2017

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

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	
7	Virginia State Rou	ute

Frontage Road (F precedes frontage route number)

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT 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.

Route 11 Greenville Ave 11 Greenville Ave 11 Greenville Ave 11 250 Greenville Ave 11 254 Commerce Rd	Jurisdiction From: City of Staunto City of Staunto	Son 0.68 SR 2 on 0.50 on 0.32 US 2 on 0.07	CL Staunton	G vd G	98% 98%	0% 0%	2Axle : 1% 1%	Tru 3+Axle 0% 0%			QC F C	0.093	QK	Dir Factor 0.502 0.537	15000 13000	G G
11 Greenville Ave 11 Greenville Ave 11 250 Greenville Ave 11 254 Commerce Rd	City of Staunto	on 0.68 SR 2 on 0.50 on 0.32 US 2 on 0.07	14000 261 Statler Blv 12000 Hampton St 11000 50 Richmond	vd G G	98%	0%	1% 1% 1%	0%	0%	0%		0.093		0.502		
11 Greenville Ave 11 Greenville Ave 11 250 Greenville Ave 11 254 Commerce Rd	City of Staunto	on 0.68 SR 2 on 0.50 on 0.32 US 2 on 0.07	14000 261 Statler Blv 12000 Hampton St 11000 50 Richmond	vd G G	98%	0%	1%									
11 Greenville Ave 11 Greenville Ave 11 250 Greenville Ave 11 254 Commerce Rd	City of Staunto	SR 2 on 0.50 on 0.32 on 0.07	12000 Hampton St 11000 50 Richmond	vd G G	98%	0%	1%									
11 Greenville Ave 11 250 Greenville Ave 11 254 Commerce Rd	City of Staunto City of Staunto City of Staunto City of Staunto	on 0.50 on 0.32 US 2 on 0.07	12000 Hampton St 11000 50 Richmond	G G			\Box \vdash	0%	0%	0%	С	0.093		0.537	13000	G
11 Greenville Ave 11 250 Greenville Ave 11 254 Commerce Rd	City of Staunto City of Staunto City of Staunto City of Staunto	on 0.32 US 2 on 0.07	Hampton St 11000 50 Richmond	G			\Box \vdash	0%	0%	0%	С	0.093		0.537	13000	G
11 250 Greenville Ave	City of Staunto	on 0.32 US 2 on 0.07	11000 50 Richmond		98%	0%										-
11 250 Greenville Ave	City of Staunto	on 0.32 US 2 on 0.07	11000 50 Richmond		98%	0%										
11 250 Greenville Ave	To: From:	on 0.07		Rd			1%	0%	0%	0%	F	0.089		0.51	11000	G
Commerce Rd	To: From:	on 0.07		K(I												
Commerce Rd	To: From:	Us	10000	G	98%	0%	1%	0%	0%	0%	F	0.090		0.503	17000	G
\sim	City of Staunto				30 /6	0 /0	1 /0	0 /6	0 /6	0 /6	•	0.030		0.505	17000	u
\sim	City of Staunto		S 250, SR 254													
Commerce Rd	To:	on 0.68	2700	G	98%	0%	1%	0%	1%	0%	С	0.103		0.527	2900	G
11 Commerce Rd	Eromo	SR 2:	4 New Hope	Rd												
•••	City of Staunto		2800	G	98%	0%	1%	0%	1%	0%	F	0.090		0.503	3000	G
<u> </u>	Tec	CD /	V(1 C4-41 D1-	1												
11 Commerce Rd	City of Staunto		261 Statler Blv 6200	G	98%	0%	1%	1%	1%	0%	F	0.094		0.525	6600	G
(11) Commerce Rd	Only of Gladino	1.20		<u> </u>	30 /0	0 70	1 /0	1 /0	1 /0	0 70		0.054		0.525	0000	ч
~~ - ·	To: From:		Bells Lane				₩_									
(11) Commerce Rd	City of Staunto	on 0.67	5500	G	98%	0%	1%	1%	1%	0%	С	0.103		0.502	5800	G
<u> </u>	To: From:		Bus US 11				<u> </u>									
11 Commerce Rd	City of Staunto	on 0.49	11000	G	98%	0%	1%	0%	1%	0%	С	0.098		0.511	12000	G
\bigcirc	To	SP 262 W	oodrow Wilso	on Dky	IXI											
(11) Commerce Rd	From:L_ City of Staunto		16000	G	98%	0%	1%	0%	1%	0%	F	0.099		0.586	17000	G
(11) commerce rid	To:		CL Staunton	<u> </u>	00 /0	0 /0		0 70	1 /0	0 70	•	0.000		0.000	17000	ď
	From:			1.												
Bus Johnson St	City of Staunto		11; Coalter S 12000	G	99%	0%	1%	0%	0%	0%	F	0.084		0.504	13000	G
11 250 Johnson St	City of Staurito	0.10	New St	G	99%	076	170	0%	076	0%	Г	0.064		0.304	13000	G
Bus	From:		Johnson St													
(11) (250) New St	City of Staunto	on 0.17	920	G	99%	0%	1%	0%	0%	0%	F	0.119			980	G
Combi	ned Traffic Estimates for 2 Parallel Ro		6700	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.574	7100	G
	T	-											-			-
Bus	From		Frederick St											-		
(11) (250) New St	City of Staunto	on 0.36	840	G	99%	0%	1%	0%	0%	0%	С	0.108			900	G
Combi	ned Traffic Estimates for 2 Parallel Ro	oadways on this Route:	5700	G	99%	0%	1%	0%	0%	0%	С	0.088	F	0.548	6100	G
	То	Cl	urchville Ave													
Bus	From:									-						
(11) (250) Augusta St	City of Staunto		10000	N	99%	0%	1%	0%	0%	0%	N	0.090		0.605	11000	N
Pure	To		Sunnyside St													
Bus 11 Augusta St	City of Staunto		urchville Ave	G	98%	0%	1%	0%	1%	0%	F	0.096		0.544	8300	G
Augusta St	Oity of Staurito	U.41	1000	G	<i>30</i> /6	U /0	1 /0	U /0	1 /0	U /o	1	0.030		0.544	0300	G
Bus	To: From:	E	dgewood Rd													
11 Augusta St	City of Staunto	on 0.28	9000	G	98%	0%	1%	0%	1%	0%	F	0.091		0.531	9600	G
11)	To:		Lambert St		/-	- / -	i i		. , •	- / -	-				- 300	_

Virginia Department of Transportation Traffic Engineering Division 2017

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

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	Q۷
Bus	From:		Lambert St													
11 Augusta St	City of Staunton	1.14	5100	G	98%	0%	1%	0%	1%	0%	С	0.091		0.561	5400	G
Bus	To: From:		Coalter St													
11 Augusta St	City of Staunton	0.71	6400	G	98%	0%	1%	0%	1%	0%	F	0.095		0.541	6800	G
ii)	To:		1 Commerc				Ť	-,-								
Bus	From:		Augusta St													
1,1 (250) Johnson St	City of Staunton	0.06	11000	G	99%	0%	1%	0%	0%	0%	F	0.085		0.602	12000	(
	Combined Traffic Estimates for Parallel Roadw	ays on this Route:	NA									0.086	F	0.574	NA	
	To:		250 Par, Nev													
Bus	From:		254 Beverly		000/	00/		00/	00/	00/	_	0.000		0.740	0400	,
1,1 (250) Augusta St	City of Staunton	0.07	5700	G	99%	0%	1%	0%	0%	0%	-	0.086	_	0.712	6100	(
	Combined Traffic Estimates for 2 Parallel Roadw	•	6700	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.574	7100	(
Bus	From:		Johnson St Par; Sunny	side St			-									
11 250 Augusta St	City of Staunton	0.43	4900	G	99%	0%	1%	0%	0%	0%	С	0.086		0.656	5200	(
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	5700	G	99%	0%	1%	0%	0%	0%	С	0.088	F	0.548	6100	(
	To:	SR	254 Beverly	y St												
	From:	W	CL Staunto	n												
Churchville Ave	City of Staunton	0.04	6900	N	97%	0%	1%	1%	1%	0%	Ν	0.093		0.685	7300	
<i></i>	To	SR 262 W	oodrow Wil	lson Pky	vv		\neg \vdash									
Churchville Ave	City of Staunton	0.79	4000	G	99%	0%	1%	0%	0%	0%	F	0.088		0.557	4300	(
	To	Englewoo	d Dr Near H	levener	St											
Churchville Ave	City of Staunton	0.40	6500	G	99%	0%	1%	0%	0%	0%	С	0.092		0.562	7000	(
	To		Grubert Ave													
Churchville Ave	From: City of Staunton	0.99	8100	G	99%	0%	1%	0%	0%	0%	F	0.090		0.562	8600	(
250) 611416111111107110	ony or ordanion					0 70		0 70	0 70	070	•	0.000		0.002	0000	Ì
Churchville Ave	City of Stounton	0.32	hornrose Av 10000	re G	99%	0%	10/	0%	0%	0%	С	0.090		0.605	11000	(
50 Churchville Ave	City of Staunton		Augusta St	G	99%	0%	1%	0%	0%	0%	C	0.090		0.605	11000	,
Bus	From:		nurchville A	ve												
250 (11) Augusta St	City of Staunton	0.02	10000	N	99%	0%	1%	0%	0%	0%	Ν	0.090		0.605	11000	1
	To:		New St; St		St											
Bus	From:		Par; Sunny		000/	00/		00/	00/	00/	_			0.050	5000	
250 (11) Augusta St	City of Staunton	0.43	4900	G	99%	0%	1%	0%	0%	0%	С	0.086	_	0.656	5200	(
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	5700	G	99%	0%	1%	0%	0%	0%	С	0.088	F	0.548	6100	(
Bus	To: From:	SR	254 Beverly	y St												
250 (11) Augusta St	City of Staunton	0.07	5700	G	99%	0%	1%	0%	0%	0%	F	0.086		0.712	6100	(
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	6700	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.574	7100	(
	To:		Johnson St													
Bus	From:		Augusta St						•		_					
250 (1,1) Johnson St	City of Staunton	0.06	11000	G	99%	0%	1%	0%	0%	0%	F	0.085		0.602	12000	(
~ ~	Combined Traffic Estimates for Parallel Roadw	•	NA									0.086	F	0.574	NA	
	To:	US	250 Par, Nev	w St												

4/10/2018 8

Virginia Department of Transportation Traffic Engineering Division 2017

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

							Truck			K		Dir		
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle 3+A			QC	Factor	QK	Factor	AAWDT	QV
Bus	From:		250 P New St	000/	00/	10/ 0/	/ 00/	00/	F	0.004		0.504	10000	_
250 (11) Johnson St	City of Staunton		12000 G S 11, SR 254	99%	0%	1% 0	6 0%	0%	г	0.084		0.504	13000	G
	From:		SR 254 NEW ST											
250 (11) Greenville Ave	City of Staunton		16000 G	98%	0%	1% 0	6 0%	0%	F	0.090		0.503	17000	G
	To	US 11 G	REENVILLE AVE	=										
250 Richmond Rd	From: City of Staunton		10000 G	99%	0%	 1% 0°	6 0%	0%	С	0.085		0.502	11000	G
230)	Trol													
250 Richmond Rd	City of Staunton		Statler Blvd 22000 G	98%	0%	0% 0	6 1%	0%	С	0.087		0.511	24000	C
250 Thermond rid	To:		Frontier Dr	30 70	0 70		0 170	0 70	O	0.007		0.511	24000	
	From:		Frontier Rd											_
250 Richmond Rd	City of Staunton	0.44	26000 G	97%	0%	1% 19	6 1%	0%	С	0.088		0.509	28000	C
~ <i></i>	То:	E	CL Staunton											
Bus	From:	Ch	urchville Ave											
250) (11) New St	City of Staunton	0.36	840 G	99%	0%	1% 09	6 0%	0%	С	0.108			900	(
	Combined Traffic Estimates for 2 Parallel Road	dways on this Route:	5700 G	99%	0%	1% 09	% 0%	0%	С	0.088	F	0.548	6100	(
	To	F	Frederick St											
Bus	City of Observators			000/	00/	40/ 0/	. 00/	00/	_	0.440			000	,
250 (11) New St	City of Staunton		920 G	99%	0%	1% 09		0%	F	0.119	_		980	(
	Combined Traffic Estimates for 2 Parallel Road	•	6700 G	99%	0%	1% 0	6 0%	0%	F	0.086	F	0.574	7100	(
	-		Johnson St											_
252)Middlebrook Ave	City of Stounton		CL Staunton	000/	00/	10/ 10	/ 09/	00/	С	0.106		0.50	2000	,
252 Ivildulebrook Ave	City of Staunton	1.08	2600 G	98%	0%	1% 1°	% 0%	0%	C	0.106		0.52	2800	(
	To: From:		Bridge St			_								_
252 Middlebrook Ave	City of Staunton		2800 G	98%	0%	1% 19	6 0%	0%	F	0.103		0.543	2900	(
<u> </u>	10: From:		Lewis Street Lewis St			+								
252)(254)Beverly St	City of Staunton		3100 G	98%	0%	1% 0	6 0%	0%	F	0.082			3300	
252) (254) Bovony or	Combined Traffic Estimates for 2 Parallel Road		5900 G	98%	0%	1% 0		0%	F	0.087	F	0.53	6300	9
	To:		ugusta St; Johnson		070		0 070	0 70	·	0.007	•	0.00	0000	`
	From:		SR 262			1								_
254)Beverly St	City of Staunton	0.97	8300 G	98%	0%	1% 0	6 0%	0%	С	0.102		0.506	8900	(
204) 2010) 01	The state of the s				0,0		0 70	0,0	Ū	00_		0.000	0000	
₂₅₄)Beverly St	City of Staunton		7800 G	98%	0%	1% 0	6 0%	0%	F	0.094		0.516	8400	(
254 Develly St	City of Stauriton	0.09	7800 G	90 /6	0 /0	1/6 0	0 0/0	0 /6	'	0.034		0.510	0400	,
	To: From:		nornrose Ave											
254 Beverly St	City of Staunton	0.25	5900 G	98%	0%	1% 09	6 0%	0%	F	0.087		0.551	6300	(
<u> </u>	To: From:		Frederick St											
254)Beverly St	City of Staunton	0.25	5100 G	98%	0%	1% 09	% 0%	0%	F	0.083		0.648	5400	(
\smile	_To:	SR 25	54 P Jefferson St											
254)Beverly St	City of Staunton		3100 G	98%	0%	1% 09	6 0%	0%	F	0.082			3300	(
	Combined Traffic Estimates for 2 Parallel Road				0%	1% 09			F	0.091	F	0.599		(
•	Complied Ifamic Esumales for 2 Parallel Road	luways on this nome.	5500 G	98%	0%	1% 0	6 0%	0%		0.091		0.599	5900	ι.

								Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle	-		QC	Factor	QK	Factor	AAWDT	QV
254)(252)Beverly St	From: City of Staun	ton 0.11	Lewis St	G	98%	0%	1%	0%	0%	0%	_	0.082			3300	G
254 252 Beverly St	Combined Traffic Estimates for 2 Parallel F			G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.53	6300	G
	r combined trainic Estimates for 2 Faraner r				90 /6	0 /0	1 /0	0 /6	0 /0	0 /6	'	0.007	'	0.55	0300	
	To:		250 Augus		000/	00/		00/	00/	201		0.000			0000	_
254 Beverly St	City of Staun		3100	N	98%	0%	1%	0%	0%	0%	N	0.082	_		3300	1
~	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	5300	N	98%	0%	1%	0%	0%	0%	Ν	0.087	F	0.53	5700	١
	To: From:		250 P Nev													_
254)Beverly St	City of Staun		1900	G	98%	0%	1%	0%	0%	0%	F	0.097			2000	(
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:		G	98%	0%	1%	0%	0%	0%	F	0.098	F	0.533	4400	(
	To:	an as	Coalter St													
Coaltor St	City of Staun		54 P, E Bev 5000	erly St G	98%	0%	1%	0%	0%	0%	F	0.088		0.584	5300	(
Coalter St	To.		JS 250 Con			076	170	0%	076	0%	Г	0.000		0.364	5500	
	From:		S 250 Con													_
254) (11) Commerce Rd	City of Staun		2700	G	98%	0%	1%	0%	1%	0%	С	0.103		0.527	2900	(
	та.	TTC 1	1 Commerc	aa D.d												
254)New Hope Rd	From L City of Staun		1500	G	97%	1%	1%	1%	1%	0%	С	0.114		0.528	1600	(
254 New Hope Ha	only of older		CL Staunto		37 76	1 /0	170	1 /0	1 /0	0 70	O	0.114		0.520	1000	
	From		254 Beverl				1									_
os (lefferson St	City of Staun		1000	y St G	97%	1%	1%	0%	0%	0%	С	0.097			1100	(
254 Jefferson St	Combined Traffic Estimates for Parallel F		NA	G	31 /6	1 /0	1 /0	0 /6	0 /6	0 /6	O	NA			NA	
	To:		/ Frederick	St								INA			INA	
	From:		Jefferson S													
Frederick St	City of Staun	ton 0.28	2400	G	99%	0%	1%	0%	0%	0%	С	0.097			2600	(
P	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	5500	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.599	5900	(
	тоГ		Central Av	2												
254)(252)Frederick St	From:L City of Staun		2800	G	99%	0%	1%	0%	0%	0%	F	0.097			3000	(
254 / 252 / Todorion of	Combined Traffic Estimates for 2 Parallel F			G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.53	6300	(
	To:	<u> </u>	us US 11 P			0 70		0 70	0 /0	0 70	•	0.007	•	0.00	0000	`
	From:	US 250, Bus														
254 Frederick St	City of Staun	ton 0.17	2300	G	99%	0%	1%	0%	0%	0%	F	0.106			2400	(
	Combined Traffic Estimates for 2 Parallel F	Roadways on this Route:	4200	G	98%	0%	1%	0%	0%	0%	F	0.098	F	0.533	4400	(
	To:		Coalter St													
	From:		Frederick								_				.=	
Coalter St	City of Staun		4400	G	99%	0%	1%	0%	0%	0%	F	0.093		0.769	4700	
	Combined Traffic Estimates for Parallel F	<u> </u>	NA									NA			NA	
	To:		54, E Beve													_
	From:		l Greenville													
261 Statler Blvd	City of Staun	ton 0.84	9400	G	99%	0%	0%	0%	0%	0%	С	0.097		0.528	10000	(
<u> </u>	To: From:	R	Richmond R	2d												
261)Statler Blvd	City of Staun	ton 0.78	14000	G	99%	0%	0%	0%	0%	0%	С	0.091		0.511	15000	(
\smile	To:	N	lew Hope F	Rd												

Virginia Department of Transportation Traffic Engineering Division 2017

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

Route	Jurisdiction	Length AAD	T QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK Dir Factor	AAWDT	QW
	From:	New Hop	e Rd											
(261)Statler Blvd	City of Staunton	0.14 1500		99%	0%	0%	0%	0%	0%	F	0.092	0.502	16000	G
	To	Commerc	e Rd			\neg \vdash								
(261)Statler Blvd	City of Staunton	0.25 1100	0 G	99%	0%	0%	0%	0%	0%	F	0.094	0.542	12000	G
	To	Beverly	St			\neg \vdash								
(261)Statler Blvd	City of Staunton	0.20 1000		99%	0%	0%	0%	0%	0%	F	0.090	0.55	11000	G
$\overline{}$	To:	Coalter	St											
-	From:	WCL Sta	ınton											
262	City of Staunton (Maint: 07)	0.58 860 0) G	95%	1%	1%	1%	2%	0%	F	0.1	0.54	9100	G
<u> </u>	To: From:	US 250 Churc	nville Ave											
262 Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	2.22 8600) G	95%	1%	1%	2%	1%	0%	С	0.094	0.716	9100	G
<u> </u>	To: From:	07-613 Sprin	g Hill Rd			_								
(262) Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	1.74 9900) G	97%	1%	1%	1%	1%	0%	С	0.105	0.665	11000	G
<u> </u>	To- From:	US 11 Comn	erce Rd			—								
(262) Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	1.34 1300	0 G	97%	1%	1%	1%	1%	0%	F	0.094	0.515	14000	G
$\underline{\smile}$	То:	ECL Stat	nton											
	From:	US 11 Green	ville Ave											
(317)Staunton Correctional Facility	City of Staunton (Maint: 07)	0.26 NA									NA		NA	
\smile	To:	West Villa	ge Dr											

						0.0, 0.	Otaanton							
Route	Length	AADT	QA	4Tire	Bus		Truck- 3+Axle 1T		QC	K Factor	QK Dir Factor	AAWDT	QW	Year
City of Staunton		From	1				15.1							
(F1058)Seth Dr	0.07	90	R			De	ead End			NA		NA		11/06/2013
		To From				Connect	tor to SR 252			_				
F ₁₀₅₈ Seth Dr	0.19	90	R							NA		NA		11/06/2013
		To	1				ead End							
1 Englewood Dr	0.34	2000	L	98%	1%	Churc 1%	0% 0	% 0%	С	0.103	0.525	2100	G	2017
The second secon		To			- , , ,		erlee Mill Rd	,,						
		From					ebrook Ave							
(4900) Hampton St	0.28	5600 To	G	98%	0%	1%	0% 0	% 0%	F	0.089	0.523	5900	G	2017
		From	l				Staunton							
(4901) Barterbrook Rd	0.17	3200	G	98%	0%	1%		% 0%	С	0.093	0.561	3400	G	2017
		To				Gree	nville Ave							
		From					Staunton						_	
Buttermilk Spring Rd	1.00	280	G	99%	1%	0%	0% 0	% 0%	С	0.123	0.5	300	G	2017
Ctroith Ct	0.30	850	_	99%	1%	Pi 0%	erce St 0% 0	% 0%	F		0.634	000	G	2017
(4902) Straith St	0.30	630	G	99%	1 70		4 Beverly St	70 U70	Г	0.1	0.034	900	G	2017
		From	1				derick St			i				
(4903) Coalter St	0.54	3400	G	99%	0%	1%	0% 0	% 0%	F	0.093	0.503	3600	G	2017
<u> </u>		To From					ewood Rd							
(4903) Coalter St	1.31	3300	G	99%	0%	1%	0% 0	% 0%	С	0.098	0.511	3500	G	2017
		From	1				igusta St			<u> </u>				
(4905) Lewis St	0.48	3900	G	98%	1%	ве 1%	verly St 0% 0	% 0%	С	0.097	0.565	4200	G	2017
4300)		To					chville Ave							
		From					ebrook Ave							
4909 Bridge St	0.19	3500	G	98%	1%	1%	0% 0	% 0%	С	0.095	0.575	3700	G	2017
Croon St. Jofforson St	0.07	From	_	000/	10/		tuart St	00/	F	0.000	0.511	1400		2017
(4909) Green St; Jefferson St	0.27	1300 To	G	98%	1%	1% SR 254	0% 0 W Beverly St	% 0%	Г	0.098	0.511	1400	G	2017
		From	4				everly St			i				
(4913) N Central Ave	0.38	2500	G	98%	0%	1%	0% 0	% 0%	С	0.096	0.545	2700	G	2017
		To	1				chville Ave							
(4915) Thornrose Ave	0.31	1300	G	98%	1%	1%	verly St 0% 0	% 0%	С	0.097	0.546	1400	G	2017
(4915) I nornrose Ave	0.51	1300		90 /6	1 /0			/6 0 /6	-	0.097	0.540	1400	G	2017
(4915) Thornrose Ave	0.42	4900	G	98%	1%	Cı	ircle Dr 0% 0	% 0%	F	0.105	0.556	5200	G	2017
(4915)		To			- , -		chville Ave	,,	-					
		From				Ве	verly St							
(4919) Grubert Ave	0.99	4700 To	G	97%	1%	1%		% 0%	С	0.097	0.528	5000	G	2017
		From	1				chville Ave							
(4921) Morris Mill Rd	0.88	2200	G	98%	0%	1%	Staunton 0% 1	% 0%	С	0.093	0.658	2300	G	2017
		To		- / -			verly St						-	
		From					gusta St							
(4925) Lambert St	0.44	6100	G	99%	1%	1%		% 0%	С	0.091	0.601	6500	G	2017
		From					naghe St							
(4927) Spring Hill Rd	0.76	2500	G	99%	0%	0%	0% 0	% 0%	F	0.099	0.547	2600	G	2017
		To	_				naghe St							
(4927) Springhill Rd	1.45	2500 From	G	99%	0%	0%		% 0%	С	0.097	0.648	2700	G	2017
\bigcirc		To	4			NCL	Staunton							

						City of Staul	itori								
Route	Length	AADT	QA	4Tire	Bus				QC	K Factor	\cap k		AAWDT	QW	Yea
ity of Staunton		From:				G	. 1								
Mt View Dr	0.30			00%	10/			Nº/		0.115	0	522	540	G	2017
1929 IVIL VIEW DI	0.39	310 Tor		99%	I 70		0%	0%	U	0.113	0.	555	340	G	2017
		-	<u> </u>												
Chustania a Mill Dal	0.05		<u> </u>	000/	10/			00/			0		1500	_	001
City of Staumton					0.	556	1500	G	2017						
<u> </u>		10.				NCL Staunto	n								
Pierce St	0.20	770	G	97%	1%	0% 1%	0%	0%	С	0.096	0.	571	820	G	201
<u> </u>		To				Hays Ave									
		From:				Montgomery A	Ave								
933) Peck St	0.17	3000	G	97%	1%	0% 1%	0%	0%	F	0.103	0.	509	3200	G	201
		To				Austin Ava									
Chrysler St/Have Ave	0.36			97%	1%			0%	F	0.105	0	51	2800	G	2017
933) Omysici Otriays Ave	0.00	2700 To:		31 /0	1 /0			0 70	-	-0.103	U	.01	2000	G	201
			l							_					
Ctuart Ct	0.57		᠆	070/	10/			00/			^	EOF	0000	_	004
935) Stuart St	0.57	2/00	<u> </u>	9/%	1%		υ%	0%	٢	0.100	0.	აყა	2800	G	201
<u> </u>		To:	<u> </u>			Bridge St									
$\widehat{}$				•									· · · · · · · · · · · · · · · · · · ·		
₉₃₇) Johnson St	0.23	2100	G	99%	0%	1% 0%	0%	0%	С	0.092	0.	738	2200	G	201
Route Length AADT QA 4Tire Bus 3															
Johnson St	0.11		G	99%	0%		0%	0%	F	0.091	٥.	565	6600	G	201
337 3333 31	J	To:	Ť	0070	3 /0			- 70	-		0.	300	2300	~	_01
		P													
D	0.50		ᠸ	1000/	00/			00/			0	005	000	_	004
938) Prospect St	0.53	750		100%	0%			0%	U	0.100	0.	605	800	G	201
<u> </u>		10				N Coalter S	t								
₉₄₀ Donaghe St	0.37	3400	G	99%	0%	1% 0%	0%	0%	F	0.094	0.	582	3600	G	201
<u> </u>		To				Lambert St									
Donaghe St	0.47		G	99%	0%			0%	С	0.091	0.	603	2400	G	201
1940) 201149116 31	0	To:	Ť								0.			.	_0.
		Grom								_					
Old Croopyillo Dd	0.47		<u> </u>			SCL Staunto	n			0.107	0	E01	2500	_	201
1942) Old Greenville Rd	0.47	3300				***************************************				0.107	0.	301	3500	G	201
		10.				US 11 Greenville	e Ave								
₉₄₄) Frontier Dr	1.00			98%	0%			0%	С	0.089	0.	566	9400	G	201
<u> </u>		To:				US 250 Richmon	nd Rd								
		From:				Tuxedo St									
Archer St		880	G							0.140	0.	642	940	G	201
4929 Mt View Dr 0.39 5 4931 Shutterlee Mill Rd 0.95 14 4932 Pierce St 0.20 7 4933 Peck St 0.17 30 4933 Chrysler St/Hays Ave 0.36 27 4935 Stuart St 0.57 27 4937 Johnson St 0.11 62 4939 Prospect St 0.53 7 4940 Donaghe St 0.47 23 4940 Donaghe St 0.47 23 4940 Donaghe St 0.47 23 4942 Old Greenville Rd 0.47 33 Archer St 86 Berry St 86 Blue Ridge Dr 2 College Circle 86 Frasier Ln 6						Devon Rd									
		From:								i					
Berry St						Gypsy Ave				0 177	(16	80	G	201
Don'y Ot		To:				Partuion A.	ie.				•		00	u	201
DI 611 5			<u> </u>			East Beverly	St			٠, ٠	_			_	
Blue Ridge Dr			G							0.108	0.	517	260	G	201
		To	<u> </u>		1st	Lammermoor Dr I	ntersection								
		From				US 11 August	a St								
College Circle		880	G	_			_			0.101	0.	637	930	G	201
		To				Oak Lane									
		From:					le								
Frasier I n						Conege CIIC				0 110	Λ	714	60	G	201
Tradiol Ell			Ĕ			Sproul Lond	<u> </u>			<u> </u>	0.		00	J	201
		From:	1							1					
						West Beverly	St							_	
Peyton St		240	G			West Beverly Second St				0.123	0.	656	260	G	201

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		60 To	G			Lambert St Donaghe St		0.180		0.636	60	G	2017
Spruce St		770	G			Lyle Avenue Spring Hill Rd		0.095		0.547	770	G	2017