2018

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

where available

Special Locality Report 132

City of Staunton

Information in this report is included in Report

07

(Augusta County)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

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

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

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

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

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

Publication Notes

Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

29 US Route	North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	29	US Route	

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

Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
\smile	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector

Virginia State Route

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

		Oity	or Stauritori				т	alı			I/		D:-		
Route	Jurisdiction	n Length	AADT Q	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	r					2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
Greenville Ave	City of Staun		CL Staunton	98%	0%	10/	00/	00/	00/	F	0.007	F	0.500	15000	G
Greenville Ave	City of Stauri	ton 0.68	13000 G	98%	0%	1%	0%	0%	0%	Г	0.097	Г	0.509	15000	G
~~	T _{cc} From:		261 Statler Blvd												
(11) Greenville Ave	City of Staun	ton 0.50	11000 G	98%	0%	1%	0%	0%	0%	С	0.090	F	0.528	12000	G
<u> </u>	To		Hampton St			\neg \vdash									
11 Greenville Ave	City of Staun		9900 G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.501	11000	G
	тоГ	TIC 2	50 D: 1 1 1 1 1 1												
11 250 Greenville Ave	From: City of Staun		50 Richmond Rd 15000 G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.547	16000	G
250 Greenville Ave	Oity of Stauri			30 /6	0 /6	1 /0	0 76	0 /0	0 /6	'	0.003	•	0.547	10000	ч
~~~	To: From:		S 250, SR 254												
(11) (254) Commerce Rd	City of Staun	ton 0.68	2600 G	98%	0%	1%	0%	1%	0%	С	0.109	F	0.579	2800	G
$\bigcirc$	To-	SR 25	54 New Hope Rd			<u> </u>									
11 Commerce Rd	City of Staun		2600 G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.547	2900	G
	тоГ														
11 Commerce Rd	From: City of Staun		261 Statler Blvd 5800 G	98%	0%	1%	1%	1%	0%	F	0.098	F	0.617	6300	G
(11) Commerce Rd	Oity of Stauri	1.25	5600 G	30 /6	0 /6	1 /0	1 /0	1 /0	0 /6	'	0.036	'	0.017	0300	G
~~	To: From:		Bells Lane												
(11) Commerce Rd	City of Staun	ton 0.67	5200 G	98%	0%	1%	1%	1%	0%	С	0.102	F	0.547	5600	G
<u> </u>	To		Bus US 11			_									
11 Commerce Rd	City of Staun	iton 0.49	10000 G	98%	0%	1%	0%	1%	0%	С	0.098	F	0.52	11000	G
	To		oodrow Wilson I												
11 Commerce Rd	From: City of Staun		15000 G		0%	1%	0%	1%	0%	F	0.099	F	0.561	16000	G
(11) Commerce Rd	Oity of Stauri		ICL Staunton	90%	076	170	0%	1 70	0%	Г	0.099	Г	0.561	16000	G
	From:														
Bus	L		11; Coalter St	000/	201	101	00/	00/	00/	_		_	0.507	10000	_
11 250 Johnson St	City of Staun ⊸-	ton 0.18	11000 G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.507	12000	G
Bus	From:		New St Johnson St			_									
~~~~···	L City of Staun	ton 0.17	880 G	99%	0%	1%	0%	0%	0%	F	0.13	F		960	G
11 250 New St	Combined Traffic Estimates for 2 Parallel I				0%	1%	0%	0%	0%	F	0.086	F	0.574	6800	G
	Combined Traine Estimates for 21 arallel i			33 /6	0 /6	1 /0	0 76	0 /0	0 /6	'	0.000	•	0.574	0000	u
Bus	To: From:]	Frederick St												
11 (250) New St	City of Staun	ton 0.36	790 G	99%	0%	1%	0%	0%	0%	С	0.135	F		860	G
	Combined Traffic Estimates for 2 Parallel I	Roadways on this Route:	5400 G	99%	0%	1%	0%	0%	0%	С	0.101	F	0.516	5800	G
	- F						• , •		-,-	_					-
Bus	From:		nurchville Ave												
11 250 Augusta St	City of Staun	ton 0.02	9800 N	99%	0%	1%	0%	0%	0%	Ν	0.09	F	0.554	11000	Ν
\bigcirc	Tα·		Sunnyside St												
Bus	From		nurchville Ave							_		_		•	_
(11) Augusta St	City of Staun	iton 0.41	7400 G	98%	0%	1%	0%	1%	0%	F	0.092	F	0.526	8000	G
<u>`</u>	Τα	E	dgewood Rd			\neg \vdash									
Bus Augusta St	City of Staun	iton 0.00	9500 0	000/	00/	10/	00/	10/	00/	F	0.000	F	0.507	0200	G
11 Augusta St	City of Staun		8500 G	98%	0%	1%	0%	1%	0%	Г	0.089	г	0.507	9200	G
-	10"		Lambert St												

Virginia Department of Transportation Traffic Engineering Division 2018

Annual Average Daily Traffic Volume Estimates By Section of Route City of Staunton

							Tru	ck			K		Dir		
Jurisdiction	Length	AADT	QA	4Tire	Bus		_	_		QC	Factor	QK	Factor	AAWDT	Q'
From:		Lambert St													
City of Staunton	1.14	4700	G	98%	0%	1%	0%	1%	0%	С	0.093	F	0.518	5200	(
To: From:		Coalter St													
City of Staunton	0.71	6000	G	98%	0%	1%	0%	1%	0%	F	0.100	F	0.505	6500	(
To:	US 1		-												
From:		Augusta St													
City of Staunton	0.06	11000	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.568	12000	
Combined Traffic Estimates for Parallel Roadv	ways on this Route:	NA									0.086	F	0.574	NA	
To:															
City of Staurton				000/	00/	10/	00/	00/	00/	_	0.005	_	0.700	E000	
,												•			
Combined Trainc Estimates for 2 Parallel Roady			G	99%	0%	170	0%	0%	0%	Г	0.086	Г	0.574	0000	
From:			side St												_
City of Staunton	0.43	4600	G	99%	0%	1%	0%	0%	0%	С	0.09	F	0.621	5000	
Combined Traffic Estimates for 2 Parallel Roadv	ways on this Route:	5400	G	99%	0%	1%	0%	0%	0%	С	0.101	F	0.516	5800	
To:	SR	254 Beverly	y St												
From:	W	VCL Staunto	on												_
City of Staunton	0.04	6900	N	97%	0%	1%	1%	1%	0%	Ν	0.097	F	0.672	7300	
To	SR 262 W	oodrow Wil	lson Pkv	vv		\neg \vdash									
City of Staunton	0.79	3800	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.501	4100	
Tax	Fnglewoo	d Dr Near F	levener	St											
City of Staunton	0.40	6100	G	99%	0%	1%	0%	0%	0%	С	0.089	F	0.546	6700	
To		Carolhout Avo													
City of Staunton				99%	0%	1%	0%	0%	0%	F	0.089	F	0.54	8200	
and a second					0 70	- 70	0 70	0 70	070	•	0.000	•	0.01	0200	
City of Stauston				000/	00/	10/	00/	00/	09/		0.00		0.554	11000	
City of Stauritori			G	99%	0%	170	0%	0%	0%	C	0.09	Г	0.554	11000	
From:			ve												
City of Staunton	0.02	9800	N	99%	0%	1%	0%	0%	0%	Ν	0.09	F	0.554	11000	
To:				St											
From:				000/	201	10/	00/	00/	00/	_	0.00	_	0.004	5000	
•												F _			
Combined Traffic Estimates for 2 Parallel Roady	vays on this Route:	5400	G	99%	0%	1%	0%	0%	0%	C	0.101	F	0.516	5800	
To: From:	SR	254 Beverly	y St			\Box									_
City of Staunton	0.07	5400	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.723	5800	
Combined Traffic Estimates for 2 Parallel Roadw	ways on this Route:	6300	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.574	6800	
To:		Johnson St													
To: Front:		Augusta St													
City of Staunton Combined Traffic Estimates for Parallel Roadw	0.06		G	99%	0%	1%	0%	0%	0%	F	0.086 0.086	F F	0.568 0.574	12000 NA	(
	City of Staunton City of Staunton To From City of Staunton Combined Traffic Estimates for Parallel Roady To From City of Staunton Combined Traffic Estimates for 2 Parallel Roady To From City of Staunton Combined Traffic Estimates for 2 Parallel Roady To From City of Staunton Combined Traffic Estimates for 2 Parallel Roady To From City of Staunton City of Staunton City of Staunton City of Staunton To From City of Staunton To From City of Staunton City of Staunton To From City of Staunton Combined Traffic Estimates for 2 Parallel Roady City of Staunton Combined Traffic Estimates for 2 Parallel Roady City of Staunton Combined Traffic Estimates for 2 Parallel Roady	Jurisdiction Length Prove	City of Staunton	Section Combined Traffic Estimates for 2 Parallel Roadways on this Route: Section Sectio	Durisdiction Length AADT QA 4Tire Lambert St	Durisdiction Length AADT QA 4Tire Bus	Durisdiction Length AADT QA 4Tire Bus AADT QA 4Tire Bus AADT AADT QA 4Tire Bus AADT AAD	Length AADT QA 4Tire Bus Continued City of Staunton 1.14 4700 QB 98% 0% 1% 0%	Length AADT QA 4Tire Bus Truck 2Axle 3+Axle 1Trail Lambert St City of Staunton 1.14 4700 G 98% 0% 1% 0% 1% 1% 0% 1% 1	Length AADT QA 4Tire Bus Truck 2Axle 3+Axle 1Trail 2Trail 2Trail 2 Trail 2 Trail 4700 G 98% 0% 1% 0% 1% 0% 0% 0% 0	Length AADT QA 4Tire Bus AADT QA 4Tire Bus AADT AA	Length AADT QA 4Tire Bus 2Axis 3+Axis 1Trail 2Trail 2Tr	Length AADT QA 4Tire Bus 2Axle 34Axle 1Trail 2Trail 2Tr		Length ADT Color ADT Color ADT Color C

Virginia Department of Transportation Traffic Engineering Division 2018

Annual Average Daily Traffic Volume Estimates By Section of Route City of Staunton

							Truck			K		Dir		
Route	Jurisdiction	ı Length	AADT QA	4Tire	Bus		+Axle 1Tr		QC	Factor	QK	Factor	AAWDT	Q۱
Bus	From:		S 250 P New St	000/	00/	10/	00/ 00		_	0.000	F	0.507	40000	_
250 (11) Johnson St	City of Staunto		11000 G	99%	0%	1%	0% 0%	6 0%	F	0.086	F	0.507	12000	G
	From:		JS 11, SR 254 , SR 254 NEW ST											
250 11 Greenville Ave	City of Staunto		15000 G	98%	0%	1%	0% 0%	6 0%	F	0.089	F	0.547	16000	(
230) (11) 6	- F													
Pichmand Dd	From: City of Stount		GREENVILLE AV		00/	10/	00/ 00	′ 00/		0.00	F	0.500	10000	(
Richmond Rd	City of Staunt	ton 0.75	9500 G	99%	0%	1%	0% 0%	6 0%	С	0.09	Г	0.526	10000	
	T _O . From:		Statler Blvd											
Richmond Rd	City of Staunto	ton 0.96	21000 G	98%	0%	0%	0% 19	6 0%	С	0.089	F	0.512	23000	
~	To:		Frontier Dr											
~~~	From:		Frontier Rd						_		_			
Richmond Rd	City of Staunt		25000 G	97%	0%	1%	1% 19	6 0%	С	0.092	F	0.518	27000	
<del>~</del>	To:	E	ECL Staunton											
Bus	From:		hurchville Ave											
250) (11) New St	City of Staunte	ton 0.36	790 G	99%	0%	1%	0% 0%	6 0%	С	0.135	F		860	
<b>E</b>	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	5400 G	99%	0%	1%	0% 0%	6 0%	С	0.101	F	0.516	5800	
	To	,	Frederick St											
Bus	From:													
250 (11) New St	City of Staunt	ton 0.17	880 G	99%	0%	1%	0% 0%	6 0%	F	0.13	F		960	
÷ (-)	Combined Traffic Estimates for 2 Parallel R	Roadways on this Route:	6300 G	99%	0%	1%	0% 0%	6 0%	F	0.086	F	0.574	6800	
	To:		Johnson St											
	From:	S	SCL Staunton											
Middlebrook Ave	City of Staunto	ton 1.08	2500 G	98%	0%	1%	1% 0%	6 0%	С	0.114	F	0.526	2700	
	To		Duide - Ct											
252)Middlebrook Ave	From: City of Staunte	ton 0.60	Bridge St 2600 G	98%	0%	1%	1% 0%	6 0%	F	0.097	F	0.580	2900	(
252 Ivildulebrook Ave			Lewis Street	30 /6	0 /0	1 /0	1/0 0/	0 0/0	'	0.037		0.560	2900	
	From:		Lewis St											
252)(254)Beverly St	City of Staunto	ton 0.11	2900 G	98%	0%	1%	0% 0%	6 0%	F	0.085	F		3200	(
232) (234) = 0.00, 0.0	Combined Traffic Estimates for 2 Parallel R		5600 G	98%	0%		0% 0%		F	0.086	F	0.501	6000	
	To:		Augusta St; Johnson		0 70		070 07	0 070	•	0.000	•	0.001	0000	
	From	00 200 11												
254)Beverly St	City of Staunto	ton 0.97	SR 262 <b>7800 G</b>	98%	0%	1%	0% 0%	6 0%	С	0.106	F	0.525	8500	
254 Beverly St	Oily of Stauriti	.011 0.97	7600 G	90%	0%	1 70	0% 0%	0 070	C	0.106	Г	0.525	6300	
	To: From:		Grubert St											
Beverly St	City of Staunto	ton 0.69	7400 G	98%	0%	1%	0% 0%	6 0%	F	0.091	F	0.559	8000	
$\smile$	To	Т	hornrose Ave											
254)Beverly St	City of Staunto		5500 G	98%	0%	1%	0% 0%	6 0%	F	0.092	F	0.510	6000	
254) 201011, 21	- F							• • • • • • • • • • • • • • • • • • • •						
Downsto Ot	Promi		Frederick St	000/	00/	40/	00/ 00	, <b>0</b> 0/		0.000		0.007	5000	
Beverly St	City of Staunt	ton 0.25	4800 G	98%	0%	1%	0% 0%	6 0%	F	0.086	F	0.607	5200	
~	To:	SR 2	254 P Jefferson St								—			
	From	DIC 2	S I I bellelson St											
254)Beverly St	City of Staunto		2900 G	98%	0%	1%	0% 0%	6 0%	F	0.095	F		3200	(
254 Beverly St	From L City of Staunto Combined Traffic Estimates for 2 Parallel R	ton 0.23	2900 G	98% 98%	0% 0%		0% 0% 0% 0%		F F	0.095 0.091	F F	0.599	3200 5600	(

								Tru	ck			K		Dir		
Route	Jurisdictio	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
Povorly St	From: City of Staur	nton 0.11	Lewis St 2900	G	98%	0%	 1%	0%	0%	0%	_	0.085	_		3200	G
254 252 Beverly St	Combined Traffic Estimates for 2 Parallel			G		0% 0%	1%	0% 0%	0% 0%	0% 0%	F	0.085	F	0.501	6000	G
	Combined Tranic Estimates for 2 Parallel				98%	0%	1%	0%	0%	0%	Г	0.086	Г	0.501	6000	G
	From:		250 Augusta		2221				221							
254 Beverly St	City of Staur		2900	N	98%	0%	1%	0%	0%	0%	N	0.085	F		3200	N
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	5000	N	98%	0%	1%	0%	0%	0%	Ν	0.086	F	0.501	5500	N
	To: From:	US	250 P New	St												
254)Beverly St	City of Staur		1800	G	98%	0%	1%	0%	0%	0%	F	0.118	F		2000	G
$\smile$	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	3900	G	98%	0%	1%	0%	0%	0%	F	0.109	F	0.516	4300	G
	To:		Coalter St	. ~												
Coalter St	City of Staur		4800 <b>4800</b>	rly St <b>G</b>	98%	0%	1%	0%	0%	0%	F	0.103	F	0.589	5200	G
254 Coaller St	City of Staur		JS 250 Com			0 /0	1 /0	0 /6	0 /6	0 /6	'	0.103	'	0.569	3200	G
	From:	·	S 250 Com													
254) (11) Commerce Rd	City of Staur	nton 0.68	2600	G	98%	0%	1%	0%	1%	0%	С	0.109	F	0.579	2800	G
	To	LIC 1	1 Commerce	o Dd												
254) New Hope Rd	From: City of Staur		1400	G	97%	1%	1%	1%	1%	0%	С	0.106	F	0.578	1500	G
254) 11011 11000 110	To:		CL Staunton		0.70	1 70		1 70	1 /0	070	Ū	0.100	•	0.070	1000	ŭ
	From:		254 Beverly													
254 Jefferson St	City of Staur		940	G	97%	1%	1%	0%	0%	0%	С	0.099	F		1000	G
234) 0011010011 01	Combined Traffic Estimates for Parallel		NA	_	01 70	1 /0	170	070	0 70	070	Ŭ	NA	•		NA	ŭ
	To:	•	Frederick S	St								14/4			IVA	
	From:		Jefferson St													
254 Frederick St	City of Staur	nton 0.28	2300	G	99%	0%	1%	0%	0%	0%	С	0.099	F		2500	G
(F)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	5200	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.599	5600	G
	To		Central Ave													
254 252 Frederick St	City of Staur		2700	G	99%	0%	1%	0%	0%	0%	F	0.093	F		2900	G
284) (202)	Combined Traffic Estimates for 2 Parallel		5600	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.501	6000	G
	To:	· · · · · · · · · · · · · · · · · · ·	us US 11 Pa	ar, New	St											
	From:	US 250, Bus														
254 Frederick St	City of Staur		2100	G	99%	0%	1%	0%	0%	0%	F	0.100	F		2300	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	98%	0%	1%	0%	0%	0%	F	0.109	F	0.516	4300	G
	To: From:	Т	Coalter St Frederick S	١.												
254 Coalter St	City of Staur		4200	G G	99%	0%	1%	0%	0%	0%	F	0.100	F		4500	G
254 Coanci St	Combined Traffic Estimates for Parallel		NA	G	33 /6	0 70	1 /0	0 70	0 70	0 70	'	NA	•		NA	ч
	To:		54, E Bever	ly St								INA			INA	
	Ground						L									
261)Statler Blvd	City of Staur		Greenville 8800	Rd <b>G</b>	99%	0%	0%	0%	0%	0%	С	0.095	F	0.514	9600	G
261 Statier DIVU	Oily of Staur				JJ 70	U 7/0	U 7/0	U /0	U /o	U 70	U	0.095	1	0.514	9000	G
	To: From:		Richmond Ro				<del> </del>									
261 Statler Blvd	City of Staur		13000	G	99%	0%	0%	0%	0%	0%	С	0.092	F	0.502	14000	G
$\sim$	To:	N	lew Hope Ro	d												

#### Virginia Department of Transportation Traffic Engineering Division 2018

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

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru	-		QC	_ K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
	From:	N	lew Hope R	.d												
( ₂₆₁ )Statler Blvd	City of Staunton	0.14	14000	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.502	15000	G
<u> </u>	To:	(	Commerce R	d			$\neg$ $\vdash$									
261)Statler Blvd	City of Staunton	0.25	10000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.562	11000	G
	To		Beverly St													
261)Statler Blvd	City of Staunton	0.20	9600	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.566	10000	G
201)	To:		Coalter St							• , •			-			
	From:	V	VCL Staunto	on												
262)	City of Staunton (Maint: 07)	0.58	8000	G	95%	1%	1%	1%	2%	0%	F	0.098	F	0.505	8700	G
$\bigcup$	To	US 25	0 Churchvill	le Ave												
(262) Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	2.22	7800	G	95%	1%	1%	2%	1%	0%	С	0.097	F	0.653	8500	G
1	To	07.6	12 Carring II	11 D.4												
262) Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	1.74	13 Spring Hi <b>9100</b>	G	97%	1%	1%	1%	1%	0%	С	0.097	F	0.668	9800	G
262) 110001011 11110	only of ordanion (Maint 07)				0,70	1 /0		1 70	1 70	070	Ū	0.007	•	0.000	0000	~
	From:		1 Commerc										_			
262 Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	1.34	12000	G	97%	1%	1%	1%	1%	0%	F	0.094	F	0.516	13000	G
	Τα	F	CL Staunto	n												
	From:	US 1	1 Greenville	e Ave												
(317)Staunton Correctional Facility	City of Staunton (Maint: 07)	0.26	NA									NA			NA	
$\smile$	To:	W	est Village l	Dr												

						City of Staul									
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Staunton		From				D 1E 1									
F ₁₀₅₈ Seth Dr	0.07	90	R			Dead End				NA			NA		11/06/201
F ₁₀₅₈ )Seth Dr	0.19	90 From	R			Connector to SF	252			NA			NA		11/06/201
11000		То				Dead End									
		From				Churchville A	ve								
1 Englewood Dr	0.34	1900	G	98%	1%	1% 0%	0%	0%	С	0.101	F	0.54	2100	G	2018
		То				Schutterlee Mil									
(4900) Hampton St	0.28	From <b>5400</b>	G	98%	0%	Middlebrook A	Ave 0%	0%	F	0.092	F	0.507	5800	G	2018
(4900) Hampton St	0.20	To	Ť	0070	0 70	Greenville A		0 70	•	7	•	0.007	0000	ď	2010
		From	:			SCL Staunto									
(4901) Barterbrook Rd	0.17	3100	G	98%	0%	1% 0%	0%	0%	С	0.107	F	0.562	3300	G	2018
<u> </u>		То	:			Greenville A	ve								
<u> </u>		From				WCL Staunte									
(4902) Buttermilk Spring Rd	1.00	270	G	99%	1%	0% 0%	0%	0%	С	0.117	F	0.5	290	G	2018
<u> </u>		To From				Pierce St				$\Box$					
(4902) Straith St	0.30	810 To	G	99%	1%	0% 0%	0%	0%	F	0.111	F	0.567	880	G	2018
		From	]			SR 254 Beverl									
(4903) Coalter St	0.54	3300	G	99%	0%	Frederick S	0%	0%	F	0.090	F	0.529	3600	G	2018
(4903) Goditor Gt	0.01	To		0070	0 70			0 70			•	0.020	0000	ŭ	2010
(4903) Coalter St	1.31	3200 From	G	99%	0%	Edgewood R	0%	0%	С	0.098	F	0.581	3500	G	2018
(4903) Goditor Gt	1.01	To	Ť	0070	0 70	Augusta St		070			•	0.001	0000	ŭ	2010
		From				Beverly St				Î					
(4905) Lewis St	0.48	3800	G	98%	1%	1% 0%	0%	0%	С	0.097	F	0.602	4100	G	2018
$\bigcirc$		To				Churchville A	ve								
O		From				Middlebrook A									
(4909) Bridge St	0.19	3400	G	98%	1%	1% 0%	0%	0%	С	0.094	F	0.571	3700	G	2018
		To From				Stuart St									
(4909) Green St; Jefferson St	0.27	1200	G	98%	1%	1% 0%	0%	0%	F	0.097	F	0.568	1300	G	2018
		From	1			SR 254 W Beve				<u> </u>					
(4913) N Central Ave	0.38	2400	G	98%	0%	Beverly St 1% 0%	0%	0%	С	0.097	F	0.529	2600	G	2018
(4913) N Central Ave	0.00	То	Ť	0070	0 70	Churchville A		070			•	0.020	2000	ŭ	2010
		From				Beverly St									
(4915) Thornrose Ave	0.31	1300	G	98%	1%	1% 0%	0%	0%	С	0.106	F	0.712	1400	G	2018
		To From				Circle Dr				<b>—</b> —					
(4915) Thornrose Ave	0.42	4700	G	98%	1%	1% 0%	0%	0%	F	0.095	F	0.526	5100	G	2018
		То	:			Churchville A	ve								
O		From				Beverly St									
(4919) Grubert Ave	0.99	4500 To	G	97%	1%	1% 0%	0%	0%	С	0.102	F	0.535	4800	G	2018
			1			Churchville A									
(4921) Morris Mill Rd	0.88	2100	G	98%	0%	WCL Staunte	on 1%	0%	С	0.099	F	0.612	2300	G	2018
(4921) Morris Mill Rd	0.00	Z 100	<u> </u>	00 /0	0 /0	Beverly St		0 /0			•	0.012	2000	J	2010
		From	:			Augusta St				i					
(4925) Lambert St	0.44	5700	G	99%	1%	1% 0%	0%	0%	С	0.095	F	0.529	6200	G	2018
$\overline{}$		То	:			Donaghe S	į								
		From				Churchville A									
(4927) Spring Hill Rd	0.76	2400	G	99%	0%	0% 0%	0%	0%	F	0.097	F	0.511	2600	G	2018
$\overline{\circ}$		To From				Donaghe S									
(4927) Springhill Rd	1.45	2400	G	99%	0%	0% 0%	0%	0%	С	0.105	F	0.601	2600	G	2018
$\overline{}$		То				NCL Staunto	n								

						City of Stauri	.011								
Route	Length	AADT	QA	4Tire	Bus	Tr			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Staunton		From:													
1929) Mt View Dr	0.39	480	G	99%	1%	Commerce Ro	0%	0%	С	0.117	F	0.576	530	G	2018
1929 IVIL VIEW DI	0.59	400 To:		99 /o	1 /0	Coalter St	0 /6	0 /6		0.117	'	0.576	550	G	2010
		From:				Englewood Dr				1					
Shutterlee Mill Rd	0.95	1300	G	98%	1%	1% 0%	0%	0%	С	0.102	F	0.593	1500	G	2018
4931) Criditorios Willi Fid	0.00	To:	Ť	0070	1 70	NCL Stauntor		0 70			·	0.000	1000	G	20.0
		From:				Straith St				1					
Pierce St	0.20	740	G	97%	1%	0% 1%	0%	0%	С	0.097	F	0.516	800	G	2018
1932)		To:				Hays Ave									
		From:				Montgomery A	ve								
Peck St	0.17	2900	G	97%	1%	0% 1%	0%	0%	F	0.101	F	0.559	3200	G	2018
1,000		To				Assatin Assa									
Chrysler St/Hays Ave	0.36	2500 From:	G	97%	1%	Austin Ave 0% 1%	0%	0%	F	0.099	F	0.554	2800	G	2018
1933) 6 , 6.6. 66. 10.	0.00	To:		0.70	. , ,	SR 254 Beverly		0,70	-		•	0.00		<b>.</b>	_0.0
		From:				Montgomery A				<u> </u>					
Stuart St	0.57	2600	G	97%	1%	0% 1%	0%	0%	F	0.097	F	0.572	2800	G	2018
		To:	L			Bridge St									
		From:		_		Jefferson St		_			_				
Johnson St	0.23	2000	G	99%	0%	1% 0%	0%	0%	С	0.104	F	0.695	2200	G	2018
							-	-							
Johnson St	0.11	5900 From:	G	99%	0%	Lewis St 1% 0%	0%	0%	F	0.089	F	0.516	6400	G	2018
Johnson St	0.11	To:		00/0	0 /0	Augusta St	0 /0	0 /0	•	0.000	•	0.010	0-100	J	2010
		From:													
Prospect St	0.53	720	G	100%	0%	Augusta St	0%	0%	С	0.106	F	0.554	790	G	2018
1.1000001.01	0.00	To:		10070	0 70	N Coalter St	070	0 70	<u> </u>		•	0.00 1	700	Ğ	20.0
		From:				Churchville Av	re.								
Donaghe St	0.37	3200	G	99%	0%	1% 0%	0%	0%	F	0.098	F	0.566	3500	G	2018
1340) = 1111.9112		To	-								-			-	
Donaghe St	0.47	2200 From:	G	99%	0%	Lambert St 1% 0%	0%	0%	С	0.096	F	0.601	2400	G	2018
Donaghe St	0.47	<b>ZZ00</b> To:	_	33 76	0 70	Spring Hill Ro		0 70		0.000	•	0.001	2400	ď	2010
		From:													
Old Greenville Rd	0.47	3100	G	97%	0%	SCL Staunton	1%	0%	F	0.118	F	0.579	3400	G	2018
1942) 314 31 30 11 11 11	0.17	To:	Ť	07.70	0 70	US 11 Greenville		0 70	•		·	0.070	0.00	Ğ	
		From:				SCL Staunton				i					
944) Frontier Dr	1.00	8300	G	98%	0%	1% 0%	0%	0%	С	0.094	F	0.609	9000	G	2018
		To:	L			US 250 Richmond									
		From:				Tuxedo St									
Archer St		820	G							0.132	F	0.682	890	G	2018
		To:				Devon Rd									
		From:		-		Gypsy Ave		-		<u> </u>					
Berry St		70	G			- 5 = -10				0.170	F	0.652	80	G	2018
		To:				Parkview Ave	;								
		From:				East Beverly S	t								
Blue Ridge Dr		230	G							0.106	F	0.564	250	G	2018
		To:			1st	Lammermoor Dr In	tersection								
		From:				US 11 Augusta	St		·						
College Circle		800	G							0.101	F	0.54	870	G	2018
		To				Oak Lane									
		From:				College Circle	;								
										<del></del>	_	0.705	00	_	2018
Frasier Ln		50	G							0.119	F	0.765	60	G	2010
Frasier Ln		<b>50</b>	G			Sproul Lane				0.119	F	0.765			
Frasier Ln		1	G			Sproul Lane				0.119	F 	0.765	60	<u> </u>	
Frasier Ln Peyton St		To:	G G							0.119	F 	0.765	240	G	2018

Route City of Staunton	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Rockway St		50	G			Lambert St  Donaghe St		0.175	F	0.667	60	G	2018
Spruce St		770	G			Lyle Avenue Spring Hill Rd		0.097	F	0.503	770	G	2018