

**2005**

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

where available

**Special Locality Report**

**138**

City of Winchester

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 Peak Hour 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 Peak Hour 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 - Business Route  
 Bypass - 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  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Winchester

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
							From: US 50, US 522 Par. Braddock St									
7 50 522	City of Winchester	0.18	3500	G	89%	1%	2%	5%	3%	0%	C	NA		3700	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	89%	1%	2%	5%	3%	0%	F	NA	13000	G	
							To: US 11 Cameron St									
							From: Boscawen St									
7 11 11 50	City of Winchester	0.17	8000	F	96%	1%	1%	1%	1%	0%	F	0.093	F	8800	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			16000	F	96%	1%	1%	1%	1%	0%	F	NA	18000	F	
							To: Piccadilly St									
							From: US 11 Cameron St									
7	City of Winchester	0.18	9400	F	96%	1%	1%	1%	1%	0%	F	0.087	F	10000	F	
							To: East Lane									
							From: Piccadilly St									
7	City of Winchester	0.02	8500	F	96%	1%	1%	1%	1%	0%	F	0.087	F	9300	F	
							To: Fairfax Lane									
							From: Highland Ave									
7	City of Winchester	0.32	9800	F	96%	1%	1%	1%	1%	0%	F	0.086	F	11000	F	
							To: 138-5213 Pleasant Valley Rd									
7	City of Winchester	0.79	24000	F	96%	1%	1%	1%	1%	0%	C	0.079	F	26000	F	
							To: Ross St									
7	City of Winchester (Maint: 34)	0.16	29000	F	96%	1%	1%	1%	1%	0%	F	0.085	F	31000	F	
							To: I-81; ECL Winchester									
							From: US 50 Boscawen St									
7 522 11 50	City of Winchester	0.17	8000	F	96%	1%	1%	1%	1%	0%	F	0.091	F	8800	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			16000	F	96%	1%	1%	1%	1%	0%	F	NA	18000	F	
							To: Piccadilly St									
							From: Braddock St									
7 50 522	City of Winchester	0.18	8900	F	89%	1%	2%	5%	3%	0%	F	0.087	F	9800	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	G	89%	1%	2%	5%	3%	0%	F	NA	13000	G	
							To: SR 7 Cameron St									
							From: SCL Winchester									
11	City of Winchester	1.37	15000	F	96%	0%	1%	1%	2%	0%	F	0.084	F	16000	F	
							To: Middle Rd									
11	City of Winchester	0.12	25000	F	96%	0%	1%	1%	2%	0%	F	0.079	F	27000	F	
							To: Weems Lane									
11	City of Winchester	0.67	18000	F	96%	0%	1%	1%	2%	0%	F	0.087	F	19000	F	
							To: Bellview Ave									
11	City of Winchester	0.59	11000	F	96%	0%	1%	1%	2%	0%	F	0.09	F	13000	F	
							To: US 11 Par Braddock St									
11	City of Winchester	0.09	2900	F	95%	1%	3%	1%	1%	0%	F	0.089	F	3200	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			13000	F	93%	1%	3%	2%	1%	0%	F	0.094	F	14000	F
							To: Gerrard St									

Virginia Department of Transportation  
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2005  
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	11000	F	95%	1%	3%	1%	1%	0%	F	0.078	F	0.679	12000	F
11 50 522 Gerrard St																
From: US 50 Gerrard St To: Boscawen St	City of Winchester	0.53	5400	F	96%	1%	1%	1%	1%	0%	C	0.081	F		5900	F
11 11 50 522 Cameron St																
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	F	96%	1%	1%	1%	1%	0%	C	NA			13000	F
From: Boscawen St To: Piccadilly St	City of Winchester	0.17	8000	F	96%	1%	1%	1%	1%	0%	F	0.093	F		8800	F
11 11 50 522 Cameron St																
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			16000	F	96%	1%	1%	1%	1%	0%	F	NA			18000	F
From: Piccadilly St To: US 11 Par, Loudoun St	City of Winchester	0.83	5600	F	95%	1%	3%	1%	1%	0%	C	0.082	F	0.545	6100	F
11 Cameron St																
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			11000	F	95%	1%	2%	1%	1%	0%	C	0.082	F	0.714	12000	F
From: US 11 Par, Loudoun St To: NCL Winchester	City of Winchester	0.31	11000	F	95%	1%	3%	1%	1%	0%	F	0.089	F	0.504	12000	F
11 Martinsburg Pike																
From: US 11 Valley Ave To: Gerrard St	City of Winchester	0.09	9600	F	93%	1%	3%	2%	1%	0%	F	0.095	F	0.75	10000	F
11 Braddock St																
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			13000	F	93%	1%	3%	2%	1%	0%	F	0.094	F	0.583	14000	F
From: Gerrard St To: Boscawen St	City of Winchester	0.53	6400	F	97%	1%	1%	1%	0%	0%	C	0.093	F		7000	F
11 50 50 522 Braddock St																
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			12000	F	96%	1%	1%	1%	1%	0%	C	NA			13000	F
From: Boscawen St To: Piccadilly St	City of Winchester	0.17	8000	F	96%	1%	1%	1%	1%	0%	F	0.091	F	0.842	8800	F
11 522 50 522 Braddock St																
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			16000	F	96%	1%	1%	1%	1%	0%	F	NA			18000	F
From: Piccadilly St To: North Ave	City of Winchester	0.36	2400	F	93%	1%	3%	2%	1%	0%	C	0.089	F		2600	F
11 Braddock St																
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			8000	F	94%	1%	3%	1%	1%	0%	C	NA			8700	F
From: North Ave To: Loudoun St	City of Winchester	0.03	510	F	97%	2%	1%	0%	0%	0%	C	0.114	F	0.719	560	F
11 North Ave																
From: Loudoun St To: North Ave	City of Winchester	0.30	3600	F	99%	0%	1%	0%	0%	0%	C	0.079	F	0.766	3900	F
11 Loudoun St																
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			9200	F	96%	1%	2%	1%	1%	0%	C	NA			10000	F
From: North Ave To: Wyck St	City of Winchester	0.24	5000	F	96%	0%	1%	1%	2%	0%	C	0.089	F	0.764	5500	F
11 Loudoun St																
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			11000	F	95%	1%	2%	1%	1%	0%	C	0.082	F	0.714	12000	F
From: Wyck St To: US 11 Cameron St	City of Winchester	0.09	26000	F	96%	0%	1%	1%	1%	0%	C	0.083	F	0.649	28000	F
17 50 522 Jubal Early Drive																
From: I-81 To: Jubal Early Dr	City of Winchester	0.09	26000	F	96%	0%	1%	1%	1%	0%	C	0.083	F	0.649	28000	F







Virginia Department of Transportation  
Traffic Engineering Division  
2005  
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						
17 50 522 Millwood Ave	From: Jubal Early Dr															
	City of Winchester	0.86	13000	F	97%	1%	1%	1%	0%	0%	F	0.085	F	0.529	14000	F
	To: US 11 Cameron St															
50 Amherst St	From: WCL Winchester															
	City of Winchester	0.64	16000	F	98%	0%	1%	0%	0%	0%	F	0.092	F	0.569	17000	F
	To: Fox Dr															
50 Amherst St	From: Fox Dr															
	City of Winchester	0.75	14000	F	98%	0%	1%	0%	0%	0%	C	0.088	F	0.501	15000	F
	To: Boscawen St															
50 Boscawen St	From: Amherst St															
	City of Winchester	0.37	17000	G	98%	0%	1%	0%	0%	0%	F	NA		18000	G	
	To: Braddock St															
50 11 50 522 Braddock St	From: Boscawen St															
	City of Winchester	0.53	6400	F	97%	1%	1%	1%	0%	0%	C	0.093	F	7000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		12000	F	96%	1%	1%	1%	1%	0%	C	NA		13000	F	
	To: Gerrard St															
50 522 Gerrard St	From: Braddock St															
	City of Winchester	0.07	8800	F	97%	1%	1%	1%	0%	0%	F	0.084	F	0.565	9600	F
	To: Valley Ave															
50 11 522 Gerrard St	From: Valley Ave															
	City of Winchester	0.10	11000	F	95%	1%	3%	1%	1%	0%	F	0.078	F	0.679	12000	F
	To: US 11 Cameron St															
50 17 522 Millwood Ave	From: US 11 Cameron St															
	City of Winchester	0.86	13000	F	97%	1%	1%	1%	0%	0%	F	0.085	F	0.529	14000	F
	To: US 50 Par															
50 17 522 Jubal Early Drive	From: US 50 Par															
	City of Winchester	0.09	26000	F	96%	0%	1%	1%	1%	0%	C	0.083	F	0.649	28000	F
	To: I-81															
50 522 11 522 Braddock St	From: Boscawen St															
	City of Winchester	0.17	8000	F	96%	1%	1%	1%	1%	0%	F	0.091	F	0.842	8800	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		16000	F	96%	1%	1%	1%	1%	0%	F	NA		18000	F	
	To: Piccadilly St															
50 7 522 Piccadilly St	From: Braddock St															
	City of Winchester	0.18	8900	F	89%	1%	2%	5%	3%	0%	F	0.087	F	0.731	9800	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		12000	G	89%	1%	2%	5%	3%	0%	F	NA		13000	G	
	To: Cameron St															
50 11 11 522 Cameron St	From: Piccadilly St															
	City of Winchester	0.17	8000	F	96%	1%	1%	1%	1%	0%	F	0.093	F	8800	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		16000	F	96%	1%	1%	1%	1%	0%	F	NA		18000	F	
	To: Boscawen St															
50 11 11 522 Cameron St	From: Boscawen St															
	City of Winchester	0.53	5400	F	96%	1%	1%	1%	1%	0%	C	0.081	F	5900	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		12000	F	96%	1%	1%	1%	1%	0%	C	NA		13000	F	
	To: US 50 Gerrard St															
50 Millwood Ave	From: US 50 Apple Blossom Dr															
	City of Winchester	0.18	9600	F	98%	0%	1%	0%	1%	0%	C	0.078	F	0.858	10000	F
	To: US 50 Jubal Early Drive															

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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						
North 81	From: SCL Winchester															
	City of Winchester (Maint: 34)	0.07	30000	A	76%	1%	1%	1%	20%	1%	C	0.094	A	30000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		59000	A	77%	1%	1%	1%	19%	1%	C	NA		61000	A	
	To: NCL Winchester															
South 81	From: SCL Winchester															
	City of Winchester (Maint: 34)	0.07	30000	A	77%	1%	1%	1%	19%	1%	C	0.094	A	30000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		59000	A	77%	1%	1%	1%	19%	1%	C	NA		61000	A	
	To: NCL Winchester															
522 50 17 Jubal Early Drive	From: I-81															
	City of Winchester	0.09	26000	F	96%	0%	1%	1%	1%	0%	C	0.083	F	0.649	28000	F
	To: Millwood Ave															
522 50 17 Millwood Ave	From: Jubal Early Dr															
	City of Winchester	0.86	13000	F	97%	1%	1%	1%	0%	0%	F	0.085	F	0.529	14000	F
	To: Cameron St															
522 11 11 50 Cameron St	From: Millwood Ave															
	City of Winchester	0.53	5400	F	96%	1%	1%	1%	1%	0%	C	0.081	F		5900	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		12000	F	96%	1%	1%	1%	1%	0%	C	NA		13000	F	
	To: Boscawen St															
522 11 11 50 Cameron St	From: Boscawen St															
	City of Winchester	0.17	8000	F	96%	1%	1%	1%	1%	0%	F	0.093	F		8800	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		16000	F	96%	1%	1%	1%	1%	0%	F	NA		18000	F	
	To: SR 7 Piccadilly St															
522 7 50 Piccadilly St	From: US 11 Cameron St															
	City of Winchester	0.18	8900	F	89%	1%	2%	5%	3%	0%	F	0.087	F	0.731	9800	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		12000	G	89%	1%	2%	5%	3%	0%	F	NA		13000	G	
	To: US 50, SR 7 Braddock St															
522 Piccadilly St	From: US 50, SR 7 Braddock St															
	City of Winchester	0.19	6100	F	96%	1%	1%	1%	2%	0%	F	0.091	F	0.530	6600	F
	To: Fairmont Ave															
522 Fairmont Ave	From: Piccadilly St															
	City of Winchester	0.22	6100	F	96%	1%	1%	1%	2%	0%	F	0.098	F	0.611	6600	F
	To: Commercial St															
522 Fairmont Ave	From: Commercial St															
	City of Winchester	0.55	12000	F	96%	1%	1%	1%	2%	0%	C	0.101	F	0.668	13000	F
	To: NCL Winchester															
522 11 50 Gerrard St	From: US 522, US 11 Cameron St															
	City of Winchester	0.10	11000	F	95%	1%	3%	1%	1%	0%	F	0.078	F	0.679	12000	F
	To: US 11 Valley Ave															
522 50 Gerrard St	From: US 11 Valley Ave															
	City of Winchester	0.07	8800	F	97%	1%	1%	1%	0%	0%	F	0.084	F	0.565	9600	F
	To: Braddock St															
522 50 11 50 Braddock St	From: Gerrard St															
	City of Winchester	0.53	6400	F	97%	1%	1%	1%	0%	0%	C	0.093	F		7000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		12000	F	96%	1%	1%	1%	1%	0%	C	NA		13000	F	
	To: US 50 Boscawen St															

Virginia Department of Transportation  
 Traffic Engineering Division  
 2005  
 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						
    Braddock St	From: US 50 Boscawen St	0.17	<b>8000</b>	<b>F</b>	96%	1%	1%	1%	1%	0%	F	0.091	F	0.842	8800	F
	City of Winchester		Combined Traffic Estimates for 2 Parallel Roadways on this Route: <b>16000</b>		<b>F</b>	96%	1%	1%	1%	1%	0%	F	NA		18000	F
	To: US 522 Piccadilly St															

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Winchester</b>																
① Woodstock Ln	0.63	2500	F	97%	1%	Pleasant Valley Rd				C	0.095	F	0.648	2700	F	2005
						ECL Winchester										
② Fort Collier Drive	0.16	8600	F	96%	1%	Berryville Ave				C	0.096	F	0.684	9500	F	2005
						NCL Winchester										
③ Washington St	0.64	5000	F	99%	0%	Handley Blvd				C	0.086	F	0.603	5500	F	2005
						Piccadilly St										
④ Handley Blvd	0.08	11000	F	99%	0%	Braddock St				F	0.082	F	0.513	12000	F	2005
						Washington St										
⑤ Tevis Ave	0.21	8000	F	99%	0%	Valley Ave				C	0.086	F	0.549	8700	F	2005
						Cedarmeade Ave										
⑥ Cedarmeade Ave	0.55	1400	F	97%	2%	Tevis St				C	0.126	F	0.548	1500	F	2005
						Papermill Rd										
⑦ Jubal Early Dr	0.65	6200	F	99%	0%	Handley Ave				F	0.1	F	0.518	6800	F	2005
						US 11 Valley Avenue										
⑦ Jubal Early Dr	0.98	21000	F	99%	0%	US 50 Par Apple Blossom Dr				F	0.086	F	0.511	22000	F	2005
						WCL Winchester										
⑤200 Cedar Creek Grade	0.52	14000	F	98%	0%	Valley Ave				F	0.093	F	0.633	15000	F	2005
						Papermill Rd										
⑤200 Weems Ln	0.50	14000	F	98%	0%	Valley Ave				C	0.089	F	0.514	15000	F	2005
						Papermill Rd										
⑤201 Middle Rd	1.01	3600	F	98%	0%	Valley Ave				C	0.095	F	0.601	4000	F	2005
						WCL Winchester										
⑤203 Fox Dr	0.86	4000	F	98%	1%	US 50				C	0.100	F	0.577	4300	F	2005
						NCL Winchester										
⑤204 Cork St	0.08	8500	F	99%	0%	US 11 Cameron St				F	0.09	F	0.519	9300	F	2005
						Kent St										
⑤204 Cork St	0.48	10000	F	99%	0%	138-5213 Pleasant Valley Rd				F	0.088	F	0.563	11000	F	2005
						ECL Winchester										
⑤204 Senseny Rd	0.44	9800	F	99%	0%	Faimont Ave				C	0.083	F	0.614	11000	F	2005
						Cameron St										
⑤206 Commercial St	0.29	3800	F	97%	0%	SCL Winchester				C	0.090	F	0.605	4200	F	2005
						Papermill Rd										
⑤207 Shawnee Dr	0.67	5500	F	95%	1%	SECL Winchester				C	0.091	F	0.561	6000	F	2005
						Pleasant Valley Rd										
⑤209 Papermill Rd	0.86	11000	F	98%	0%	Pleasant Valley Rd				F	0.087	F	0.501	12000	F	2005
						Pleasant Valley Rd										
⑤209 Papermill Rd	0.64	7100	F	98%	0%	Weems Lane				C	0.094	F	0.530	7700	F	2005
						Commerce St										
⑤209 Loudoun St	0.58	15000	F	98%	0%	Commerce St				C	0.089	F	0.525	17000	F	2005

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Winchester</b>																
(5209) Loudoun St	0.57	6100	F	98%	0%	1%	0%	0%	0%	F	0.098	F	0.536	6700	F	2005
(5213) Pleasant Valley Rd	1.22	13000	F	97%	0%	1%	1%	1%	0%	C	0.088	F	0.522	14000	F	2005
(5213) Pleasant Valley Rd	0.36	22000	F	97%	0%	1%	1%	1%	0%	F	0.085	F	0.504	24000	F	2005
(5213) Pleasant Valley Rd	0.91	23000	F	97%	0%	1%	1%	1%	0%	F	0.081	F	0.533	25000	F	2005
(5213) Pleasant Valley Rd	0.36	19000	F	97%	0%	1%	1%	1%	0%	F	0.082	F	0.537	21000	F	2005
(5221) Smithfield Ave	0.63	2600	F	96%	1%	2%	0%	1%	0%	C	0.092	F	0.596	2800	F	2005
2nd Street		160	F								0.109	F		180	F	2005
Amherst St		4400	F								0.088	F	0.778	4900	F	2005
Battaile Dr		1200	G								NA			1300	G	2005
Beachcroft Rd		150	F								0.132	F		160	F	2005
Bellview Ave		1200	F								0.093	F		1300	F	2005
Bond St		350	F								0.103	F		390	F	2005
Braddock St		870	F								0.077	F		950	F	2005
Branner Ave		350	F								0.108	F		380	F	2005
Butler Ave		250	F								0.116	F		270	F	2005
Caroline St		350	F								0.101	F		380	F	2005
Commerce St		770	F								0.087	F		850	F	2005
Dunlap St		230	F								0.1	F		250	F	2005
E Southwerk St		1500	F								0.104	F		1600	F	2005

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Winchester</b>																
Elm St		4000	F				From: Frederick Ave				0.096	F		4300	F	2005
							To: Woodland Ave									
Euclid Ave		280	F				From: Grove St				0.127	F		310	F	2005
							To: Woodstock Lane									
Glaize Ave		230	F				From: S.Loudoun St				0.227	F		250	F	2005
							To: Dead End									
Handley St		560	F				From: Whitlock Ave				0.107	F		610	F	2005
							To: Sheridan St									
Imperial St		130	F				From: Papermill Rd				0.143	F		140	F	2005
							To: Superior Ave									
Jackson Ave		580	F				From: Braddock St				0.106	F		640	F	2005
							To: Pennsylvania Ave									
Kent St		1300	F				From: Beau St				0.099	F		1400	F	2005
							To: WCL Winchester									
Kent St		5200	F				From: Boscawen St				0.092	F		5700	F	2005
							To: Philpot St									
Leicester St		400	F				From: Parkway Ave				0.094	F		440	F	2005
							To: Shawnee Ave									
Marion St		330	F				From: Branner Ave				0.092	F		360	F	2005
							To: Caroline St									
Massanutten Terrace		320	F				From: Hockman Ave				0.129	F		350	F	2005
							To: Middle Rd									
Miller St		490	F				From: Handley St				0.088	F		530	F	2005
							To: Ivy St									
Orchard Ave		210	F				From: Elm St				0.090	F		230	F	2005
							To: ECL Winchester									
Parkway Ave		990	F				From: Pall Mall St				0.098	F		1100	F	2005
							To: Leicester St									
Pennsylvania Ave		570	F				From: Richards				0.089	F		620	F	2005
							To: Jackson Ave									
Peyton St		520	F				From: Fairmont Ave				0.102	F		570	F	2005
							To: Braddock St									
Pleasant Valley Rd		520	F				From: Dead End				0.22	F		560	F	2005
							To: Cedarmeade Ave									
Purcell Ave		1900	F				From: Cork St				0.106	F		2100	F	2005
							To: Grove St									
S Kent St		1400	F				From: Millwood Ave				0.097	F		1500	F	2005
							To: Southwerk St									

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Winchester</b>																
Saratoga Dr		660	F			From: Dulles Circle				0.101	F			720	F	2005
						To: Lake Dr										
Shenandoah Ave		760	F			From: Leicester St				0.094	F			830	F	2005
						To: Cork St										
Stewart St		9200	F			From: Wolfe St				0.078	F			10000	F	2005
						To: Boscawen St										
Summit Ave		170	F			From: 2Nd St				0.109	F			190	F	2005
						To: 1St Street										
Tennyson Ave		810	F			From: Jefferson St				0.096	F			880	F	2005
						To: Leicester St										
Washington St		6900	F			From: Boscawen St				0.094	F			7600	F	2005
						To: Amherst St										
Wentworth Dr		1400	F			From: Applecroft Rd				0.165	F			1600	F	2005
						To: Beachcroft Rd										
Whitter Ave		720	F			From: Wood Ave				0.098	F			790	F	2005
						To: Ridge Ave										
Wood Ave		610	F			From: Whitter Ave				0.093	F			670	F	2005
						To: Lanny Dr										
Woodland Ave		840	F			From: Pine St				0.103	F			920	F	2005
						To: Elm St										
Wyck St		4300	F			From: Loudoun St				0.105	F			4700	F	2005
						To: Braddock St										