

2010
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report

138

City of Winchester

Information in this report is included in Report

34

(Frederick County)

Prepared By
Virginia Department of Transportation
Traffic Engineering Division

In Cooperation With
U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

Special Routes

- Bus
 Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
- ALT
 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
2010
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						
7 50 522 Boscawen St	From: US 50, US 522 Par. Braddock St															
	City of Winchester	0.18	2000	G	97%	1%	2%	0%	0%	0%	C	0.094	F	2200	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			11000	G	97%	1%	2%	0%	0%	0%	F	NA		12000	G	
7 11 11 50 Cameron St	From: US 11 Cameron St															
	City of Winchester	0.17	7500	G	96%	1%	2%	0%	1%	0%	F	NA		8200	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	G	96%	1%	2%	0%	1%	0%	F	NA		15000	G	
7 Piccaddilly St	From: Piccaddilly St															
	City of Winchester	0.18	9400	G	97%	1%	1%	0%	1%	0%	F	0.087	F	10000	G	
7 East Lane	From: East Lane															
	City of Winchester	0.02	8600	G	97%	1%	1%	0%	1%	0%	F	0.085	F	9400	G	
7 National Ave	From: Fairfax Lane															
	City of Winchester	0.32	8900	G	97%	1%	1%	0%	1%	0%	F	0.092	F	9700	G	
7 Berryville Ave	From: 138-5213 Pleasant Valley Rd															
	City of Winchester	0.79	22000	G	97%	1%	1%	0%	1%	0%	C	0.084	F	24000	G	
7 Berryville Ave	From: Ross St															
	City of Winchester (Maint: 34)	0.16	25000	G	97%	1%	1%	0%	1%	0%	F	0.087	F	27000	G	
7 522 11 50 Braddock St	From: I-81; ECL Winchester															
	City of Winchester	0.17	6600	G	96%	1%	2%	0%	1%	0%	F	0.086	F	7200	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	G	96%	1%	2%	0%	1%	0%	F	NA		15000	G	
7 50 522 Piccaddilly St	From: Piccaddilly St															
	City of Winchester	0.18	8900	G	97%	1%	2%	0%	0%	0%	F	0.089	F	9600	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			11000	G	97%	1%	2%	0%	0%	0%	F	NA		12000	G	
11 Valley Ave	From: SR 7 Cameron St															
	City of Winchester	1.37	14000	G	97%	0%	1%	0%	1%	0%	C	0.086	F	15000	G	
11 Valley Ave	From: SCL Winchester															
	City of Winchester	0.12	19000	G	97%	0%	0%	0%	2%	0%	F	NA		21000	G	
11 Valley Ave	From: Middle Rd															
	City of Winchester	0.67	17000	G	97%	0%	0%	0%	2%	0%	F	NA		19000	G	
11 Valley Ave	From: Weems Lane															
	City of Winchester	0.59	11000	G	98%	0%	1%	0%	0%	0%	C	0.093	F	12000	G	
11 Valley Ave	From: Jubal Early Dr															
	City of Winchester	0.09	3000	G	96%	1%	1%	1%	1%	0%	F	0.093	F	3200	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	93%	2%	3%	1%	1%	0%	F	NA		13000	G	
	From: US 11 Par Braddock St															
	To: Gerrard St															

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City of Winchester

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: Valley Ave To: Cameron St 11 50 522 Gerrard St	City of Winchester	0.10	10000	G	96%	1%	1%	1%	1%	0%	F	0.087	F	11000	G	
From: US 50 Gerrard St To: Cameron St 11 11 50 522 Cameron St	City of Winchester	0.53	5200	G	96%	1%	2%	0%	1%	0%	C	0.080	F	5700	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	97%	1%	1%	0%	1%	0%	C	NA		13000	G	
From: Boscawen St To: Cameron St 11 11 50 522 Cameron St	City of Winchester	0.17	7500	G	96%	1%	2%	0%	1%	0%	F	NA		8200	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	G	96%	1%	2%	0%	1%	0%	F	NA		15000	G	
From: Piccadilly St To: Cameron St 11 Cameron St	City of Winchester	0.83	4900	G	96%	1%	1%	1%	1%	0%	C	0.105	F	5300	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			9500	G	96%	1%	1%	1%	1%	0%	C	NA		10000	G	
From: US 11 Par, Loudoun St To: NCL Winchester 11 Martinsburg Pike	City of Winchester	0.31	10000	G	96%	1%	1%	1%	1%	0%	F	0.086	F	11000	G	
From: US 11 Valley Ave To: Braddock St 11 Braddock St	City of Winchester	0.09	9200	G	92%	2%	4%	1%	1%	0%	F	0.096	F	10000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	93%	2%	3%	1%	1%	0%	F	NA		13000	G	
From: Gerrard St To: Braddock St 11 50 50 522 Braddock St	City of Winchester	0.53	6500	G	97%	1%	1%	0%	1%	0%	C	0.096	F	7100	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	97%	1%	1%	0%	1%	0%	C	NA		13000	G	
From: Boscawen St To: Braddock St 11 522 50 522 Braddock St	City of Winchester	0.17	6600	G	96%	1%	2%	0%	1%	0%	F	0.086	F	7200	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	G	96%	1%	2%	0%	1%	0%	F	NA		15000	G	
From: Piccadilly St To: Braddock St 11 Braddock St	City of Winchester	0.36	2700	G	92%	2%	4%	1%	1%	0%	C	0.09	F	2900	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			7600	G	95%	1%	2%	1%	1%	0%	C	NA		8200	G	
From: North Ave To: Braddock St 11 North Ave	City of Winchester	0.03	530	G	96%	1%	1%	1%	0%	0%	C	0.102	F	0.692	570	G
From: Loudoun St To: North Ave 11 Loudoun St	City of Winchester	0.30	3600	G	98%	1%	1%	0%	0%	0%	C	0.085	F	0.695	3900	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			8500	G	97%	1%	1%	0%	1%	0%	C	NA		9200	G	
From: Wyck St To: Loudoun St 11 Loudoun St	City of Winchester	0.24	4600	G	95%	1%	1%	1%	1%	0%	C	0.092	F	5000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			9500	G	96%	1%	1%	1%	1%	0%	C	NA		10000	G	
From: I-81 To: Jubal Early Dr 17 50 522 Millwood Ave	City of Winchester	0.09	25000	N	97%	0%	1%	1%	1%	0%	N	0.091	N	27000	N	

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City of Winchester

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: US 50 Par, Millwood Ave																
17 50 522 Jubal Early Dr	City of Winchester	0.06	25000	G	97%	0%	1%	1%	1%	0%	C	0.091	F	27000	G	
To: Apple Blossom Dr																
From: Jubal Early Dr																
17 50 522 Apple Blossom Dr	City of Winchester	0.05	10000	G	97%	0%	1%	1%	1%	0%	F	0.084	N	11000	G	
To: US 50 Par, Millwood Dr																
From: US 50 Par, Apple Blossom Dr																
17 50 522 Millwood Ave	City of Winchester	0.75	13000	G	97%	1%	1%	0%	1%	0%	F	0.084	F	14000	G	
To: US 11 Cameron St																
From: WCL Winchester																
50 Amherst St	City of Winchester	0.64	18000	G	99%	1%	0%	0%	0%	0%	F	0.09	F	20000	G	
To: Fox Dr																
From: Fox Dr																
50 Amherst St	City of Winchester	0.75	15000	G	99%	1%	0%	0%	0%	0%	C	0.086	F	17000	G	
To: Boscawen St																
From: Amherst St																
50 Boscawen St	City of Winchester	0.37	11000	G	99%	1%	0%	0%	0%	0%	F	0.085	F	12000	G	
To: Braddock St																
From: Boscawen St																
50 11 50 522 Braddock St	City of Winchester	0.53	6500	G	97%	1%	1%	0%	1%	0%	C	0.096	F	7100	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	97%	1%	1%	0%	1%	0%	C	NA		13000	G	
To: Gerrard St																
From: Braddock St																
50 522 Gerrard St	City of Winchester	0.07	8300	G	97%	1%	1%	0%	1%	0%	F	0.087	F	9000	G	
To: Valley Ave																
From: Valley Ave																
50 11 522 Gerrard St	City of Winchester	0.10	10000	G	96%	1%	1%	1%	1%	0%	F	0.087	F	11000	G	
To: US 11 Cameron St																
From: US 11 Cameron St																
50 17 522 Millwood Ave	City of Winchester	0.75	13000	G	97%	1%	1%	0%	1%	0%	F	0.084	F	14000	G	
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	G	97%	0%	1%	1%	1%	0%	F	0.084	N	11000	G	
To: Jubal Early Dr																
From: Jubal Early Dr																
50 17 522 Jubal Early Dr	City of Winchester	0.06	25000	G	97%	0%	1%	1%	1%	0%	C	0.091	F	27000	G	
To: US 50 Par, Millwood Ave																
From: US 50 Par, Millwood Ave																
50 17 522 Millwood Ave	City of Winchester	0.09	25000	N	97%	0%	1%	1%	1%	0%	N	0.091	N	27000	N	
To: I-81																
From: Boscawen St																
50 522 11 522 Braddock St	City of Winchester	0.17	6600	G	96%	1%	2%	0%	1%	0%	F	0.086	F	7200	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	G	96%	1%	2%	0%	1%	0%	F	NA		15000	G	
To: Piccadilly St																
From: Braddock St																
50 7 522 Piccadilly St	City of Winchester	0.18	8900	G	97%	1%	2%	0%	0%	0%	F	0.089	F	9600	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			11000	G	97%	1%	2%	0%	0%	0%	F	NA		12000	G	
To: Cameron St																

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City of Winchester

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: Piccadilly St																
50 11 11 522 Cameron St	City of Winchester	0.17	7500	G	96%	1%	2%	0%	1%	0%	F	NA		8200	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	G	96%	1%	2%	0%	1%	0%	F	NA		15000	G	
To: Boscawen St																
50 11 11 522 Cameron St	City of Winchester	0.53	5200	G	96%	1%	2%	0%	1%	0%	C	0.080	F	5700	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	97%	1%	1%	0%	1%	0%	C	NA		13000	G	
To: US 50 Millwood Ave																
From: US 50 Apple Blossom Dr																
50 Millwood Ave	City of Winchester	0.18	9100	G	98%	0%	1%	0%	1%	0%	C	0.084	F	9900	G	
To: US 50 Jubal Early Drive																
From: SCL Winchester																
North 81	City of Winchester (Maint: 34)	0.07	30000	A	79%	1%	1%	1%	17%	1%	C	0.098	A	31000	A	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			60000	B	79%	1%	1%	1%	17%	1%	C	NA		61000	B	
To: NCL Winchester																
From: SCL Winchester																
South 81	City of Winchester (Maint: 34)	0.07	30000	B	80%	1%	1%	1%	17%	1%	C	0.095	A	30000	B	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			60000	B	79%	1%	1%	1%	17%	1%	C	NA		61000	B	
To: NCL Winchester																
From: I-81																
522 50 17 Millwood Ave	City of Winchester	0.09	25000	N	97%	0%	1%	1%	1%	0%	N	0.091	N	27000	N	
To: US 50 Par; Jubal Early Dr																
From: US 50 Par; Millwood Ave																
522 50 17 Jubal Early Dr	City of Winchester	0.06	25000	G	97%	0%	1%	1%	1%	0%	C	0.091	F	27000	G	
To: Apple Blossom Dr																
From: Jubal Early Dr																
522 50 17 Apple Blossom Dr	City of Winchester	0.05	10000	G	97%	0%	1%	1%	1%	0%	F	0.084	N	11000	G	
To: US 50 Par; Millwood Dr																
From: US 50 Par; Apple Blossom Dr																
522 50 17 Millwood Ave	City of Winchester	0.75	13000	G	97%	1%	1%	0%	1%	0%	F	0.084	F	14000	G	
To: US 11 Cameron St																
From: Millwood Ave																
522 11 11 50 Cameron St	City of Winchester	0.53	5200	G	96%	1%	2%	0%	1%	0%	C	0.080	F	5700	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	97%	1%	1%	0%	1%	0%	C	NA		13000	G	
To: Boscawen St																
522 11 11 50 Cameron St	City of Winchester	0.17	7500	G	96%	1%	2%	0%	1%	0%	F	NA		8200	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	G	96%	1%	2%	0%	1%	0%	F	NA		15000	G	
To: SR 7 Piccadilly St																
From: US 11 Cameron St																
522 7 50 Piccadilly St	City of Winchester	0.18	8900	G	97%	1%	2%	0%	0%	0%	F	0.089	F	9600	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			11000	G	97%	1%	2%	0%	0%	0%	F	NA		12000	G	
To: US 50, SR 7 Braddock St																
522 Piccadilly St	City of Winchester	0.19	5600	G	97%	0%	1%	0%	1%	0%	F	0.096	F	6100	G	
To: Fairmont Ave																

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 City of Winchester

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
From: Piccadilly St																
522 Fairmont Ave	City of Winchester	0.22	5700	G	97%	0%	1%	0%	1%	0%	F	0.101	F	6300	G	
To: Commercial St																
From: Commercial St																
522 Fairmont Ave	City of Winchester	0.55	11000	G	97%	0%	1%	0%	1%	0%	C	0.1	F	12000	G	
To: NCL Winchester																
From: US 522, US 11 Cameron St																
522 11 50 Gerrard St	City of Winchester	0.10	10000	G	96%	1%	1%	1%	1%	0%	F	0.087	F	11000	G	
To: US 11 Valley Ave																
From: US 11 Valley Ave																
522 50 Gerrard St	City of Winchester	0.07	8300	G	97%	1%	1%	0%	1%	0%	F	0.087	F	9000	G	
To: Braddock St																
From: Braddock St																
522 50 11 50 Braddock St	City of Winchester	0.53	6500	G	97%	1%	1%	0%	1%	0%	C	0.096	F	7100	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	97%	1%	1%	0%	1%	0%	C	NA		13000	G	
To: US 50 Boscawen St																
From: US 50 Boscawen St																
522 11 50 522 Braddock St	City of Winchester	0.17	6600	G	96%	1%	2%	0%	1%	0%	F	0.086	F	7200	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			14000	G	96%	1%	2%	0%	1%	0%	F	NA		15000	G	
To: US 522 Piccadilly St																

Virginia Department of Transportation
Traffic Engineering Division
2010
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Winchester

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						2Axle	3+Axle	1Trail	2Trail							
City of Winchester																
① Woodstock Ln	0.63	1700	G	97%	1%	Pleasant Valley Rd				C	0.101	F	0.511	1800	G	2010
						ECL Winchester										
② Fort Collier Dr	0.16	7200	G	95%	1%	Berryville Ave				C	0.089	F	7800	G	2010	
						NCL Winchester										
③ Washington St	0.64	3600	G	99%	1%	Handley Blvd				C	0.091	F	3900	G	2010	
						Piccadilly St										
④ Handley Blvd	0.08	9700	G	99%	1%	Braddock St				F	0.088	F	11000	G	2010	
						Washington St										
⑤ Tevis Ave	0.21	7700	G	99%	0%	Valley Ave				C	0.087	F	8300	G	2010	
						Cedarmeade Ave										
⑥ Cedarmeade Ave	0.55	1300	G	98%	1%	Tevis St				C	0.106	F	0.527	1400	G	2010
						Papermill Rd										
⑦ Jubal Early Dr	0.65	5800	G	99%	1%	Handley Ave				F	0.107	F	6300	G	2010	
						US 11 Valley Avenue										
⑦ Jubal Early Dr	0.98	20000	G	99%	1%	US 50 Apple Blossom Dr				F	0.089	F	22000	G	2010	
						US 50 Apple Blossom Dr										
⑤200 Cedar Creek Grade	0.52	13000	G	98%	0%	WCL Winchester				F	0.095	F	14000	G	2010	
						Valley Ave										
⑤200 Weems Ln	0.50	11000	G	98%	0%	Valley Ave				C	0.086	F	12000	G	2010	
						Papermill Rd										
⑤201 Middle Rd	1.01	4300	G	98%	0%	Valley Ave				C	0.101	F	4600	G	2010	
						WCL Winchester										
⑤203 Fox Dr	0.86	5200	G	97%	2%	US 50 Amherst St				C	0.104	F	5600	G	2010	
						NCL Winchester										
⑤204 Cork St	0.08	8100	G	99%	0%	US 11 Cameron St				F	0.091	F	8800	G	2010	
						Kent St										
⑤204 Cork St	0.48	9500	G	99%	0%	138-5213 Pleasant Valley Rd				F	0.088	F	10000	G	2010	
						ECL Winchester										
⑤204 Senseny Rd	0.44	10000	G	99%	0%	Faimont Ave				C	0.09	F	11000	G	2010	
						ECL Winchester										
⑤206 Commercial St	0.29	3400	G	98%	0%	Cameron St				C	0.1	F	3700	G	2010	
						Cameron St										
⑤207 Shawnee Dr	0.67	5100	G	96%	0%	SCL Winchester				C	0.094	F	5500	G	2010	
						Papermill Rd										
⑤209 Papermill Rd	0.86	10000	G	98%	0%	SECL Winchester				F	0.087	F	11000	G	2010	
						SECL Winchester										
⑤209 Papermill Rd	0.64	6300	G	98%	0%	Pleasant Valley Rd				F	0.092	F	6800	G	2010	
						Pleasant Valley Rd										
⑤209 Loudoun St	0.58	12000	G	98%	0%	Weems Lane				C	NA	NA	13000	G	2010	
						Commerce St										

Virginia Department of Transportation
Traffic Engineering Division
2010
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Winchester

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						2Axle	3+Axle	1Trail	2Trail							
City of Winchester																
(5209) Loudoun St	0.57	5200	G	98%	0%	1%	0%	0%	0%	F	0.093	F		5700	G	2010
						From: Commerce St										
						To: Gerrard St										
(5213) Pleasant Valley Rd	1.22	21000	G	98%	0%	1%	0%	1%	0%	C	NA			23000	G	2010
						From: Papermill Rd										
(5213) Pleasant Valley Rd	0.36	23000	G	98%	0%	1%	0%	1%	0%	F	0.065	F		25000	G	2010
						From: Jubal Early Drive										
(5213) Pleasant Valley Rd	0.91	22000	G	98%	0%	1%	0%	1%	0%	F	NA			24000	G	2010
						From: Millwood Ave										
(5213) Pleasant Valley Rd	0.36	18000	G	98%	0%	1%	0%	1%	0%	F	NA			19000	G	2010
						From: Cork St										
						To: Berryville Ave										
(5221) Smithfield Ave	0.63	2200	G	97%	1%	1%	1%	1%	0%	C	0.093	F	0.593	2400	G	2010
						From: National Ave										
						To: NCL Winchester										
2nd St		260	G								0.095	F	0.569	280	G	2010
						From: Summit Ave										
						To: Papermill Rd										
Amherst St		4400	G								0.092	F		4800	G	2010
						From: Boscawen St										
						To: Braddock St										
Battaile Dr		680	G								0.196	F	0.528	740	G	2010
						From: Shawnee Dr										
						To: SCL Winchester										
Beachcroft Rd		210	G								0.105	F	0.510	230	G	2010
						From: Wentworth Dr										
						To: Oakwood Ct										
Bellview Ave		950	G								0.105	F		1000	G	2010
						From: Valley Ave										
						To: Lewis St										
Bond St		370	G								0.098	F		400	G	2010
						From: Loudoun St										
						To: Cameron St										
Braddock St		610	G								0.105	F		670	G	2010
						From: Jackson Ave										
						To: Locust Ave										
Branner Ave		340	G								0.125	F		370	G	2010
						From: Ridge Ave										
						To: Isaac St										
Butler Ave		230	G								0.136	F		250	G	2010
						From: Green St										
						To: Beau St										
Caroline St		280	G								0.123	F		310	G	2010
						From: Old Fort Rd										
						To: Marion St										
Commerce St		730	G								0.1	F		790	G	2010
						From: Whitlock Ave										
						To: Southwerk St										
Dunlap St		190	G								0.114	F		200	G	2010
						From: Bruce St										
						To: WCL Winchester										
E Southwerk St		1400	G								0.117	F		1500	G	2010
						From: S Loudoun St										
						To: S Cameron St										

Virginia Department of Transportation
 Traffic Engineering Division
 2010
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Winchester

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						2Axle	3+Axle	1Trail	2Trail							
City of Winchester																
Elm St		2600	G				From: Frederick Ave				0.096	F		2900	G	2010
						To: Woodland Ave										
Euclid Ave		250	G				From: Grove St				0.13	F	0.521	270	G	2010
						To: Woodstock Lane										
Glaize Ave		260	G				From: S.Loudoun St				0.107	F		290	G	2010
						To: Dead End										
Handley St		660	G				From: Whitlock Ave				0.146	F		710	G	2010
						To: Sheridan St										
Imperial St		260	G				From: Papermill Rd				0.113	F	0.667	280	G	2010
						To: Superior Ave										
Jackson Ave		390	G				From: Braddock St				0.125	F		420	G	2010
						To: Pennsylvania Ave										
Kent St		960	G				From: Beau St				0.096	F	0.555	1000	G	2010
						To: WCL Winchester										
Kent St		4600	G				From: Boscawen St				0.095	F		5000	G	2010
						To: Philpot St										
Leicester St		330	G				From: Parkway Ave				0.113	F	0.595	360	G	2010
						To: Shawnee Ave										
Marion St		360	G				From: Branner Ave				0.132	F		390	G	2010
						To: Caroline St										
Massanutten Terrace		160	G				From: Hockman Ave				0.109	F	0.773	170	G	2010
						To: Middle Rd										
Miller St		510	G				From: Handley St				NA		550	G	2010	
						To: Masters Ln										
Orchard Ave		190	G				From: Elm St				0.128	F	0.593	210	G	2010
						To: ECL Winchester										
Parkway Ave		830	G				From: Pall Mall St				0.124	F		900	G	2010
						To: Leicester St										
Pennsylvania Ave		480	G				From: Richards				0.108	F		520	G	2010
						To: Jackson Ave										
Peyton St		390	G				From: Fairmont Ave				0.119	F		420	G	2010
						To: Braddock St										
Pleasant Valley Rd		490	G				From: Dead End				0.228	F	0.761	530	G	2010
						To: Papermill Rd										
Purcell Ave		1800	G				From: Cork St				0.141	F		1900	G	2010
						To: Grove St										
S Kent St		1000	G				From: Millwood Ave				0.109	F		1100	G	2010
						To: Southwerk St										

Virginia Department of Transportation
 Traffic Engineering Division
 2010
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Winchester

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						2Axle	3+Axle	1Trail	2Trail							
City of Winchester																
Saratoga Dr		500	G				From: Dulles Circle				0.121	F		550	G	2010
							To: Lake Dr									
Shenandoah Ave		800	G				From: Leicester St				0.1	F	0.875	870	G	2010
							To: Cork St									
Stewart St		8800	G				From: Wolfe St				0.092	F		9600	G	2010
							To: Boscawen St									
Summit Ave		150	G				From: 2Nd St				0.138	F	0.744	160	G	2010
							To: 1St Street									
Tennyson Ave		670	G				From: Jefferson St				0.171	F		720	G	2010
							To: Leicester St									
Washington St		3900	G				From: Boscawen St				0.091	F		4300	G	2010
							To: Amherst St									
Wentworth Dr		1200	G				From: Applecroft Rd				0.111	F		1400	G	2010
							To: Beachcroft Rd									
Whitter Ave		740	G				From: Wood Ave				0.112	F		800	G	2010
							To: Ridge Ave									
Wood Ave		580	G				From: Whitter Ave				0.104	F		630	G	2010
							To: Lanny Dr									
Woodland Ave		880	G				From: Pine St				0.097	F	0.531	960	G	2010
							To: Elm St									
Wyck St		3600	G				From: Loudoun St				0.101	F		3900	G	2010
							To: Braddock St									