

**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.

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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  
 2018  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 City of Winchester

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
	From:	US 50, US 522 Par, Braddock St															
   Boscawen St	City of Winchester	0.18	<b>1500</b>	<b>G</b>	99%	0%	1%	0%	0%	0%	C	0.094	F	1600	G		
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>9500</b>	<b>G</b>	99%	0%	1%	0%	0%	0%	F	0.091	F	10000	G		
	To:	US 11 Cameron St															
	From:	Boscawen St															
    Cameron St	City of Winchester	0.17	<b>7700</b>	<b>G</b>	98%	1%	1%	0%	0%	0%	F	0.092	F	8200	G		
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>14000</b>	<b>G</b>	98%	1%	1%	0%	0%	0%	F	0.09	F	14000	G		
	To:	Piccadilly St															
	From:	US 11 Cameron St															
 Piccadilly St	City of Winchester	0.18	<b>9300</b>	<b>G</b>	97%	1%	1%	0%	2%	0%	F	0.09	F	9900	G		
	To:	East Lane															
	From:	Piccadilly St															
 East Lane	City of Winchester	0.02	<b>8100</b>	<b>G</b>	97%	1%	1%	0%	2%	0%	F	0.093	F	8600	G		
	To:	Fairfax Lane															
	From:	Highland Ave															
 National Ave	City of Winchester	0.32	<b>9400</b>	<b>G</b>	97%	1%	1%	0%	2%	0%	F	0.091	F	9900	G		
	To:	138-5213 Pleasant Valley Rd															
	From:	City of Winchester															
 Berryville Ave	City of Winchester	0.79	<b>24000</b>	<b>G</b>	97%	1%	1%	0%	2%	0%	C	0.085	F	26000	G		
	To:	Ross St															
	From:	City of Winchester (Maint: 34)															
 Berryville Ave	City of Winchester (Maint: 34)	0.16	<b>34000</b>	<b>G</b>	97%	1%	1%	0%	2%	0%	F	0.084	F	36000	G		
	To:	I-81; ECL Winchester															
	From:	US 50 Boscawen St															
    Braddock St	City of Winchester	0.17	<b>5800</b>	<b>G</b>	98%	1%	1%	0%	0%	0%	F	0.088	F	6200	G		
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>14000</b>	<b>G</b>	98%	1%	1%	0%	0%	0%	F	0.09	F	14000	G		
	To:	Piccadilly St															
	From:	Braddock St															
   Piccadilly St	City of Winchester	0.18	<b>8000</b>	<b>G</b>	99%	0%	1%	0%	0%	0%	F	0.091	F	8500	G		
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>9500</b>	<b>G</b>	99%	0%	1%	0%	0%	0%	F	0.091	F	10000	G		
	To:	SR 7 Cameron St															
	From:	SCL Winchester															
 Valley Ave	City of Winchester	1.37	<b>13000</b>	<b>G</b>	95%	0%	1%	1%	4%	0%	F	0.086	F	14000	G		
	To:	Middle Rd															
	From:	City of Winchester															
 Valley Ave	City of Winchester	0.12	<b>18000</b>	<b>G</b>	95%	0%	1%	1%	4%	0%	F	0.087	F	19000	G		
	To:	Weems Lane															
	From:	City of Winchester															
 Valley Ave	City of Winchester	0.67	<b>15000</b>	<b>G</b>	95%	0%	1%	1%	4%	0%	F	0.094	F	16000	G		
	To:	Jubal Early Dr															
	From:	City of Winchester															
 Valley Ave	City of Winchester	0.59	<b>8700</b>	<b>G</b>	95%	0%	1%	1%	4%	0%	F	0.093	F	9500	G		
	To:	US 11 Par Braddock St															
	From:	City of Winchester															
 Valley Ave	City of Winchester	0.09	<b>1600</b>	<b>G</b>	98%	0%	1%	0%	1%	0%	F	0.091	F	1600	G		
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>10000</b>	<b>G</b>	98%	1%	1%	0%	0%	0%	F	0.091	F	11000	G		
	To:	Gerrard St															

Virginia Department of Transportation  
Traffic Engineering Division  
2018  
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: Valley Ave To: Cameron St	City of Winchester	0.10	8400	G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.577	9000	G
From: US 50 Gerrard St To: Boscawen St	City of Winchester	0.53	6400	G	98%	1%	1%	0%	0%	0%	C	0.091	F	0.545	6800	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			13000	G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.782	14000	G
From: Boscawen St To: Piccadilly St	City of Winchester	0.17	7700	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.559	8200	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
From: Piccadilly St To: US 11 Par, Loudoun St	City of Winchester	0.83	6100	G	98%	0%	1%	0%	1%	0%	C	0.094	F		6500	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			9800	G	97%	1%	1%	1%	1%	0%	C	0.094	F	0.76	10000	G
From: US 11 Par, Loudoun St To: NCL Winchester	City of Winchester	0.31	8200	G	98%	0%	1%	0%	1%	0%	F	0.091	F	0.544	8700	G
From: US 11 Valley Ave To: Gerrard St	City of Winchester	0.09	8900	G	98%	1%	1%	0%	0%	0%	F	0.099	F	0.618	9400	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			10000	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.55	11000	G
From: Gerrard St To: Boscawen St	City of Winchester	0.53	6400	G	98%	1%	1%	0%	0%	0%	C	0.093	F		6800	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			13000	G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.782	14000	G
From: Boscawen St To: Piccadilly St	City of Winchester	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
From: Piccadilly St To: North Ave	City of Winchester	0.28	2100	G	98%	1%	1%	0%	0%	0%	C	0.097	F	0.542	2200	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			8200	G	98%	1%	1%	0%	0%	0%	C	NA			8700	G
From: North Ave To: Loudoun St	City of Winchester	0.11	400	G	99%	0%	0%	0%	0%	0%	C	0.117	F	0.5	430	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA			NA	
From: Loudoun St To: Wyck St	City of Winchester	0.18	2100	G	99%	1%	0%	0%	0%	0%	C	0.093	F	0.578	2200	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			8200	G	98%	1%	1%	0%	0%	0%	C	NA			8700	G
From: Wyck St To: US 11 Cameron St	City of Winchester	0.36	3600	G	96%	1%	1%	1%	2%	0%	C	0.094	F	0.644	3900	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			9800	G	97%	1%	1%	1%	1%	0%	C	0.094	F	0.76	10000	G



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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: ECL Winchester															
17 50 522 Millwood Pike	City of Winchester (Maint: 34)	0.09	18000	N	95%	1%	1%	1%	2%	0%	N	0.096	F	0.598	19000	N
	To: I-81															
17 50 522 Millwood Pike	City of Winchester	0.09	32000	N	98%	0%	1%	0%	1%	0%	N	0.087	F	0.501	34000	N
	From: Jubal Early Dr															
	To: US 50 Par, Millwood Ave															
17 50 522 Millwood Ave	City of Winchester	0.06	32000	G	98%	0%	1%	0%	1%	0%	C	0.087	F	0.501	34000	G
	From: Apple Blossom Dr															
	To: Jubal Early Dr															
17 50 522 Millwood Ave	City of Winchester	0.05	14000	G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.505	15000	G
	From: US 50 Par, Millwood Dr															
	To: US 50 Par, Apple Blossom Dr															
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	G
	From: US 11 Cameron St															
	To: WCL Winchester															
50 Amherst St	City of Winchester	0.64	18000	G	98%	1%	1%	0%	0%	0%	F	0.091	F	0.605	19000	G
	From: Fox Dr															
50 Amherst St	City of Winchester	0.75	14000	G	98%	1%	1%	0%	0%	0%	C	0.087	F	0.510	15000	G
	From: Boscawen St															
	To: Amherst St															
50 Boscawen St	City of Winchester	0.37	9800	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.546	10000	G
	From: Braddock St															
	To: Boscawen St															
50 11 50 522 Braddock St	City of Winchester	0.53	6400	G	98%	1%	1%	0%	0%	0%	C	0.093	F		6800	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:															
			13000	G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.782	14000	G
	From: Gerrard St															
	To: Braddock St															
50 522 Gerrard St	City of Winchester	0.07	6600	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.541	7000	G
	From: Valley Ave															
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	G
	From: US 11 Cameron 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	G
	From: University Drive															
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	G
	From: Jubal Early Dr															
50 17 522 Millwood Ave	City of Winchester	0.06	32000	G	98%	0%	1%	0%	1%	0%	C	0.087	F	0.501	34000	G
	From: US 50 Par, Millwood Ave															
	To: US 50 Par, Jubal Early Dr															
50 17 522 Millwood Pike	City of Winchester	0.09	32000	N	98%	0%	1%	0%	1%	0%	N	0.087	F	0.501	34000	N
	From: I-81															
50 17 522 Millwood Pike	City of Winchester (Maint: 34)	0.09	18000	N	95%	1%	1%	1%	2%	0%	N	0.096	F	0.598	19000	N
	To: ECL Winchester															

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							2Axle	3+Axle	1Trail	2Trail						
	From:	Boscawen St														
    Braddock St	City of Winchester	0.17	<b>5800</b>	<b>G</b>	98%	1%	1%	0%	0%	0%	F	0.088	F	0.601	6200	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>14000</b>	<b>G</b>	98%	1%	1%	0%	0%	0%	F	0.09	F	0.51	14000	G
	To:	Piccadilly St														
	From:	Braddock St														
   Piccadilly St	City of Winchester	0.18	<b>8000</b>	<b>G</b>	99%	0%	1%	0%	0%	0%	F	0.091	F	0.624	8500	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>9500</b>	<b>G</b>	99%	0%	1%	0%	0%	0%	F	0.091	F	0.525	10000	G
	To:	Cameron St														
	From:	Piccadilly St														
    Cameron St	City of Winchester	0.17	<b>7700</b>	<b>G</b>	98%	1%	1%	0%	0%	0%	F	0.092	F	0.559	8200	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>14000</b>	<b>G</b>	98%	1%	1%	0%	0%	0%	F	0.09	F	0.51	14000	G
	To:	Boscawen St														
	From:	Cameron St														
    Cameron St	City of Winchester	0.53	<b>6400</b>	<b>G</b>	98%	1%	1%	0%	0%	0%	C	0.091	F	0.545	6800	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>13000</b>	<b>G</b>	98%	1%	1%	0%	0%	0%	C	0.093	F	0.782	14000	G
	To:	US 50 Millwood Ave														
North	From:	SCL Winchester														
	City of Winchester (Maint: 34)	0.07	<b>35000</b>	<b>A</b>	78%	1%	1%	1%	18%	1%	C	0.096	A		36000	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>69000</b>	<b>A</b>	79%	1%	1%	1%	17%	2%	C	0.092	A	0.522	70000	A
	To:	NCL Winchester														
South	From:	SCL Winchester														
	City of Winchester (Maint: 34)	0.07	<b>34000</b>	<b>A</b>	79%	1%	1%	1%	17%	2%	C	0.093	A		35000	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>69000</b>	<b>A</b>	79%	1%	1%	1%	17%	2%	C	0.092	A	0.522	70000	A
	To:	NCL Winchester														
	From:	ECL Winchester														
   Millwood Pike	City of Winchester (Maint: 34)	0.09	<b>18000</b>	<b>N</b>	95%	1%	1%	1%	2%	0%	N	0.096	F	0.598	19000	N
	To:	I-81														
   Millwood Pike	City of Winchester	0.09	<b>32000</b>	<b>N</b>	98%	0%	1%	0%	1%	0%	N	0.087	F	0.501	34000	N
	To:	US 50 Par; Jubal Early Dr														
	From:	US 50 Par; Millwood Ave														
   Millwood Ave	City of Winchester	0.06	<b>32000</b>	<b>G</b>	98%	0%	1%	0%	1%	0%	C	0.087	F	0.501	34000	G
	To:	Apple Blossom Dr														
	From:	Jubal Early Dr														
   Millwood Ave	City of Winchester	0.05	<b>14000</b>	<b>G</b>	98%	0%	1%	0%	1%	0%	F	0.088	F	0.505	15000	G
	To:	US 50 Par; Millwood Dr														
	From:	US 50 Par; Apple Blossom Dr														
   Millwood Ave	City of Winchester	0.75	<b>12000</b>	<b>G</b>	98%	1%	1%	0%	0%	0%	F	0.087	F	0.55	12000	G
	To:	US 11 Cameron St														
	From:	Millwood Ave														
    Cameron St	City of Winchester	0.53	<b>6400</b>	<b>G</b>	98%	1%	1%	0%	0%	0%	C	0.091	F	0.545	6800	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>13000</b>	<b>G</b>	98%	1%	1%	0%	0%	0%	C	0.093	F	0.782	14000	G
	To:	Boscawen St														

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							2Axle	3+Axle	1Trail	2Trail						
From: Boscawen St																
522 11 11P 50P Cameron St	City of Winchester	0.17	7700	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.559	8200	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: SR 7 Piccadilly St																
From: US 11 Cameron St																
522 7 50P Piccadilly St	City of Winchester	0.18	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: US 50, SR 7 Braddock St																
522 Piccadilly St	City of Winchester	0.19	5100	G	97%	1%	1%	0%	1%	0%	F	0.087	F	0.645	5400	G
To: Fairmont Ave																
From: 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
To: Commercial St																
From: Fairmont Ave																
522 Fairmont Ave	City of Winchester	0.55	10000	G	97%	1%	1%	0%	1%	0%	C	0.105	F	0.659	11000	G
To: NCL Winchester																
From: US 522, US 11 Cameron St																
522 11 50P Gerrard St	City of Winchester	0.10	8400	G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.577	9000	G
To: US 11 Valley Ave																
522 50P Gerrard St	City of Winchester	0.07	6600	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.541	7000	G
To: Braddock St																
From: Gerrard St																
522 50 11P 50P Braddock St	City of Winchester	0.53	6400	G	98%	1%	1%	0%	0%	0%	C	0.093	F		6800	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			13000	G	98%	1%	1%	0%	0%	0%	C	0.093	F	0.782	14000	G
To: US 50 Boscawen St																
522 11P 50P 522P Braddock St	City of Winchester	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: US 522 Piccadilly St																

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Winchester</b>																
① Woodstock Ln	0.63	2300	G	97%	1%	1%	1%	0%	0%	C	0.104	F	0.582	2400	G	2018
② Fort Collier Dr	0.16	6800	G	91%	1%	1%	2%	5%	1%	C	0.088	F	0.508	7200	G	2018
③ Washington St	0.64	2400	G	99%	1%	0%	0%	0%	0%	C	0.099	F	0.602	2500	G	2018
④ Handley Blvd	0.08	7100	G	99%	1%	0%	0%	0%	0%	F	0.09	F	0.55	7500	G	2018
⑤ Tevis Ave	0.21	6700	G	99%	0%	0%	0%	0%	0%	C	0.089	F	0.502	7100	G	2018
⑥ Cedarmeade Ave	0.55	1300	G	97%	2%	1%	0%	0%	0%	C	0.112	F	0.546	1400	G	2018
⑦ Jubal Early Dr	0.65	5900	G	99%	1%	0%	0%	0%	0%	F	0.095	F	0.55	6300	G	2018
⑦ Jubal Early Dr	0.49	21000	N	99%	1%	0%	0%	0%	0%	N	0.088	F	0.525	22000	N	2018
⑦ Jubal Early Dr	0.49	21000	G	99%	1%	0%	0%	0%	0%	F	0.088	F	0.525	22000	G	2018
⑤200 Cedar Creek Grade	0.52	13000	G	99%	0%	1%	0%	0%	0%	F	0.103	F	0.610	14000	G	2018
⑤200 Weems Ln	0.50	11000	G	99%	0%	1%	0%	0%	0%	C	0.099	F	0.508	11000	G	2018
⑤201 Middle Rd	1.01	3800	G	99%	1%	0%	0%	0%	0%	C	0.098	F	0.562	4000	G	2018
⑤203 Fox Dr	0.86	4400	G	99%	1%	1%	0%	0%	0%	C	0.102	F	0.581	4600	G	2018
⑤204 Cork St	0.08	7800	G	98%	1%	1%	0%	0%	0%	F	0.095	F	0.522	8300	G	2018
⑤204 Cork St	0.48	8900	G	98%	1%	1%	0%	0%	0%	F	0.092	F	0.557	9400	G	2018
⑤204 Cork St	0.44	10000	G	98%	1%	1%	0%	0%	0%	C	0.096	F	0.552	11000	G	2018
⑤206 Commercial St	0.29	2600	G	96%	1%	1%	1%	1%	0%	C	0.103	F	0.650	2800	G	2018
⑤207 Shawnee Dr	0.67	4800	G	94%	1%	1%	1%	3%	0%	C	0.099	F	0.583	5100	G	2018
⑤209 Papermill Rd	0.86	9400	G	98%	1%	1%	0%	0%	0%	F	0.101	F	0.505	10000	G	2018
⑤209 Papermill Rd	0.64	6200	G	98%	1%	1%	0%	0%	0%	F	0.103	F	0.537	6600	G	2018

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Winchester</b>																
(5209) Loudoun St	0.43	13000	G	98%	1%	1%	0%	0%	0%	C	0.094	F	0.557	14000	G	2018
						From: Weems Lane										
						To: Jubal Early Dr										
(5209) Loudoun St	0.72	5100	G	98%	1%	1%	0%	0%	0%	F	0.096	F	0.523	5400	G	2018
						From: Gerrard St										
(5213) Pleasant Valley Rd	1.22	21000	G	99%	0%	1%	0%	1%	0%	C	0.089	F	0.507	22000	G	2018
						From: Papermill Rd										
						To: Jubal Early Drive										
(5213) Pleasant Valley Rd	0.36	24000	G	99%	0%	1%	0%	1%	0%	F	0.089	F	0.5	26000	G	2018
						From: Millwood Ave										
(5213) Pleasant Valley Rd	0.91	22000	G	99%	0%	1%	0%	1%	0%	F	0.087	F	0.513	23000	G	2018
						From: Cork St										
(5213) Pleasant Valley Rd	0.36	17000	G	99%	0%	1%	0%	1%	0%	F	0.085	F	0.516	18000	G	2018
						From: Berryville Ave										
(5221) Smithfield Ave	0.63	1800	G	95%	2%	2%	0%	0%	0%	C	0.092	F	0.522	1900	G	2018
						From: National Ave										
						To: NCL Winchester										
2nd St		150	G								0.130	F	0.605	160	G	2018
						From: Summit Ave										
						To: Papermill Rd										
Amherst St		4900	G								0.092	F	0.657	5200	G	2018
						From: Boscawen St										
						To: Braddock St										
Battaile Dr		670	G								0.124	F	0.516	710	G	2018
						From: Shawnee Dr										
						To: SCL Winchester										
Beechcroft Rd		220	G								0.11	F	0.593	230	G	2018
						From: Wentworth Dr										
						To: Oakwood Ct										
Bellview Ave		860	G								0.103	F	0.559	910	G	2018
						From: Valley Ave										
						To: Lewis St										
Bond St		300	G								0.094	F	0.590	320	G	2018
						From: Loudoun St										
						To: Cameron St										
Braddock St		760	G								0.081	F	0.562	810	G	2018
						From: Jackson Ave										
						To: Locust Ave										
Branner Ave		320	G								0.114	F	0.61	340	G	2018
						From: Ridge Ave										
						To: Isaac St										
Butler Ave		200	G								0.121	F	0.885	210	G	2018
						From: Green St										
						To: Beau St										
Caroline St		260	G								0.128	F	0.5	280	G	2018
						From: Old Fort Rd										
						To: Marion St										
Commerce St		660	G								0.103	F	0.609	700	G	2018
						From: Whitlock Ave										
						To: Southwerk St										
Dunlap St		150	G								0.114	F	0.541	150	G	2018
						From: Bruce St										
						To: WCL Winchester										
E Southwerk St		1500	G								0.103	F	0.687	1600	G	2018
						From: S Loudoun St										
						To: S Cameron St										

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Winchester</b>																
Elm St		3000	G							0.101	F	0.569	3200	G	2018	
Euclid Ave		250	G							0.111	F	0.517	260	G	2018	
Glaize Ave		220	G							0.128	F	0.508	240	G	2018	
Handley Ave		520	G							0.143	F	0.524	550	G	2018	
Imperial St		140	G							0.094	F	0.567	150	G	2018	
Jackson Ave		390	G							0.108	F	0.592	420	G	2018	
Kent St		960	G							0.099	F	0.571	1000	G	2018	
Kent St		3700	G							0.099	F	0.569	3900	G	2018	
Leicester St		380	G							0.097	F	0.580	400	G	2018	
Marion St		280	G							0.105	F	0.561	290	G	2018	
Massanutten Terrace		140	G							0.154	F	0.583	150	G	2018	
Miller St		330	G							0.118	F	0.577	350	G	2018	
Orchard Ave		150	G							0.103	F	0.606	150	G	2018	
Parkway St		1700	G							0.1	F	0.535	1800	G	2018	
Pennsylvania Ave		470	G							0.101	F	0.518	500	G	2018	
Peyton St		300	G							0.113	F	0.554	320	G	2018	
Pleasant Valley Rd		190	G							0.162	F	0.764	200	G	2018	
Purcell Ave		1800	G							0.155	F	0.519	1900	G	2018	
S Kent St		730	G							0.109	F	0.6	780	G	2018	

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Winchester</b>																
Saratoga Dr		530	G			From Dulles Circle				0.109	F	0.554	560	G	2018	
					To Lake Dr											
Shenandoah Ave		640	G			From Leicester St				0.081	F		680	G	2018	
					To Cork St											
Stewart St		6700	G			From Wolfe St				0.092	F	0.521	7100	G	2018	
					To Boscawen St											
Summit Ave		170	G			From 2Nd St				0.108	F	0.512	180	G	2018	
					To 1St Street											
Tennyson Ave		310	G			From Jefferson St				0.142	F	0.529	330	G	2018	
					To Leicester St											
Washington St		3000	G			From Boscawen St				0.099	F	0.537	3200	G	2018	
					To Amherst St											
Wentworth Dr		1200	G			From Applecroft Rd				0.113	F	0.503	1200	G	2018	
					To Beechcroft Rd											
Whitter Ave		920	G			From Wood Ave				0.113	F	0.658	980	G	2018	
					To Ridge Ave											
Wood Ave		530	G			From Whitter Ave				0.091	F	0.660	560	G	2018	
					To Lanny Dr											
Woodland Ave		750	G			From Pine St				0.101	F	0.557	800	G	2018	
					To Elm St											
Wyck St		3400	G			From Loudoun St				0.099	F	0.639	3600	G	2018	
					To Braddock St											