly St 6100 9800	G G	98%	1%	1%	0%	0%	0%	F	0.09	F			
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Com  Martinsburg Pike	bined Traffic Estimates for 2 Parallel F $\frac{r_{obs}}{r_{root}}$	ester 0.83 Roadways on this Route: US 1 ester 0.31	6100 9800	G			1%	0%	1%	0%	С					
Com    1   Martinsburg Pike	bined Traffic Estimates for 2 Parallel F $\frac{r_{obs}}{r_{root}}$	Roadways on this Route:  US 1 ester 0.31	9800				1%	0%	1%	0%	С					
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~	Too Front: City of Winche Too	ester 0.31	Par, Loudo		9170	1%	1%	1%	1%	0%	С	0.094	F	0.76	10000	(
~	City of Winche			un St												
~	To:	***	8200	G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.544	8700	(
~	From:	NO	CL Winchest	ter												
~	11011.	US	11 Valley A	Ave												
[1] Braddock St	City of Winche	ester 0.09	8900	G	98%	1%	1%	0%	0%	0%	F	0.099	F	0.618	9400	
P Com	bined Traffic Estimates for 2 Parallel F	Roadways on this Route:	10000	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.55	11000	
	To	<u> </u>	Gerrard St													
[1] (50) (50) (522) Braddock S	From:L St City of Winche	ester 0.53	6400	G	98%	1%	1%	0%	0%	0%	С	0.093	F		6800	
1,1 (50) (50) (522) Braddock S	bined Traffic Estimates for 2 Parallel F			G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.782	14000	
00111	- F	<u> </u>			0070	1 70		070	0 70	0 70	J	0.000	•	0.702	14000	
The state of the s	From		Boscawen St		000/	40/		00/	00/	00/		0.000	F	0.004	0000	
1,1 (522) (50) (522) Braddock S	city of Winches		5800	G	98%	1%	1%	0%	0%	0%	F	0.088	•	0.601	6200	(
Com	bined Traffic Estimates for 2 Parallel F	Roadways on this Route:	14000	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.51	14000	
	To: From:	,	Piccadilly St													
Braddock St	City of Winche	ester 0.28	2100	G	98%	1%	1%	0%	0%	0%	С	0.097	F	0.542	2200	
Com	bined Traffic Estimates for 2 Parallel F	Roadways on this Route:	8200	G	98%	1%	1%	0%	0%	0%	С	NA			8700	(
	To:		North Ave													
North Ave	From:		Braddock St		000/	00/		00/	00/	00/	_	0.117	_	0.5	400	
North Ave	City of Winche		400	G	99%	0%	0%	0%	0%	0%	С	0.117	F	0.5	430	(
Co	ombined Traffic Estimates for Parallel F		NA									NA			NA	
_	From:		Loudoun St North Ave													
1 Loudoun St	L City of Winche	ester 0.18	2100	G	99%	1%	0%	0%	0%	0%	С	0.093	F	0.578	2200	
D. )	bined Traffic Estimates for 2 Parallel F		8200	G	98%	1%	1%	0%	0%	0%	С	NA	•	0.070	8700	
Com	F	ioadways on this rioute.		<u> </u>	JU /6	1 /0	1 /0	0 /0	U /0	0 /0	J	1 1/7			0700	
~	To: From:	,	Wyck St		0051	461		40'	001	061		0.65.		0.6	0000	_
Loudoun St	City of Winche		3600	G	96%	1%	1%	1%	2%	0%	С	0.094	F	0.644	3900	(
Com	bined Traffic Estimates for 2 Parallel	Roadways on this Route:	9800	G	97%	1%	1%	1%	1%	0%	С	0.094	F	0.76	10000	(

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

_					_		Trı	ıck			K		Dir		
Route	Jurisdiction	Length <b>AADT</b>	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QV
17 50 522 Millwood Pike	City of Winchester (Maint: 34)	ECL Winche		95%	1%	1%	10/	2%	00/	NI	0.006	F	0.598	19000	N
17) (50) (522) Millwood Pike	City of Winchester (Maint. 34)	0.09 18000	N	95%	170	1%	1%	2%	0%	N	0.096	Г	0.598	19000	IN
17) (50) (522) Millwood Pike	City of Winchester	0.09 <b>32000</b>	N	98%	0%	1%	0%	1%	0%	N	0.087	F	0.501	34000	Ν
17) (50) (522) Millwood Pike	Tr:	Jubal Early		30 /6	0 /6	1/0	0 70	1 /0	0 70	14	0.007	'	0.501	34000	,
	From:	US 50 Par, Millw													
17) (50) (522) Millwood Ave	City of Winchester	0.06 <b>32000</b>	G	98%	0%	1%	0%	1%	0%	С	0.087	F	0.501	34000	(
~	To:	Apple Blosson													
Millwood Avo	City of Windhoster	Jubal Early		98%	0%	10/	00/	10/	00/	F	0.088	F	0.505	15000	(
17) 50 522 Millwood Ave	City of Winchester	0.05 <b>14000</b> US 50 Par, Millw	G sood Da	96%	0%	1%	0%	1%	0%	Г	0.088	Г	0.505	15000	,
<u> </u>	From:	US 50 Par; Apple B		Or											
17) (50) (522) Millwood Ave	City of Winchester	0.75 12000	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.55	12000	(
	To:	US 11 Camero	on St												
	From:	WCL Winche	ester												
50 Amherst St	City of Winchester	0.64 18000	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.605	19000	(
30)	To														
50 Amherst St	City of Winchester	9.75 Fox Dr	G	98%	1%	1%	0%	0%	0%	С	0.087	F	0.510	15000	(
50) Amherst St	To:	Boscawen		90 /6	1 /0	1 /0	0 /6	0 /6	0 /6	O	0.007	'	0.510	13000	
	From:	Amherst S													
50 Boscawen St	City of Winchester	0.37 <b>9800</b>	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.546	10000	(
<del></del>	To:	Braddock S	St												
~~~~	From:	Boscawen								_		_			
50) (1,1) (50) (522) Braddock St	City of Winchester	0.53 6400	G	98%	1%	1%	0%	0%	0%	С	0.093	F		6800	(
Combined Tra	offic Estimates for 2 Parallel Roadways on		G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.782	14000	(
	From:	Gerrard S Braddock													
50) (522) Gerrard St	City of Winchester	0.07 6600	G G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.541	7000	(
50) (522) dorrard of	Oity of Willondstei			0070	1 /0		0 70	0 70	0 70		0.000	•	0.041	7000	`
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	City of Minch pater	Valley Av		000/	00/	10/	00/	10/	00/		0.005		0.577	0000	
50) 11 (522) Gerrard St	City of Winchester	0.10 8400	G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.577	9000	(
· · · · · · · · · · · · · · · · · · ·	To: From:	US 11 Camero	on St												
50) (17) (522) Millwood Ave	City of Winchester	0.75 12000	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.55	12000	(
	T _C .	University D	rive			<u> </u>									
50 (17) (522) Millwood Ave	City of Winchester	0.05 14000	G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.505	15000	(
	Τα	Jubal Early	Dr												
50 \ (17) (522) Millwood Ave	City of Winchester	0.06 32000	G	98%	0%	1%	0%	1%	0%	С	0.087	F	0.501	34000	(
00) (17) (322)	То:	US 50 Par, Millw			0,0		0,0	. , 5	0,0	•	3.337		3.001	0.000	
	From:	US 50 Par; Jubal													
50) (17) (522) Millwood Pike	City of Winchester	0.09 32000	N	98%	0%	1%	0%	1%	0%	Ν	0.087	F	0.501	34000	1
\sim	Too	I-81				<u> </u>									
50) (17) (522) Millwood Pike	City of Winchester (Maint: 34)	0.09 18000	N	95%	1%	1%	1%	2%	0%	Ν	0.096	F	0.598	19000	١
	To	ECL Winche													

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	c .	F	Boscawen St	i												
(50)(52)(11)(522)Bradd	lock St	City of Winch		0.17	5800	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.601	6200	G
	Combined Traffic Estimates	for 2 Parallel	Roadways on thi	s Route:	14000	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.51	14000	G
		То	c		Piccadilly St													
C C Diagonille C		Prom			Braddock St		000/	00/	10/	00/	00/	00/	_	0.001	_	0.004	0500	_
50 7 522 Piccadilly S		City of Winch		0.18	8000	G	99%	0%	1%	0%	0%	0%	-	0.091	-	0.624	8500	G
	Combined Traffic Estimates	for 2 Parallel	Roadways on thi		9500	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.525	10000	G
		From	c c		Cameron St Piccadilly St													
50 (11) (11) (522) Came	eron St	City of Winch	nester	0.17	7700	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.559	8200	G
50 (11) (11) (522) Came	Combined Traffic Estimates	•				G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.51	14000	G
	Combined Traine Estimates	101 2 1 4141101	Tiodaways on the				0070	1 70	170	0 /0	0 70	0 70	•	0.00		0.01	14000	ď
~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~		From			Boscawen St		000/	40/	10/	00/	00/	00/	_	0.004	_	0.545	0000	_
50 (11) (1,1) (522) Came	eron St	City of Winch		0.53	6400	G	98%	1%	1%	0%	0%	0%	С	0.091	F	0.545	6800	G
~ ~ ~ ~	Combined Traffic Estimates	tor 2 Parallel	Roadways on thi			G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.782	14000	G
		To		US 5	0 Millwood	Ave												
lorth		From		SC	L Winchest	er												
81)	-	of Winchester	•	0.07	35000	Α	78%	1%	1%	1%	18%	1%	С	0.096	Α		36000	Α
	Combined Traffic Estimates	for 2 Parallel	Roadways on thi		69000	Α	79%	1%	1%	1%	17%	2%	С	0.092	Α	0.522	70000	Α
		To	c	NC	CL Winchest	ter												
outh		From	c .	SC	L Winchest	er												
81)	City	of Winchester	(Maint: 34)	0.07	34000	Α	79%	1%	1%	1%	17%	2%	С	0.093	Α		35000	Α
	Combined Traffic Estimates	for 2 Parallel	Roadways on thi	s Route:	69000	Α	79%	1%	1%	1%	17%	2%	С	0.092	Α	0.522	70000	Α
		To			CL Winchest	ter												
		From	s	FC	L Winchest	er												
522 50 17 Millwood Pil	ke City	of Winchester	(Maint: 34)	0.09	18000	N	95%	1%	1%	1%	2%	0%	Ν	0.096	F	0.500		N.I
	•		,													0.598	19000	N
~~~					T 0.4				<del></del> 1						•	0.598	19000	IN
) ( ) ( ) Millwood Dii	40	City of Winoh	e cotor	0.00	I-81	NI NI	000/	00/	10/	00/	10/	00/	NI NI		•			
522 50 17 Millwood Pil	ke	City of Winch	nester	0.09	32000	N	98%	0%	1%	0%	1%	0%	N	0.087	F	0.598	19000 34000	
522 50 17 Millwood Pi	Ke	City of Winch	nester	US 50 I	<b>32000</b> Par; Jubal Ea	arly Dr	98%	0%	1%	0%	1%	0%	N		•			N
		To From	c C	US 50 I	<b>32000</b> Par; Jubal Ea Par, Millwoo	arly Dr od Ave								0.087	•	0.501	34000	N
		City of Winch From City of Winch To From To	c C	US 50 I US 50 I 0.06	<b>32000</b> Par; Jubal Ear, Millwood <b>32000</b>	arly Dr od Ave	98%	0%	1%	0%	1%	0%	N C		F			N
		To From	c C	US 50 I US 50 I 0.06	<b>32000</b> Par; Jubal Ea Par, Millwoo	arly Dr od Ave <b>G</b> Dr								0.087	F	0.501	34000	N
622) (50) (17) Millwood Av	re	To From	nester	US 50 I US 50 I 0.06	32000 Par; Jubal Ea Par, Millwoo 32000 ble Blossom	arly Dr od Ave <b>G</b> Dr								0.087	F	0.501	34000	N G
622) (50) (17) Millwood Av	re	To From City of Winch To From	nester	US 50 I US 50 I 0.06 App Ju 0.05	32000 Par; Jubal Ea Par, Millwoo 32000 Die Blossom Libal Early D	arly Dr od Ave G Dr or	98%	0%	1%	0%	1%	0%		0.087	F	0.501	34000	N G
522 50 (17) Millwood Av	re re	To From City of Winch To From City of Winch To From To From From From From From To From From From From From From From Fro	nester	US 50 1 US 50 1 0.06 App Ju 0.05 US 50 US 50 Pa	32000 Par; Jubal E: Par, Millwoo 32000 Dle Blossom Ubal Early D 14000 Par, Millwoo r; Apple Blo	arly Dr od Ave  G Dr or G od Dr od Dr	98% 98%	0%	1%	0%	1%	0%		0.087 0.087 0.088	F	0.501 0.501 0.505	34000 34000 15000	N G G
522 50 (17) Millwood Av	re re	To From City of Winch To From	nester	US 50 1 US 50 1 0.06 App Ju 0.05 US 50 Pa 0.75	32000 Par; Jubal E; Par, Millwoo 32000 ble Blossom abal Early D 14000 Par, Millwoo r; Apple Blo 12000	arly Dr od Ave G Dr or G od Dr od Dr od Dr od Dr od Dr ossom D	98%	0%	1%	0%	1%	0%		0.087	F	0.501	34000	N G G
522) (50) (17) Millwood Av	re re	To From City of Winch To From City of Winch To From To From From From From From To From From From From From From From Fro	nester	US 50 I US 50 I 0.06 App Ju 0.05 US 50 Pa 0.75 US	32000 Par; Jubal E; Par, Millwoo 32000 ble Blossom abal Early D 14000 Par, Millwoo r; Apple Blo 12000 11 Cameror	arly Dr od Ave  G Dr or G od Dr ossom D G a St	98% 98%	0%	1%	0%	1%	0%		0.087 0.087 0.088	F	0.501 0.501 0.505	34000 34000 15000	
522 50 17 Millwood Av 522 50 17 Millwood Av 522 50 17 Millwood Av	re re	To From City of Winch To From From From From From From From Fro	nester	US 50 I US 50 I 0.06 App Ju 0.05 US 50 Pa 0.75 US	32000 Par; Jubal Ear Par, Millwoo 32000 Dele Blossom Babal Early D 14000 Par, Millwoo r; Apple Blo 12000 11 Cameror fillwood Avo	arly Dr od Ave  G Dr or G od Dr or G od Dr ossom D G n St e	98% 98% r 98%	0%	1%	0%	1%	0%	C F	0.087 0.087 0.088 0.088	F	0.501 0.501 0.505 0.555	34000 34000 15000 12000	N G G
522 50 17 Millwood Av 522 50 17 Millwood Av 522 50 17 Millwood Av	re re	City of Winch To From City of Winch	nester	US 50 1 US 50 1 0.06 App Ju 0.05 US 50 Pa 0.75 US 50 Pa 0.75	32000 Par; Jubal Ear Par, Millwoo 32000 Die Blossom Babal Early D 14000 Par, Millwoo r; Apple Blo 11 Cameror fillwood Ave 6400	arly Dr od Ave  G Dr or G od Dr ossom D G a St	98% 98%	0%	1%	0%	1%	0%		0.087 0.087 0.088	F	0.501 0.501 0.505	34000 34000 15000	N G G

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

	1. 1. 10. 11				4	_		Tru	ck		-00	K	01/	Dir	4.4.WDT	0144
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:	I	Boscawen St													
(522) $(11)$ $(1,1)$ $(50)$ Cameron St	City of Winchester	0.17	7700	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.559	8200	G
	raffic Estimates for 2 Parallel Roadways or	n this Route:	14000	G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.51	14000	G
	To:	SR	7 Piccadilly	St												
~~ ~	From:		11 Cameror	St												
(522) (7) (50) Piccadilly St	City of Winchester	0.18	8000	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.624	8500	G
Combined Tr	raffic Estimates for 2 Parallel Roadways or	n this Route:	9500	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.525	10000	G
	To: From:	US 50,	SR 7 Bradd	ock St			$\neg$ $\vdash$									
522 Piccadilly St	City of Winchester	0.19	5100	G	97%	1%	1%	0%	1%	0%	F	0.087	F	0.645	5400	G
<i></i>	To:	F	airmont Ave	)												
~~~	From:	I	Piccadilly St													
522 Fairmont Ave	City of Winchester	0.22	5000	G	97%	1%	1%	0%	1%	0%	F	0.101	F	0.581	5300	G
<u> </u>	To	C	ommercial S	St			\neg \vdash									
522 Fairmont Ave	City of Winchester	0.55	10000	G	97%	1%	1%	0%	1%	0%	С	0.105	F	0.659	11000	G
	To:	NC	L Winchest	er												
	From:	US 522	US 11 Can	eron St												
(522) (11) (50) Gerrard St	City of Winchester	0.10	8400	G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.577	9000	G
	To	ZII	11 Valley A	we												
(522) (50) Gerrard St	City of Winchester	0.07	6600	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.541	7000	G
3,2 (30)	To:	1	Braddock St													
	From:		Gerrard St													
(522) (50) (1,1) (50) Braddock St	City of Winchester	0.53	6400	G	98%	1%	1%	0%	0%	0%	С	0.093	F		6800	G
Combined Tr	raffic Estimates for 2 Parallel Roadways or	n this Route:	13000	G	98%	1%	1%	0%	0%	0%	С	0.093	F	0.782	14000	G
	Too	US 4	50 Boscawe	n St												
522 (11) (50) (522) Braddock St	City of Winchester	0.17	5800	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.601	6200	G
Combined T	raffic Estimates for 2 Parallel Roadways or			G	98%	1%	1%	0%	0%	0%	F	0.09	F	0.51	14000	G
20			22 Piccadill						- / -				-			

Route	Length	AADT	QA	4Tire	Bus		Truck +Axle 1Trai		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Winchester															
Woodstock I n	0.62	7200	6	070/	10/		Valley Rd	00/	С	0.104	_	0.500	2400	C	2010
1 Woodstock Ln	0.63	2300 To	G	97%	1%	1% ECL Wi	1% 0%	0%	C	0.104	F	0.582	2400	G	2018
		From:								1					
Fort Collier Dr	0.16			010/	10/	Berryvi		10/			_	0.500	7000	_	2010
2 Fort Collier Dr	0.16	6800 To:	G	91%	1%	1% NCL Wi	2% 5%	1%	С	0.088	F	0.508	7200	G	2018
										<u> </u>					
Washington Ot	0.04	From		000/	40/	Handle		00/			_	0.000	0500	0	0046
(3) Washington St	0.64	2400	G	99%	1%	0%	0% 0%	0%	С	0.099	F	0.602	2500	G	2018
<u> </u>		To				Piccad	lilly St								
		From				Bradd									
4 Handley Blvd	0.08	7100	G	99%	1%	0%	0% 0%	0%	F	0.09	F	0.55	7500	G	2018
<u> </u>		To				Washin	gton St								
		From:				Valle	y Ave								
5 Tevis Ave	0.21	6700	G	99%	0%	0%	0% 0%	0%	С	0.089	F	0.502	7100	G	2018
\mathcal{L}		To				Cedarme	ade Ave								
		From:				Tev	is St								
6 Cedarmeade Ave	0.55	1300	G	97%	2%	1%	0% 0%	0%	С	0.112	F	0.546	1400	G	2018
\mathcal{L}		To				Paperr									
		From:					ey Ave			Ī					
7 Jubal Early Dr	0.65	5900	G	99%	1%	0%	0% 0%	0%	F	0.095	F	0.55	6300	G	2018
) oabai Laily bi	0.00	5550		00 /0	. /0			370	•		•	0.00	3300	~	_011
<u> </u>		From:					ley Avenue								
7 Jubal Early Dr	0.49	21000	N	99%	1%	0%	0% 0%	0%	N	0.088	F	0.525	22000	N	201
<u> </u>		To				Loude	oun St								
7 Jubal Early Dr	0.49	21000	G	99%	1%	0%	0% 0%	0%	F	0.088	F	0.525	22000	G	2018
		To				US 50 Apple	Blossom Dr								
		From:				WCL W	inchester								
5200) Cedar Creek Grade	0.52	13000	G	99%	0%	1%	0% 0%	0%	F	0.103	F	0.610	14000	G	2018
3200)	0.02				0,0						•	0.0.0		О.	_0
		From:		000/	00/	Valle		00/				0.500	11000		201
Weems Ln	0.50	11000	G	99%	0%	1%	0% 0%	0%	С	0.099	F	0.508	11000	G	2018
<u> </u>		To				Paperr	nill Rd								
		From:				Valle	y Ave								
₅₂₀₁) Middle Rd	1.01	3800	G	000/	1%						F	0.562	4000		
				99%	1 /0	0%	0% 0%	0%	С	0.098			4000	G	2018
\smile		To		99%	1 /0	0% WCL W		0%	С	0.098			4000	G	2018
		To:		99%	1 /0	WCL W	inchester	0%	С	0.098			4000	G 	2018
5203 Fox Dr	0.86	From:	G	99%	1%	WCL W		0%	C	0.098	F	0.581	4600	G G	
5203) Fox Dr	0.86					WCL W	mherst St 0% 0%								
5203) Fox Dr	0.86	4400				US 50 And 1% NCL Wi	mherst St 0% 0% nchester								
		4400 To:		99%	1%	WCL W US 50 Ai 1% NCL Wi US 11 Ca	mherst St 0% 0% nchester meron St	0%	С	0.102	F	0.581	4600	G	2018
O 0 a de 04	0.86	4400 To:				WCL W US 50 Ai 1% NCL Wi US 11 Ca 1%	mherst St 0% 0% nchester umeron St 0% 0%								2018
5204 Cork St	0.08	7800	G	99%	1%	WCL W US 50 Ai 1% NCL Wi US 11 Ca 1% Ker	mherst St 0% 0% 0% nchester meron St 0% 0%	0%	C	0.102	F	0.581	4600 8300	G G	2018
		7800		99%	1%	WCL W US 50 Ai 1% NCL Wi US 11 Ca 1%	mherst St 0% 0% nchester umeron St 0% 0%	0%	С	0.102	F	0.581	4600	G	2018
5204) Cork St	0.08	7800	G	99%	1%	WCL W US 50 Ai 1% NCL Wi US 11 Ca 1% Ker 1%	inchester 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	0%	C	0.102	F	0.581	4600 8300	G G	2018
5204 Cork St 5204 Cork St	0.08	7800	G	99%	1%	WCL W US 50 A 1% NCL Wi US 11 C 1% Ker 1% 38-5213 Plea	mherst St 0% 0% 0% nchester meron St 0% 0%	0%	C	0.102	F	0.581	4600 8300	G G	201
5204 Cork St 5204 Cork St	0.08	7800 To T	G G	99%	1%	WCL W US 50 A 1% NCL Wi US 11 C 1% Ker 1% 38-5213 Plea	inchester 10% 0% 0% 0% 0% 0% 0% 0	0%	C F	0.102 0.095 0.095	F F	0.581 0.522 0.557	4600 8300 9400	G G G	2018
5204 Cork St 5204 Cork St	0.08	7800 7800 8900 To Ta From: 8900 10000	G G	99%	1%	WCL W US 50 Ai 1% NCL Wi US 11 Ca 1% Ker 1% 38-5213 Plea 1% ECL Wi	mherst St 0% 0% nchester meron St 0% 0% at St 0% 0% sant Valley Rd 0% 0% nchester	0%	C F	0.102 0.095 0.095	F F	0.581 0.522 0.557	4600 8300 9400	G G G	2018
Cork St (204) Cork St (204) Cork St (204) Cork St	0.08 0.48 0.44	7800 From 7800 From 8900 To From 10000 To From From 10000	G G	99% 98% 98%	1% 1% 1% 1%	WCL W US 50 A 1% NCL Wi US 11 Ca 1% Ker 1% 88-5213 Plea 1% ECL Wi Fairmo	inchester mherst St 0% 0% nchester meron St 0% 0% at St 0% 0% sant Valley Rd 0% 0% nchester int Ave	0%	C F C	0.102 0.095 0.092 0.096	F F F	0.581 0.522 0.557 0.552	4600 8300 9400 11000	G G G	2018 2018 2018 2018
5204) Cork St 5204) Cork St 5204) Cork St	0.08	7800 From 7800 8900 To From 10000 To From 10000	G G	99%	1%	WCL W US 50 Ai 1% NCL Wi US 11 Ca 1% Ker 1% 38-5213 Plea 1% ECL Wi Fairmo	inchester	0%	C F	0.102 0.095 0.095	F F	0.581 0.522 0.557	4600 8300 9400	G G G	2018 2018 2018 2018 2018
5204) Cork St 5204) Cork St 5204) Cork St	0.08 0.48 0.44	4400 To: From: 7800 8900 To: From: 10000 To: From: 26000 To: To: To: To: To: To: To: To: To: To	G G	99% 98% 98%	1% 1% 1% 1%	WCL W US 50 A: 1% NCL Wi US 11 Ca 1% Ker 1% 88-5213 Plea 1% ECL Wi Fairmo 1% Came	mherst St	0%	C F C	0.102 0.095 0.092 0.096	F F F	0.581 0.522 0.557 0.552	4600 8300 9400 11000	G G G	2018 2018 2018 2018
Cork St Cork St Cork St Cork St Cork St	0.08 0.48 0.44 0.29	4400 To: From: 7800 8900 To: From: 10000 To: From: 2600 To: From:	G G G	99% 98% 98% 98%	1% 1% 1% 1% 1%	WCL W US 50 A: 1% NCL Wi US 11 Ca 1% Ker 1% 38-5213 Plea 1% ECL Wi Fairmo 1% Came	mherst St	0% 0% 0% 0%	C F C C	0.102 0.095 0.092 0.096	F F F	0.581 0.522 0.557 0.552	4600 8300 9400 11000 2800	G G G	2018 2018 2018 2018
Cork St Cork St Cork St Cork St Cork St	0.08 0.48 0.44	4400 To: From: 7800 To: 8900 To: 10000 To: 2600 To: From: 4800	G G	99% 98% 98%	1% 1% 1% 1%	WCL W US 50 A: 1% NCL Wi US 11 Ca 1% Ker 1% 38-5213 Plea 1% ECL Wi Fairmo 1% Came SCL Wi 1%	mherst St 0% 0% nchester meron St 0% 0% at St 0% 0% sant Valley Rd 0% 0% nchester 1% 1% ron St nchester 1% 3%	0%	C F C	0.102 0.095 0.092 0.096	F F F	0.581 0.522 0.557 0.552	4600 8300 9400 11000	G G G	2018 2018 2018 2018
Cork St Cork St Cork St Cork St Cork St	0.08 0.48 0.44 0.29	4400 To: From: 7800 8900 To: From: 10000 To: From: 2600 To: From:	G G G	99% 98% 98% 98%	1% 1% 1% 1% 1%	WCL W US 50 A: 1% NCL Wi US 11 Ca 1% Ker 1% 38-5213 Plea 1% ECL Wi Fairmo 1% Came	mherst St 0% 0% nchester meron St 0% 0% at St 0% 0% sant Valley Rd 0% 0% nchester 1% 1% ron St nchester 1% 3%	0% 0% 0% 0%	C F C C	0.102 0.095 0.092 0.096	F F F	0.581 0.522 0.557 0.552	4600 8300 9400 11000 2800	G G G	2018 2018 2018 2018
Cork St S204 Cork St S204 Cork St S206 Commercial St S207 Shawnee Dr	0.08 0.48 0.44 0.29	4400 To: From: 7800 To: 8900 To: 10000 To: 2600 To: From: 4800	G G G	99% 98% 98% 98%	1% 1% 1% 1% 1%	WCL W US 50 A: 1% NCL Wi US 11 Ca 1% Ker 1% 38-5213 Plea 1% ECL Wi Fairmo 1% Came SCL Wi 1%	inchester 1	0% 0% 0% 0%	C F C C	0.102 0.095 0.092 0.096 0.103	F F F	0.581 0.522 0.557 0.552	4600 8300 9400 11000 2800	G G G	201a 201a 201a 201a 201a
Cork St Cork St Cork St Cork St Cork St South Cork St	0.08 0.48 0.44 0.29	4400 To. From: 7800 Ta. From: 10000 To. From: 4800 To.	G G G	99% 98% 98% 98%	1% 1% 1% 1% 1%	WCL W US 50 A 1% NCL Wi US 11 Ca 1% Ker 1% S8-5213 Plea 1% ECL Wi Fairmo 1% Came SCL Wi 1% Paperr	inchester 1	0% 0% 0% 0%	C F C C	0.102 0.095 0.092 0.096	F F F	0.581 0.522 0.557 0.552	4600 8300 9400 11000 2800	G G G	2015 2015 2016 2016 2016
Cork St Cork St Cork St Cork St Cork St Soud Cork St Soud Cork St Soud Commercial St Soud Commercial St	0.08 0.48 0.44 0.29	4400 To. From: 7800 Ta. From: 10000 To. From: 4800 To. From: From	G G G	99% 98% 98% 98%	1% 1% 1% 1% 1%	WCL W US 50 A: 1% NCL Wi US 11 Ca 1% Ker 1% 88-5213 Plea 1% ECL Wi Fairmo 1% Came SCL Wi 1% Paperr SECL W 1%	mherst St 0% 0% nchester meron St 0% 0% at St 0% 0% sant Valley Rd 0% 0% nchester mr Ave 1% 1% ron St nchester 1% 3% mill Rd inchester 0% 0%	0% 0% 0% 0%	C F F C C	0.102 0.095 0.092 0.096 0.103	F F F	0.581 0.522 0.557 0.552 0.650	4600 8300 9400 11000 2800	G G G G	2018 2018 2018 2018 2018
Cork St Cork St Cork St Cork St Cork St South Cork St	0.08 0.48 0.44 0.29	4400 To. From: 7800 Ta. From: 10000 To. From: 4800 To. From: From	G G G	99% 98% 98% 98%	1% 1% 1% 1% 1%	WCL W US 50 A: 1% NCL Wi US 11 Ca 1% Ker 1% 88-5213 Plea 1% ECL Wi Fairmo 1% Came SCL Wi 1% Paperr SECL W 1%	inchester	0% 0% 0% 0%	C F F C C	0.102 0.095 0.092 0.096 0.103	F F F	0.581 0.522 0.557 0.552 0.650	4600 8300 9400 11000 2800	G G G G	2018 2018 2018 2018

						City of windine	ster								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Winchester															
Loudoun St	0.43	13000	G	98%	1%	1% 0%	0%	0%	С	0.094	F	0.557	14000	G	2018
Loudoun St	0.72	5100 From	G	98%	1%	Jubal Early Dr 1% 0% Gerrard St	0%	0%	F	0.096	F	0.523	5400	G	2018
_		From								_					
Pleasant Valley Rd	1.22	21000	G	99%	0%	Papermill Rd 1% 0%	1%	0%	С	0.089	F	0.507	22000	G	2018
Pleasant Valley Rd	0.36	24000	G	99%	0%	Jubal Early Driv	1%	0%	F	0.089	F	0.5	26000	G	2018
Pleasant Valley Rd	0.91	22000	G	99%	0%	Millwood Ave	1%	0%	F	0.087	F	0.513	23000	G	2018
		From		2021	00/	Cork St	40/	00/				0.540	10000		0016
Pleasant Valley Rd	0.36	17000 To	G	99%	0%	1% 0% Berryville Ave	1%	0%	F	0.085	F	0.516	18000	G	2018
Smithfield Ave	0.63	1800	G	95%	2%	National Ave 2% 0%	0%	0%	С	0.092	F	0.522	1900	G	2018
		To From	1			NCL Wincheste	er			<u> </u>					
2nd St		150 To	G			Summit Ave Papermill Rd				0.130	F	0.605	160	G	2018
		From	-			Boscawen St				1					
Amherst St		4900	G			Doscawen St				0.092	F	0.657	5200	G	2018
		To				Braddock St									
		From				Shawnee Dr								_	
Battaile Dr		670	G			SCL Wincheste				0.124	F	0.516	710	G	201
		From				Wentworth Dr									
Beechcroft Rd		220	G			W CHEWOI III DI				0.11	F	0.593	230	G	201
		То	:			Oakwood Ct									
5		From				Valley Ave					_			_	
Bellview Ave		860 To	G			Lewis St				0.103	F	0.559	910	G	2018
		From	:			Loudoun St									
Bond St		300	G			Loudouli St				0.094	F	0.590	320	G	2018
		To	:			Cameron St									
		From				Jackson Ave									
Braddock St		760	G			Y				0.081	F	0.562	810	G	2018
		From	1			Locust Ave				<u> </u>					
Branner Ave		320	G			Ridge Ave				0.114	F	0.61	340	G	2018
		To				Isaac St									
		From				Green St									
Butler Ave		200	G							0.121	F	0.885	210	G	201
		10				Beau St									
Caroline St		260	G			Old Fort Rd				0.128	F	0.5	280	G	201
Garonnic Gt		200	Ť			Marion St				7	•	0.5	200	G	2011
		From	:			Whitlock Ave									
Commerce St		660	G							0.103	F	0.609	700	G	2018
		То				Southwerk St									
D. J. C:		From				Bruce St					_	0.5	4=-		
Dunlap St		150 To	G			WCL Wincheste	ar			0.114	F	0.541	150	G	2018
		From					-1			<u> </u>					
E Southwerk St		1500	G			S Loudoun St				0.103	F	0.687	1600	G	201
_ 55465		To	<u> </u>			S Cameron St					•	0.007	. 500	~	_0.0
•			-							-					

Route	Length AADT	QA	4Tire	Bus		Truck- 3+Axle 1T	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Winchester	Fror	1.			Free	derick Ave							
Elm St	3000	G			1100	iener rive		0.101	F	0.569	3200	G	2018
	т	·			Woo	odland Ave							
	From	1:				Grove St							
Euclid Ave	250	G						0.111	F	0.517	260	G	201
	Т):				dstock Lane							
Olaina Avra	From	<u> </u>			S.L	oudoun St			_	0.500	0.40	0	001
Glaize Ave	220	G			D	Dead End		0.128	F	0.508	240	G	201
	Fror	1:				nitlock Ave		_					
Handley Ave	520	G			VV II	HIOCK AVE		0.143	F	0.524	550	G	201
,	T):			She	eridan Ave							
	From	1:			Par	permill Rd							
Imperial St	140	G						0.094	F	0.567	150	G	201
	T-):			Sur	perior Ave							
	From				Bra	addock St			_				
Jackson Ave	390 _т .	G			Donn	cylvania Ava		0.108	F	0.592	420	G	201
	Fron					sylvania Ave							
Kent St	960	G G				Beau St		0.099	F	0.571	1000	G	201
. with ot	700				WCL	Winchester			•	0.071	1000	G	201
	Fron	1:				scawen St							
Kent St	3700	G						0.099	F	0.569	3900	G	201
	11	"				hilpot St							
Laignator St	380	<u></u>			Pa	arkway St		0.097	F	0.580	400	G	201
Leicester St	3 00	<u>. </u>			Sha	awnee Ave		0.097	Г	0.360	400	G	201
	Fron	1.				anner Ave							
Marion St	280	G			Dit	inici 71vc		0.105	F	0.561	290	G	201
	T):			Ca	aroline St							
	From	1:			Нос	ckman Ave							
Massanutten Terrace	140	G						0.154	F	0.583	150	G	201
	Т):			M	Iiddle Rd							
Millow Ct	From	·L			Hai	ndley Ave			_	0.577	050	0	001
Miller St	330 _т .	G			M	lasters Ln		0.118	F	0.577	350	G	201
	Fror)·						<u> </u>					
Orchard Ave	150	G				Elm St		0.103	F	0.606	150	G	201
	Т):			ECL	Winchester							
	From	ı:			Pa	ıll Mall St							
Parkway St	1700	G						0.1	F	0.535	1800	G	201
	Т):			Le	eicester St							
	Fron				Ric	chards Ave			_			_	
Pennsylvania Ave	470	G			T	-1 A		0.101	F	0.518	500	G	201
	From	<u> </u>				ekson Ave							
Peyton St	300	G			Fair	rmont Ave		0.113	F	0.554	320	G	201
. 0,10.1 01	т.	<u> </u>			Br	addock St		<u> </u>	•	0.007	320	J	_01
	From	1:				Dead End		Ì					
Pleasant Valley Rd	190	G				-		0.162	F	0.764	200	G	201
	T):			Par	permill Rd							
	From	1:				Cork St							
Purcell Ave	1800	G						0.155	F	0.519	1900	G	201
	T					Grove St							
S Kont St	From 720				Е	Bond St		0.100	_	0.6	700	G	204
S Kent St	730	G			Ç _C ,	uthwerk St		0.109	F	0.6	780	G	201
		1			300	miweik St							

					,							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
v of Winchester												
	From	ı·			Dulles Circle							
Saratoga Dr	530	G					0.109	F	0.554	560	G	201
	Т	n.			Lake Dr							
	Froi				Leicester St							
Shenandoah Ave	640	G					0.081	F		680	G	201
	Т):			Cork St							
	From	1.			Wolfe St							
Stewart St	6700	G					0.092	F	0.521	7100	G	201
	Т):			Boscawen St							
	Froi	1:			2Nd St							
Summit Ave	170	G					0.108	F	0.512	180	G	201
	Т):			1St Street							
	From	1:			Jefferson St							
Tennyson Ave	310	G					0.142	F	0.529	330	G	201
	Т):			Leicester St							
	Froi	1:			Boscawen St							
Washington St	3000	G					0.099	F	0.537	3200	G	201
	Т):			Amherst St							
	From	1:			Applecroft Rd							
Wentworth Dr	1200	G			•		0.113	F	0.503	1200	G	201
	Т):			Beechcroft Rd							
	Froi	1:			Wood Ave							
Whitter Ave	920	G					0.113	F	0.658	980	G	201
	Т):			Ridge Ave							
	From	1.			Whitter Ave							
Wood Ave	530	G					0.091	F	0.660	560	G	201
	т	·			Lanny Dr							-
	Froi	1:			Pine St		Ī					
Woodland Ave	750	G			Time of		0.101	F	0.557	800	G	201
	Т): 			Elm St							
	Froi	1:			Loudoun St		<u> </u>					
Wyck St	3400	G			Loudouii St		0.099	F	0.639	3600	G	201
,	T	. <u> </u>			Braddock St			•	3.000		•	_5.
		-			Diagoni Di							