# 2004
# 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**
**Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation**
**Federal Highway Administration**

Virginia Department of Transportation
Mobility Management 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 at VDOT Mobility Management's 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's Mobility Management 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


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


Secondary Route

## Special Routes


Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route


ALT - Alternate Route
Wye - Wye 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 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.

Virginia Department of Transportation
Mobility Management Division
2004
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Winchester

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | Truck 2Axle | Truck 3+Axle | Truck 1Trail | Truck 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | From: US 50, US 522 Par, Braddock St | | | | | | | | | | | | | | | |
| 7 (50P) (522) Boscawen St | City of Winchester | 0.18 | **3400** | G | 89% | 1% | 2% | 5% | 3% | 0% | C | 0.082 | F | | 3700 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | **11000** | G | 89% | 1% | 2% | 5% | 3% | 0% | F | NA | | | 12000 | G |
| | To: US 11 Cameron St | | | | | | | | | | | | | | | |
| | From: Boscawen St | | | | | | | | | | | | | | | |
| 7 (11) (11P) (50P) Cameron St | City of Winchester | 0.17 | **12000** | G | 89% | 2% | 4% | 5% | 1% | 0% | F | 0.086 | F | | 13000 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | **12000** | G | | | | | | | | NA | | | NA | |
| | To: Piccadilly St | | | | | | | | | | | | | | | |
| | From: US 11 Cameron St | | | | | | | | | | | | | | | |
| 7 Piccaddilly St | City of Winchester | 0.18 | **11000** | G | 96% | 1% | 1% | 1% | 1% | 1% | C | 0.088 | F | 0.538 | 12000 | G |
| | To: East Lane | | | | | | | | | | | | | | | |
| | From: Piccadilly St | | | | | | | | | | | | | | | |
| 7 East Lane | City of Winchester | 0.02 | **11000** | G | 95% | 1% | 2% | 1% | 1% | 0% | F | 0.095 | F | 0.513 | 12000 | G |
| | To: Fairfax Lane | | | | | | | | | | | | | | | |
| | From: Highland Ave | | | | | | | | | | | | | | | |
| 7 National Ave | City of Winchester | 0.32 | **13000** | G | 96% | 1% | 2% | 1% | 1% | 0% | C | 0.085 | F | 0.604 | 14000 | G |
| | To: 138-5213 Pleasant Valley Rd | | | | | | | | | | | | | | | |
| | From: | | | | | | | | | | | | | | | |
| 7 Berryville Ave | City of Winchester | 0.79 | **18000** | G | 95% | 1% | 2% | 1% | 1% | 0% | C | 0.081 | F | 0.554 | 19000 | G |
| | To: Ross St | | | | | | | | | | | | | | | |
| | From: | | | | | | | | | | | | | | | |
| 7 Berryville Ave | City of Winchester (Maint: 34) | 0.16 | **31000** | G | 95% | 1% | 2% | 1% | 1% | 0% | F | 0.1 | F | 0.603 | 34000 | G |
| | To: ECL Winchester; I-81 | | | | | | | | | | | | | | | |
| | From: US 50 Boscawen St | | | | | | | | | | | | | | | |
| 7P (522P) (11P) (50P) Braddock St | City of Winchester | 0.17 | **NA** | | | | | | | | | NA | | | NA | |
| | Combined Traffic Estimates for Parallel Roadways on this Route: | | **NA** | | | | | | | | | NA | | | NA | |
| | To: Piccadilly St | | | | | | | | | | | | | | | |
| | From: Braddock St | | | | | | | | | | | | | | | |
| 7P (50P) (522) Piccadilly St | City of Winchester | 0.18 | **7500** | G | 89% | 1% | 2% | 5% | 3% | 0% | F | 0.086 | F | | 8100 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | **11000** | G | 89% | 1% | 2% | 5% | 3% | 0% | F | NA | | | 12000 | G |
| | To: SR 7 Cameron St | | | | | | | | | | | | | | | |
| | From: SCL Winchester | | | | | | | | | | | | | | | |
| 11 Valley Ave | City of Winchester | 1.37 | **17000** | G | 95% | 0% | 2% | 1% | 1% | 0% | C | 0.084 | F | 0.506 | 18000 | G |
| | To: Middle Rd | | | | | | | | | | | | | | | |
| | From: | | | | | | | | | | | | | | | |
| 11 Valley Ave | City of Winchester | 0.12 | **23000** | G | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.089 | F | 0.575 | 25000 | G |
| | To: Weems Lane | | | | | | | | | | | | | | | |
| | From: | | | | | | | | | | | | | | | |
| 11 Valley Ave | City of Winchester | 0.67 | **18000** | G | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.085 | F | 0.511 | 20000 | G |
| | To: Bellview Ave | | | | | | | | | | | | | | | |
| | From: | | | | | | | | | | | | | | | |
| 11 Valley Ave | City of Winchester | 0.59 | **15000** | G | 97% | 0% | 1% | 1% | 1% | 0% | C | 0.088 | F | 0.626 | 16000 | G |
| | To: US 11 Par Braddock St | | | | | | | | | | | | | | | |
| | From: | | | | | | | | | | | | | | | |
| 11 Valley Ave | City of Winchester | 0.09 | **3300** | G | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.096 | F | | 3600 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | **15000** | G | 92% | 1% | 4% | 2% | 1% | 0% | F | NA | | | 16000 | G |
| | To: Gerrard St | | | | | | | | | | | | | | | |

Virginia Department of Transportation
Mobility Management Division
2004
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Winchester

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | Truck 2Axle | Truck 3+Axle | Truck 1Trail | Truck 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From: Valley Ave | | | | | | | | | | | | | | | | |
| 11 50 522 Gerrard St | City of Winchester | 0.10 | **15000** | **G** | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.078 | F | 0.671 | 16000 | G |
| To: Cameron St | | | | | | | | | | | | | | | | |
| From: US 50 Gerrard St | | | | | | | | | | | | | | | | |
| 11 11 50 522 Cameron St | City of Winchester | 0.53 | **6200** | **G** | 89% | 2% | 4% | 5% | 1% | 0% | C | 0.082 | F | | 6700 | G |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | **15000** | **G** | 93% | 1% | 3% | 2% | 1% | 0% | C | NA | | | 16000 | G |
| To: Boscawen St | | | | | | | | | | | | | | | | |
| From: | | | | | | | | | | | | | | | | |
| 11 11 50 522 Cameron St | City of Winchester | 0.17 | **12000** | **G** | 89% | 2% | 4% | 5% | 1% | 0% | F | 0.086 | F | | 13000 | G |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | **12000** | **G** | | | | | | | | NA | | | NA | |
| To: Piccadilly St | | | | | | | | | | | | | | | | |
| From: | | | | | | | | | | | | | | | | |
| 11 Cameron St | City of Winchester | 0.83 | **4200** | **G** | 96% | 0% | 1% | 1% | 2% | 0% | C | 0.089 | F | | 4600 | G |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | **9800** | **G** | 96% | 0% | 1% | 1% | 2% | 0% | C | NA | | | 11000 | G |
| To: US 11 Par, Loudoun St | | | | | | | | | | | | | | | | |
| From: | | | | | | | | | | | | | | | | |
| 11 Martinsburg Pike | City of Winchester | 0.31 | **14000** | **G** | 95% | 0% | 1% | 1% | 2% | 0% | C | 0.089 | F | 0.542 | 15000 | G |
| To: NCL Winchester | | | | | | | | | | | | | | | | |
| From: US 11 Valley Ave | | | | | | | | | | | | | | | | |
| 11 Braddock St | City of Winchester | 0.09 | **11000** | **G** | 90% | 2% | 5% | 2% | 1% | 0% | F | 0.093 | F | 0.78 | 12000 | G |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | **15000** | **G** | 92% | 1% | 4% | 2% | 1% | 0% | F | NA | | | 16000 | G |
| To: Gerrard St | | | | | | | | | | | | | | | | |
| From: | | | | | | | | | | | | | | | | |
| 11 50 50 522 Braddock St | City of Winchester | 0.53 | **8900** | **G** | 96% | 1% | 2% | 0% | 1% | 0% | C | 0.094 | F | | 9600 | G |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | **15000** | **G** | 93% | 1% | 3% | 2% | 1% | 0% | C | NA | | | 16000 | G |
| To: Boscawen St | | | | | | | | | | | | | | | | |
| From: | | | | | | | | | | | | | | | | |
| 11 522 50 522 Braddock St | City of Winchester | 0.17 | **NA** | | | | | | | | | NA | | | NA | |
| Combined Traffic Estimates for Parallel Roadways on this Route: | | | **NA** | | | | | | | | | NA | | | NA | |
| To: Piccadilly St | | | | | | | | | | | | | | | | |
| From: | | | | | | | | | | | | | | | | |
| 11 Braddock St | City of Winchester | 0.36 | **3200** | **G** | 90% | 2% | 5% | 2% | 1% | 0% | C | 0.094 | F | | 3400 | G |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | **7400** | **G** | 94% | 1% | 3% | 1% | 1% | 0% | C | NA | | | 8000 | G |
| To: North Ave | | | | | | | | | | | | | | | | |
| From: Braddock St | | | | | | | | | | | | | | | | |
| 11 North Ave | City of Winchester | 0.03 | **520** | **G** | 95% | 1% | 2% | 1% | 1% | 0% | C | 0.119 | F | 0.767 | 560 | G |
| Combined Traffic Estimates for Parallel Roadways on this Route: | | | **NA** | | | | | | | | | NA | | | NA | |
| To: Loudoun St | | | | | | | | | | | | | | | | |
| From: North Ave | | | | | | | | | | | | | | | | |
| 11 Loudoun St | City of Winchester | 0.30 | **5000** | **G** | 96% | 1% | 1% | 2% | 0% | 0% | C | 0.095 | F | 0.82 | 5400 | G |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | **9200** | **G** | 96% | 0% | 1% | 1% | 1% | 0% | C | NA | | | 10000 | G |
| To: Wyck St | | | | | | | | | | | | | | | | |
| From: | | | | | | | | | | | | | | | | |
| 11 Loudoun St | City of Winchester | 0.24 | **5500** | **G** | 96% | 0% | 1% | 1% | 2% | 0% | C | 0.089 | F | 0.809 | 6000 | G |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | **9800** | **G** | 96% | 0% | 1% | 1% | 2% | 0% | C | NA | | | 11000 | G |
| To: US 11 Cameron St | | | | | | | | | | | | | | | | |

Virginia Department of Transportation
Mobility Management Division
2004
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Winchester

| Route | Jurisdiction | | Length | AADT | QA | 4Tire | Bus | Truck 2Axle | Truck 3+Axle | Truck 1Trail | Truck 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17 50 522 Jubal Early Drive | City of Winchester | From: Maintenance Jurisdiction Change | 0.05 | **27000** | **G** | 96% | 0% | 1% | 1% | 1% | 0% | C | 0.083 | F | 0.622 | 29000 | G |
| | | To: Jubal Early Dr | | | | | | | | | | | | | | | |
| 17 50 522 Millwood Ave | City of Winchester | From: | 0.86 | **18000** | **G** | 97% | 0% | 2% | 0% | 1% | 0% | C | 0.087 | F | 0.521 | 19000 | G |
| | | To: US 11 Cameron St | | | | | | | | | | | | | | | |
| 50 Amherst St | City of Winchester | From: WCL Winchester | 0.64 | **21000** | **G** | 98% | 1% | 1% | 1% | 0% | 0% | F | 0.087 | F | 0.603 | 23000 | G |
| | | To: Fox Dr | | | | | | | | | | | | | | | |
| 50 Amherst St | City of Winchester | From: | 0.75 | **18000** | **G** | 98% | 1% | 1% | 1% | 0% | 0% | C | 0.085 | F | 0.518 | 19000 | G |
| | | To: Boscawen St | | | | | | | | | | | | | | | |
| 50 Boscawen St | City of Winchester | From: Amherst St | 0.37 | **16000** | **G** | 95% | 1% | 1% | 1% | 1% | 1% | C | 0.086 | F | 0.515 | 18000 | G |
| | | To: Braddock St | | | | | | | | | | | | | | | |
| 50 11 P 50 P 522 Braddock St | City of Winchester | From: Boscawen St | 0.53 | **8900** | **G** | 96% | 1% | 2% | 0% | 1% | 0% | C | 0.094 | F | | 9600 | G |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | | **15000** | **G** | 93% | 1% | 3% | 2% | 1% | 0% | C | NA | | | 16000 | G |
| | | To: Gerrard St | | | | | | | | | | | | | | | |
| 50 522 P Gerrard St | City of Winchester | From: Braddock St | 0.07 | **11000** | **G** | 96% | 1% | 2% | 0% | 1% | 0% | F | 0.082 | F | 0.612 | 12000 | G |
| | | To: Valley Ave | | | | | | | | | | | | | | | |
| 50 11 522 P Gerrard St | City of Winchester | From: | 0.10 | **15000** | **G** | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.078 | F | 0.671 | 16000 | G |
| | | To: US 11 Cameron St | | | | | | | | | | | | | | | |
| 50 17 522 Millwood Ave | City of Winchester | From: | 0.86 | **18000** | **G** | 97% | 0% | 2% | 0% | 1% | 0% | C | 0.087 | F | 0.521 | 19000 | G |
| | | To: US 50 Par | | | | | | | | | | | | | | | |
| 50 17 522 Jubal Early Drive | City of Winchester | From: | 0.09 | **27000** | **G** | 96% | 0% | 1% | 1% | 1% | 0% | C | 0.083 | F | 0.622 | 29000 | G |
| | | To: I-81 | | | | | | | | | | | | | | | |
| 50 P 522 P 11 P 522 Braddock St | City of Winchester | From: Boscawen St | 0.17 | **NA** | | | | | | | | | NA | | | NA | |
| Combined Traffic Estimates for Parallel Roadways on this Route: | | | | **NA** | | | | | | | | | NA | | | NA | |
| | | To: Piccadilly St | | | | | | | | | | | | | | | |
| 50 P 7 P 522 Piccadilly St | City of Winchester | From: Braddock St | 0.18 | **7500** | **G** | 89% | 1% | 2% | 5% | 3% | 0% | F | 0.086 | F | | 8100 | G |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | | **11000** | **G** | 89% | 1% | 2% | 5% | 3% | 0% | F | NA | | | 12000 | G |
| | | To: Cameron St | | | | | | | | | | | | | | | |
| 50 P 11 11 P 522 Cameron St | City of Winchester | From: Piccadilly St | 0.17 | **12000** | **G** | 89% | 2% | 4% | 5% | 1% | 0% | F | 0.086 | F | | 13000 | G |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | | **12000** | **G** | | | | | | | | NA | | | NA | |
| | | To: Boscawen St | | | | | | | | | | | | | | | |
| 50 P 11 11 P 522 Cameron St | City of Winchester | From: | 0.53 | **6200** | **G** | 89% | 2% | 4% | 5% | 1% | 0% | C | 0.082 | F | | 6700 | G |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | | **15000** | **G** | 93% | 1% | 3% | 2% | 1% | 0% | C | NA | | | 16000 | G |
| | | To: US 50 Gerrard St | | | | | | | | | | | | | | | |

Virginia Department of Transportation
Mobility Management Division
2004
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Winchester

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | Truck: 2Axle | Truck: 3+Axle | Truck: 1Trail | Truck: 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50 Millwood Ave | From: US 50 Apple Blossom Dr | | | | | | | | | | | | | | | |
| | City of Winchester | 0.18 | **NA** | | | | | | | | | NA | | | NA | |
| | To: US 50 Jubal Early Drive | | | | | | | | | | | | | | | |
| North 81 | From: SCL Winchester | | | | | | | | | | | | | | | |
| | City of Winchester (Maint: 34) | 0.07 | **29000** | **B** | 76% | 1% | 1% | 1% | 20% | 1% | C | 0.096 | A | | 30000 | B |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | **58000** | **B** | 77% | 1% | 1% | 1% | 19% | 1% | C | NA | | | 60000 | B |
| | To: NCL Winchester | | | | | | | | | | | | | | | |
| South 81 | From: SCL Winchester | | | | | | | | | | | | | | | |
| | City of Winchester (Maint: 34) | 0.07 | **30000** | **B** | 77% | 1% | 1% | 1% | 19% | 1% | C | 0.091 | A | | 30000 | B |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | **58000** | **B** | 77% | 1% | 1% | 1% | 19% | 1% | C | NA | | | 60000 | B |
| | To: NCL Winchester | | | | | | | | | | | | | | | |
| 522 50 17 Jubal Early Drive | From: Maintenance Jurisdiction Change | | | | | | | | | | | | | | | |
| | City of Winchester | 0.05 | **27000** | **G** | 96% | 0% | 1% | 1% | 1% | 0% | C | 0.083 | F | 0.622 | 29000 | G |
| | To: Millwood Ave | | | | | | | | | | | | | | | |
| 522 50 17 Millwood Ave | From: Jubal Early Dr | | | | | | | | | | | | | | | |
| | City of Winchester | 0.86 | **18000** | **G** | 97% | 0% | 2% | 0% | 1% | 0% | C | 0.087 | F | 0.521 | 19000 | G |
| | To: Cameron St | | | | | | | | | | | | | | | |
| 522 11 11 50 Cameron St | From: Millwood Ave | | | | | | | | | | | | | | | |
| | City of Winchester | 0.53 | **6200** | **G** | 89% | 2% | 4% | 5% | 1% | 0% | C | 0.082 | F | | 6700 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | **15000** | **G** | 93% | 1% | 3% | 2% | 1% | 0% | C | NA | | | 16000 | G |
| | To: Boscawen St | | | | | | | | | | | | | | | |
| 522 11 11 50 Cameron St | From: | | | | | | | | | | | | | | | |
| | City of Winchester | 0.17 | **12000** | **G** | 89% | 2% | 4% | 5% | 1% | 0% | F | 0.086 | F | | 13000 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | **12000** | **G** | | | | | | | | NA | | | NA | |
| | To: SR 7 Piccadilly St | | | | | | | | | | | | | | | |
| 522 7 50 Piccadilly St | From: US 11 Cameron St | | | | | | | | | | | | | | | |
| | City of Winchester | 0.18 | **7500** | **G** | 89% | 1% | 2% | 5% | 3% | 0% | F | 0.086 | F | | 8100 | G |
| | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | **11000** | **G** | 89% | 1% | 2% | 5% | 3% | 0% | F | NA | | | 12000 | G |
| | To: US 50, SR 7 Braddock St | | | | | | | | | | | | | | | |
| 522 Piccadilly St | From: | | | | | | | | | | | | | | | |
| | City of Winchester | 0.19 | **6100** | **G** | 94% | 1% | 3% | 2% | 1% | 0% | F | 0.093 | F | 0.619 | 6600 | G |
| | To: Fairmont Ave | | | | | | | | | | | | | | | |
| 522 Fairmont Ave | From: Piccadilly St | | | | | | | | | | | | | | | |
| | City of Winchester | 0.22 | **7000** | **G** | 94% | 1% | 3% | 2% | 1% | 0% | F | 0.090 | F | 0.629 | 7600 | G |
| | To: Commercial St | | | | | | | | | | | | | | | |
| 522 Fairmont Ave | From: | | | | | | | | | | | | | | | |
| | City of Winchester | 0.55 | **13000** | **G** | 94% | 1% | 3% | 2% | 1% | 0% | C | 0.094 | F | 0.683 | 14000 | G |
| | To: NCL Winchester | | | | | | | | | | | | | | | |
| 522 11 50 Gerrard St | From: US 522, US 11 Cameron St | | | | | | | | | | | | | | | |
| | City of Winchester | 0.10 | **15000** | **G** | 96% | 0% | 1% | 1% | 2% | 0% | F | 0.078 | F | 0.671 | 16000 | G |
| | To: US 11 Valley Ave | | | | | | | | | | | | | | | |
| 522 50 Gerrard St | From: | | | | | | | | | | | | | | | |
| | City of Winchester | 0.07 | **11000** | **G** | 96% | 1% | 2% | 0% | 1% | 0% | F | 0.082 | F | 0.612 | 12000 | G |
| | To: Braddock St | | | | | | | | | | | | | | | |

Virginia Department of Transportation
Mobility Management Division
2004
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Winchester

| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | Truck 2Axle | Truck 3+Axle | Truck 1Trail | Truck 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From: Gerrard St | | | | | | | | | | | | | | | | |
| 522 P 50 11 P 50 P Braddock St | City of Winchester | 0.53 | **8900** | **G** | 96% | 1% | 2% | 0% | 1% | 0% | C | 0.094 | F | | 9600 | G |
| Combined Traffic Estimates for 2 Parallel Roadways on this Route: | | | **15000** | **G** | 93% | 1% | 3% | 2% | 1% | 0% | C | NA | | | 16000 | G |
| To: US 50 Boscawen St | | | | | | | | | | | | | | | | |
| From: | | | | | | | | | | | | | | | | |
| 522 P 11 P 50 P 522 Braddock St | City of Winchester | 0.17 | **NA** | | | | | | | | | NA | | | NA | |
| Combined Traffic Estimates for Parallel Roadways on this Route: | | | **NA** | | | | | | | | | NA | | | NA | |
| To: US 522 Piccadilly St | | | | | | | | | | | | | | | | |

Virginia Department of Transportation
Mobility Management Division
2004
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Winchester

| Route | Length | AADT | QA | 4Tire | Bus | Truck | | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 2Axle | 3+Axle | 1Trail | 2Trail | | | | | | | |
| **City of Winchester** | | | | | | | | | | | | | | | | |
| (1) Woodstock Ln | 0.63 | **1900** | **G** | From: Pleasant Valley Rd | | | | | | | | | | | | |
| | | | | 95% | 1% | 2% | 2% | 1% | 0% | C | 0.090 | F | 0.566 | 2000 | G | 2004 |
| | | | | To: ECL Winchester | | | | | | | | | | | | |
| (2) Fort Collier Drive | 0.16 | **7500** | **G** | From: Berryville Ave | | | | | | | | | | | | |
| | | | | 91% | 1% | 2% | 2% | 3% | 0% | C | 0.083 | F | 0.507 | 8100 | G | 2004 |
| | | | | To: NCL Winchester | | | | | | | | | | | | |
| (3) Washington St | 0.64 | **4500** | **G** | From: Handley Blvd | | | | | | | | | | | | |
| | | | | 97% | 1% | 2% | 0% | 0% | 0% | C | 0.096 | F | 0.626 | 4900 | G | 2004 |
| | | | | To: Piccadilly St | | | | | | | | | | | | |
| (4) Handley Blvd | 0.08 | **13000** | **G** | From: Braddock St | | | | | | | | | | | | |
| | | | | 97% | 1% | 2% | 0% | 0% | 0% | F | 0.095 | F | 0.545 | 14000 | G | 2004 |
| | | | | To: Washington St | | | | | | | | | | | | |
| (5) Tevis Ave | 0.21 | **8500** | **G** | From: Valley Ave | | | | | | | | | | | | |
| | | | | 99% | 0% | 0% | 0% | 0% | 0% | C | 0.085 | F | 0.542 | 9200 | G | 2004 |
| | | | | To: Cedarmeade Ave | | | | | | | | | | | | |
| (6) Cedarmeade Ave | 0.55 | **1600** | **G** | From: Tevis St | | | | | | | | | | | | |
| | | | | 93% | 2% | 3% | 2% | 1% | 0% | C | 0.143 | F | 0.575 | 1700 | G | 2004 |
| | | | | To: Papermill Rd | | | | | | | | | | | | |
| (7) Jubal Early Dr | 0.65 | **5300** | **G** | From: Handley Ave | | | | | | | | | | | | |
| | | | | 97% | 1% | 2% | 0% | 0% | 0% | F | 0.093 | F | 0.651 | 5700 | G | 2004 |
| | | | | To: US 11 Valley Avenue | | | | | | | | | | | | |
| (7) Jubal Early Dr | 1.13 | **20000** | **G** | From: | | | | | | | | | | | | |
| | | | | 97% | 1% | 2% | 0% | 0% | 0% | F | 0.083 | F | 0.505 | 22000 | G | 2004 |
| | | | | To: US 50 | | | | | | | | | | | | |
| (5200) Cedar Creek Grade | 0.52 | **13000** | **G** | From: WCL Winchester | | | | | | | | | | | | |
| | | | | 96% | 0% | 2% | 1% | 1% | 0% | C | 0.095 | F | 0.625 | 14000 | G | 2004 |
| | | | | To: Valley Ave | | | | | | | | | | | | |
| (5200) Weems Ln | 0.50 | **13000** | **G** | From: | | | | | | | | | | | | |
| | | | | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.160 | F | 0.513 | 14000 | G | 2004 |
| | | | | To: Papermill Rd | | | | | | | | | | | | |
| (5201) Middle Rd | 1.01 | **4100** | **G** | From: Valley Ave | | | | | | | | | | | | |
| | | | | 92% | 1% | 4% | 3% | 1% | 0% | C | 0.092 | F | 0.612 | 4400 | G | 2004 |
| | | | | To: WCL Winchester | | | | | | | | | | | | |
| (5203) Fox Dr | 0.86 | **3700** | **G** | From: US 50 | | | | | | | | | | | | |
| | | | | 96% | 1% | 1% | 2% | 1% | 0% | C | 0.104 | F | 0.566 | 4000 | G | 2004 |
| | | | | To: NCL Winchester | | | | | | | | | | | | |
| (5204) Cork St | 0.08 | **9500** | **G** | From: US 11 Cameron St | | | | | | | | | | | | |
| | | | | 98% | 1% | 1% | 1% | 0% | 0% | F | 0.090 | F | 0.518 | 10000 | G | 2004 |
| | | | | To: Kent St | | | | | | | | | | | | |
| (5204) Cork St | 0.48 | **11000** | **G** | From: | | | | | | | | | | | | |
| | | | | 98% | 1% | 1% | 1% | 0% | 0% | F | 0.088 | F | 0.539 | 12000 | G | 2004 |
| | | | | To: 138-5213 Pleasant Valley Rd | | | | | | | | | | | | |
| (5204) Senseny Rd | 0.44 | **12000** | **G** | From: | | | | | | | | | | | | |
| | | | | 98% | 1% | 1% | 1% | 0% | 0% | C | 0.089 | F | 0.535 | 12000 | G | 2004 |
| | | | | To: ECL Winchester | | | | | | | | | | | | |
| (5206) Commercial St | 0.29 | **4500** | **G** | From: Fairmont Ave | | | | | | | | | | | | |
| | | | | 93% | 0% | 3% | 2% | 2% | 0% | C | 0.102 | F | 0.576 | 4900 | G | 2004 |
| | | | | To: Cameron St | | | | | | | | | | | | |
| (5207) Shawnee Dr | 0.67 | **5200** | **G** | From: SCL Winchester | | | | | | | | | | | | |
| | | | | 94% | 1% | 2% | 2% | 2% | 0% | C | 0.086 | F | 0.546 | 5700 | G | 2004 |
| | | | | To: Papermill Rd | | | | | | | | | | | | |
| (5209) Papermill Rd | 0.86 | **12000** | **G** | From: SECL Winchester | | | | | | | | | | | | |
| | | | | 97% | 0% | 1% | 0% | 1% | 0% | C | 0.087 | F | 0.51 | 12000 | G | 2004 |
| | | | | To: Pleasant Valley Rd | | | | | | | | | | | | |
| (5209) Papermill Rd | 0.64 | **6100** | **G** | From: | | | | | | | | | | | | |
| | | | | 98% | 0% | 1% | 0% | 1% | 0% | C | 0.085 | F | 0.551 | 6700 | G | 2004 |
| | | | | To: Weems Ln | | | | | | | | | | | | |
| (5209) Loudoun St | 0.58 | **15000** | **G** | From: | | | | | | | | | | | | |
| | | | | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.089 | F | 0.537 | 16000 | G | 2004 |
| | | | | To: Commerce St | | | | | | | | | | | | |

Virginia Department of Transportation
Mobility Management Division
2004
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Winchester

| Route | Length | AADT | QA | 4Tire | Bus | Truck 2Axle | Truck 3+Axle | Truck 1Trail | Truck 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **City of Winchester** | | | | | | | | | | | | | | | | |
| (5209) Loudoun St | 0.57 | **6900** | **G** | 97% | 0% | 1% | 1% | 0% | 0% | C | 0.097 | F | 0.512 | 7400 | G | 2004 |
| From: Commerce St | | | | | | | | | | | | | | | | |
| To: Gerrard St | | | | | | | | | | | | | | | | |
| (5213) Pleasant Valley Rd | 1.22 | **21000** | **G** | 95% | 0% | 2% | 2% | 1% | 0% | C | 0.081 | F | 0.541 | 22000 | G | 2004 |
| From: Papermill Rd | | | | | | | | | | | | | | | | |
| To: Jubal Early Drive | | | | | | | | | | | | | | | | |
| (5213) Pleasant Valley Rd | 0.36 | **26000** | **G** | 95% | 0% | 2% | 2% | 1% | 0% | F | 0.087 | F | 0.554 | 28000 | G | 2004 |
| From: Jubal Early Drive | | | | | | | | | | | | | | | | |
| To: Millwood Ave | | | | | | | | | | | | | | | | |
| (5213) Pleasant Valley Rd | 0.91 | **24000** | **G** | 98% | 0% | 1% | 0% | 0% | 0% | C | 0.081 | F | 0.526 | 26000 | G | 2004 |
| From: Millwood Ave | | | | | | | | | | | | | | | | |
| To: Cork St | | | | | | | | | | | | | | | | |
| (5213) Pleasant Valley Rd | 0.36 | **20000** | **G** | 95% | 0% | 2% | 2% | 1% | 0% | F | 0.080 | F | 0.546 | 21000 | G | 2004 |
| From: Cork St | | | | | | | | | | | | | | | | |
| To: Berryville Ave | | | | | | | | | | | | | | | | |
| (5221) Smithfield Ave | 0.63 | **2800** | **G** | 93% | 1% | 3% | 1% | 1% | 0% | C | 0.094 | F | 0.573 | 3100 | G | 2004 |
| From: National Ave | | | | | | | | | | | | | | | | |
| To: NCL Winchester | | | | | | | | | | | | | | | | |
| 2nd Street | | **240** | **G** | | | | | | | | 0.141 | F | | 260 | G | 2004 |
| From: Cedarmeade Ave | | | | | | | | | | | | | | | | |
| To: Summit Ave | | | | | | | | | | | | | | | | |
| Amherst St | | **4400** | **G** | | | | | | | | 0.087 | F | | 4800 | G | 2004 |
| From: Boscawen St | | | | | | | | | | | | | | | | |
| To: Braddock St | | | | | | | | | | | | | | | | |
| Battaile Dr | | **1200** | **G** | | | | | | | | 0.105 | F | | 1300 | G | 2004 |
| From: Shawnee Dr | | | | | | | | | | | | | | | | |
| To: SCL Winchester | | | | | | | | | | | | | | | | |
| Beachcroft Rd | | **210** | **G** | | | | | | | | 0.107 | F | | 230 | G | 2004 |
| From: Wentworth Dr | | | | | | | | | | | | | | | | |
| To: Oakwood Ct | | | | | | | | | | | | | | | | |
| Bellview Ave | | **1200** | **G** | | | | | | | | 0.089 | F | | 1300 | G | 2004 |
| From: Valley Ave | | | | | | | | | | | | | | | | |
| To: Lewis St | | | | | | | | | | | | | | | | |
| Bond St | | **270** | **G** | | | | | | | | 0.096 | F | | 290 | G | 2004 |
| From: Loudoun St | | | | | | | | | | | | | | | | |
| To: Cameron St | | | | | | | | | | | | | | | | |
| Braddock St | | **720** | **G** | | | | | | | | 0.095 | F | | 780 | G | 2004 |
| From: Jackson Ave | | | | | | | | | | | | | | | | |
| To: Locust Ave | | | | | | | | | | | | | | | | |
| Branner Ave | | **390** | **G** | | | | | | | | 0.115 | F | | 420 | G | 2004 |
| From: Ridge Ave | | | | | | | | | | | | | | | | |
| To: Isaac St | | | | | | | | | | | | | | | | |
| Butler Ave | | **250** | **G** | | | | | | | | 0.096 | F | | 270 | G | 2004 |
| From: Green St | | | | | | | | | | | | | | | | |
| To: Beau St | | | | | | | | | | | | | | | | |
| Caroline St | | **260** | **G** | | | | | | | | 0.145 | F | | 280 | G | 2004 |
| From: Old Fort Rd | | | | | | | | | | | | | | | | |
| To: Marion St | | | | | | | | | | | | | | | | |
| Commerce St | | **620** | **G** | | | | | | | | 0.091 | F | | 670 | G | 2004 |
| From: Whitlock Ave | | | | | | | | | | | | | | | | |
| To: Southwerk St | | | | | | | | | | | | | | | | |
| Dunlap St | | **230** | **G** | | | | | | | | 0.123 | F | | 250 | G | 2004 |
| From: Bruce St | | | | | | | | | | | | | | | | |
| To: WCL Winchester | | | | | | | | | | | | | | | | |
| E. Southwerk St | | **2100** | **G** | | | | | | | | 0.115 | F | | 2200 | G | 2004 |
| From: S. Loudoun St | | | | | | | | | | | | | | | | |
| To: S. Cameron St | | | | | | | | | | | | | | | | |

Virginia Department of Transportation
Mobility Management Division
2004
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Winchester

| Route | Length | AADT | QA | 4Tire | Bus | Truck 2Axle | Truck 3+Axle | Truck 1Trail | Truck 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **City of Winchester** | | | | | | | | | | | | | | | | |
| Elm St | | **4000** | **G** | From: Frederick Ave<br>To: Woodland Ave | | | | | | | 0.103 | F | | 4300 | G | 2004 |
| Euclid Ave | | **500** | **G** | From: Grove St<br>To: Woodstock Ln | | | | | | | 0.138 | F | | 540 | G | 2004 |
| Glaize Ave | | **270** | **G** | From: S.Loudoun St<br>To: Dead End | | | | | | | 0.12 | F | | 290 | G | 2004 |
| Handley St | | **660** | **G** | From: Whitlock Ave<br>To: Sheridan St | | | | | | | 0.118 | F | | 710 | G | 2004 |
| Imperial St | | **210** | **G** | From: Papermill Rd<br>To: Superior Ave | | | | | | | 0.141 | F | | 230 | G | 2004 |
| Jackson Ave | | **450** | **G** | From: Braddock St<br>To: Pennsylvania Ave | | | | | | | 0.092 | F | | 480 | G | 2004 |
| Kent St | | **920** | **G** | From: Beau St<br>To: WCL Winchester | | | | | | | 0.098 | F | | 1000 | G | 2004 |
| Kent St | | **6600** | **G** | From: Boscawen St<br>To: Philpot St | | | | | | | 0.096 | F | | 7100 | G | 2004 |
| Leicester St | | **520** | **G** | From: Parkway Ave<br>To: Shawnee Ave | | | | | | | 0.088 | F | | 560 | G | 2004 |
| Marion St | | **340** | **G** | From: Branner Ave<br>To: Caroline St | | | | | | | 0.105 | F | | 370 | G | 2004 |
| Massanutten Terrace | | **600** | **G** | From: Hockman Ave<br>To: Middle Rd | | | | | | | 0.126 | F | | 650 | G | 2004 |
| Orchard Ave | | **240** | **G** | From: Elm St<br>To: ECL Winchester | | | | | | | 0.113 | F | | 260 | G | 2004 |
| Parkway Ave | | **1000** | **G** | From: Pall Mall St<br>To: Leicester St | | | | | | | 0.112 | F | | 1100 | G | 2004 |
| Pennsylvania Ave | | **610** | **G** | From: Richards<br>To: Jackson Ave | | | | | | | 0.099 | F | | 660 | G | 2004 |
| Peyton St | | **560** | **G** | From: Fairmont Ave<br>To: Braddock St | | | | | | | 0.146 | F | | 600 | G | 2004 |
| Pleasant Valley Rd | | **430** | **G** | From: Dead End<br>To: Cedarmeade Ave | | | | | | | 0.119 | F | | 460 | G | 2004 |
| Purcell Ave | | **2200** | **G** | From: Cork St<br>To: Grove St | | | | | | | 0.12 | F | | 2400 | G | 2004 |
| S.Kent St | | **1300** | **G** | From: Millwood Ave<br>To: Southwerk St | | | | | | | 0.11 | F | | 1400 | G | 2004 |
| Saratoga Dr | | **460** | **G** | From: Dulles Circle<br>To: Lake Dr | | | | | | | 0.119 | F | | 490 | G | 2004 |

Virginia Department of Transportation
Mobility Management Division
2004
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Winchester

| Route | Length | AADT | QA | 4Tire | Bus | Truck: 2Axle | Truck: 3+Axle | Truck: 1Trail | Truck: 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **City of Winchester** | | | | | | | | | | | | | | | | |
| Shenandoah Ave | | **820** | **G** | From: Leicester St<br>To: Cork St | | | | | | | 0.088 | F | | 890 | G | 2004 |
| South Werk St | | **490** | **G** | From: Handley St<br>To: Ivy St | | | | | | | 0.098 | F | | 530 | G | 2004 |
| Stewart St | | **9500** | **G** | From: Wolfe St<br>To: Boscawen St | | | | | | | 0.091 | F | | 10000 | G | 2004 |
| Summit Ave | | **170** | **G** | From: 2Nd St<br>To: 1St Street | | | | | | | 0.138 | F | | 180 | G | 2004 |
| Tennyson Ave | | **540** | **G** | From: Jefferson St<br>To: Leicester St | | | | | | | 0.122 | F | | 580 | G | 2004 |
| Washington St | | **4200** | **G** | From: Boscawen St<br>To: Amherst St | | | | | | | 0.094 | F | | 4500 | G | 2004 |
| Wentworth Dr | | **1300** | **G** | From: Applecroft Rd<br>To: Beachcroft Rd | | | | | | | 0.128 | F | | 1400 | G | 2004 |
| Whitter Ave | | **750** | **G** | From: Wood Ave<br>To: Ridge Ave | | | | | | | NA | | | 790 | G | 2004 |
| Wood Ave | | **750** | **G** | From: Whitter Ave<br>To: Lanny Dr | | | | | | | 0.101 | F | | 820 | G | 2004 |
| Woodland Ave | | **1100** | **G** | From: Pine St<br>To: Elm St | | | | | | | 0.100 | F | | 1200 | G | 2004 |
| Wyck St | | **3800** | **G** | From: Loudoun St<br>To: Braddock St | | | | | | | 0.103 | F | | 4100 | G | 2004 |