### 2011

# 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.

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

### Route Shield Legend

### Route Systems

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	te
(F241)	Frontage Road (F	precedes frontage route number)
(600)	Secondary Route	

### **Special Routes**

Bus	Bus - Business Route	
{29}	Bypas - Bypass Route	
	Truck - Truck Route	
ALT	ALT - Alternate Route	
(220)	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.

		****	of Staunt					-				17		D:-		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus			ıck		QC	_ K	QK	Dir	AAWDT	r QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Creamilla Aus	City of Characters		CL Staunton		000/	40/		00/	007	00/	F	0.000	_	0.504	45000	_
11 Greenville Ave	City of Staunton	0.68	14000	G	99%	1%	0%	0%	0%	0%	г	0.093	F	0.504	15000	G
~~	To: From:		261 Statler B													
(11) Greenville Ave	City of Staunton	0.50	13000	G	99%	1%	0%	0%	0%	0%	С	0.092	F	0.533	14000	G
<del></del>	To: From:	I	Hampton St													
11 Greenville Ave	City of Staunton	0.32	11000	G	99%	1%	0%	0%	0%	0%	F	0.086	F	0.506	12000	G
$\bigcirc$	To:	US 25	50 Richmond	l Rd			$\neg$ $\vdash$									
11 (250) Greenville Ave	City of Staunton	0.07	16000	G	99%	1%	0%	0%	0%	0%	F	0.087	F	0.518	17000	G
	Toc	TIC	5 250, SR 25	4												
11 254 Commerce Rd	City of Staunton	0.68	2500, SR 23-	G	96%	0%	1%	1%	1%	0%	С	0.092	F	0.555	2700	G
11 Commerce Rd	Oity of Otauritori				3070	070	170	170	1 /0	070	O	0.032	'	0.555	2700	J
~~~	From:		54 New Hope		000/	00/		40/	407	201	_	0.004	_	0.500	2000	
(11) Commerce Rd	City of Staunton	0.15	2700	G	96%	0%	1%	1%	1%	0%	F	0.094	F	0.532	2800	G
~~~	To: From:	SR 2	261 Statler B													
11 Commerce Rd	City of Staunton	1.25	5700	G	97%	0%	1%	1%	1%	0%	F	0.099	F	0.515	6100	G
<u> </u>	To		Bells Lane				<u> </u>									
11 Commerce Rd	City of Staunton	0.67	5200	G	97%	0%	1%	1%	1%	0%	С	0.097	F	0.579	5600	G
	To:		Bus US 11													
11 Commerce Rd	City of Staunton	0.49	12000	G	97%	0%	1%	1%	1%	0%	С	0.094	F	0.510	13000	G
11) 30	and a statement					0,0		. , ,	.,,	0,0	Ū	0.00	•	0.0.0	.0000	•
Commerce Dd	City of Stournton	0.88	oodrow Wils 15000		,	0%	10/	40/	1%	00/	F	0.004	F	0.606	16000	G
(11) Commerce Rd	City of Staunton		CL Staunton	G	97%	0%	1%	1%	170	0%	Г	0.094	Г	0.606	16000	G
Bus Johnson St	City of Staunton		11; Coalter :	St G	99%	0%	0%	00/	00/	00/	F	0.005	F	0.576	12000	_
11 (250) Johnson St	City of Stauriton	0.18	11000 New St	G	99%	0%	0%	0%	0%	0%	Г	0.085	Г	0.576	12000	G
Bus	From:		Johnson St													
11) (250) New St	City of Staunton	0.17	1500	G	99%	1%	1%	0%	0%	0%	F	NA			1600	G
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	6700	G	99%	0%	1%	0%	0%	0%	F	NA			7100	G
	To:		Frederick St													
Bus	From:			_							_		_			_
11) (250) New St	City of Staunton	0.36	1000	G	99%	1%	1%	0%	0%	0%	С	0.104	F		1100	G
~ ~	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	5800	G	99%	0%	1%	0%	0%	0%	С	0.088	F	0.524	6200	G
Bus	To: From:	Ch	urchville Av	e												
11) (250) Augusta St	City of Staunton	0.02	7400	N	98%	0%	1%	0%	0%	0%	Ν	0.092	Ν	0.631	7900	N
11) (230)	To:		Sunnyside St						-,-							
Bus	From:		urchville Av	e												
11 Augusta St	City of Staunton	0.41	6600	G	99%	0%	1%	0%	0%	0%	F	0.09	F	0.637	7100	G
$\smile$	To:	E	dgewood Rd				<u> </u>									
Bus Augusta Ct	From:L				000/	007	40/	00/	007	00/	_	0.000	_	0.540	0000	_
11 Augusta St	City of Staunton	0.28	9200	G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.542	9800	G

### Virginia Department of Transportation Traffic Engineering Division

### 2011 Annual Average Daily Traffic Volume Estimates By Section of Route City of Staunton

		City Or St					Tru	ck			K		Dir		
Route	Jurisdiction	Length AAD	DT QA	4Tire	Bus	2010	3+Axle			QC		QK	Factor	AAWDT	QW
D	From:	T1				ZAXIE	3+Axie	IIIali	ZITali		Factor		racioi		
Bus 11 Augusta St	City of Staunton	1.14 <b>500</b>		99%	0%	1%	0%	0%	0%	С	0.1	F	0.512	5300	G
11 Augusta St	City of Stauriton			9970	076	1 /0	0 /6	076	0 /6	C	0.1	-	0.512	5500	G
Bus	To: From:	Coalte	r St												
11 Augusta St	City of Staunton	0.71 <b>670</b>	0 G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.53	7200	G
	To:	US 11 Com	merce Rd												
Bus	From:	August	ta St												
(1,1) (250) Johnson St	City of Staunton	0.06 <b>520</b>		99%	0%	0%	0%	0%	0%	Ν	0.086	Ν	0.735	5500	Ν
(FI) (230)	To:	US 250 Par,	, New St												
Bus	From:	SR 254 Be	-												
Augusta St	City of Staunton	0.07 <b>520</b>	0 G	99%	0%	0%	0%	0%	0%	F	0.086	F	0.735	5500	G
	Combined Traffic Estimates for 2 Parallel Roadways			99%	0%	1%	0%	0%	0%	F	NA			7100	G
	To:	Johnson													
Bus Augusta St	City of Staunton	US 250 Par; St 0.43 <b>480</b>		99%	0%	0%	00/	00/	00/	_	0.00	F	0.624	E100	_
(1,1) (250) Augusta St	•						0%	0%	0%	С	0.09	F	0.631	5100	G
	Combined Traffic Estimates for 2 Parallel Roadways o	on this Route: <b>580</b> SR 254 Be		99%	0%	1%	0%	0%	0%	С	0.088	F	0.524	6200	G
						_									
~~~	From:	WCL Sta		000/	407		407	407	00/		0.000		0.707	0000	
250 Churchville Ave	City of Staunton	0.04 <b>650</b>	0 N	96%	1%	1%	1%	1%	0%	N	0.092	Ν	0.707	6800	N
	To: From:	SR 262 Woodrow													
(250) Churchville Ave	City of Staunton	0.79 <b>420</b>	0 G	97%	1%	1%	0%	0%	0%	F	0.093	F		4500	G
<u> </u>	To:	Englewood Dr Ne	ear Hevener	St											
250 Churchville Ave	City of Staunton	0.40 <b>740</b>		97%	1%	1%	0%	0%	0%	С	0.090	F	0.533	7900	G
	Too	C-l	A												
250 Churchville Ave	City of Staunton	0.99 <b>730</b>		97%	1%	1%	0%	0%	0%	F	0.084	F	0.597	7800	G
250 Churchville Ave	City of Stauritori	0.99 730	0 0	91%	170	1 70	0%	U70	0%	Г	0.064	Г	0.597	7000	G
~~~	To: From:	Thornros													
(250) Churchville Ave	City of Staunton	0.32 <b>740</b>		98%	0%	1%	0%	0%	0%	С	0.092	F	0.631	7900	G
	To:	August				_									
Bus 250 11 Augusta St	City of Staunton	Churchvil 0.02 <b>740</b>		98%	0%	1%	0%	0%	0%	N	0.092	N	0.631	7900	N
250 Augusta St	City of Stauriton	US 250 Par New S	_		076	170	0%	U70	0%	IN	0.092	IN	0.651	7900	IN
Bus	From:	US 250 Par; Si		, DI											
250 11 Augusta St	City of Staunton	0.43 480		99%	0%	0%	0%	0%	0%	С	0.09	F	0.631	5100	G
200 (1)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 580		99%	0%	1%	0%	0%	0%	С	0.088	F	0.524	6200	G
	To To			0070	0,0		0,0	0,0	0,0	Ū	0.000	•	0.02	0200	•
Bus	From:	SR 254 Be													
250 \ 11 \ Augusta St	City of Staunton	0.07 <b>520</b>		99%	0%	0%	0%	0%	0%	F	0.086	F	0.735	5500	G
$\sim$	Combined Traffic Estimates for 2 Parallel Roadways	on this Route: 670	0 G	99%	0%	1%	0%	0%	0%	F	NA			7100	G
	To:	Johnson													
Bus Johnson Ct	From:	August		000/	007		007	007	007	<b>.</b> .	0.000		0.705	FF00	
250 (11) Johnson St	City of Staunton	0.06 <b>520</b>		99%	0%	0%	0%	0%	0%	N	0.086	N	0.735	5500	N
	To	US 250 Par,	, New St												

### Virginia Department of Transportation Traffic Engineering Division

### 2011 Annual Average Daily Traffic Volume Estimates By Section of Route City of Staunton

					_		Tru	ck			K	a	Dir		
Route	Jurisdiction	Length AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
Bus	From:	1US 250 P Nev													
250 \ (11 ) Johnson St	City of Staunton	0.18 <b>11000</b>	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.576	12000	C
~ ~	To:	US 11, SR 25													
250 (11) Greenville Ave	City of Staunton	US 11, SR 254 NE 0.07 <b>16000</b>	G	99%	1%	0%	0%	0%	0%	F	0.087	F	0.518	17000	(
250 (11) Greenville Ave	City of Stauritori				1 /0	<u> </u>	0 /0	070	0 /6	-	0.007	•	0.516	17000	•
~~	To: From:	US 11 GREENVIL										_			
Richmond Rd	City of Staunton	0.75 <b>11000</b>	G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.501	11000	(
	To: From:	Statler Blvd	l												
Richmond Rd	City of Staunton	0.96 <b>22000</b>	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.506	24000	(
<i>~</i>	To:	Frontier Dr													
Diaharan d Da	City of Chauston	Frontier Rd		070/	00/	40/	40/	40/	00/	_	0.000	F	0.500	07000	
Richmond Rd	City of Staunton	0.44 <b>26000</b>	G	97%	0%	1%	1%	1%	0%	С	0.088	г	0.522	27000	(
	10.	ECL Staunto													
Bus	From	Churchville A		000/	407		00/	00/	00/	_	0.404	_		4400	
250) (11) New St	City of Staunton	0.36 <b>1000</b>	G	99%	1%	1%	0%	0%	0%	С	0.104	F		1100	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 5800	G	99%	0%	1%	0%	0%	0%	С	0.088	F	0.524	6200	
Bus	To: From:	Frederick S	t												
250) (11) New St	City of Staunton	0.17 <b>1500</b>	G	99%	1%	1%	0%	0%	0%	F	NA			1600	
290 (11)	Combined Traffic Estimates for 2 Parallel Roadways on		G	99%	0%	1%	0%	0%	0%	F	NA			7100	
	To:	Johnson St							- , ,						
	From:	SCL Staunto	n												
252 Middlebrook Ave	City of Staunton	1.08 <b>2900</b>	G	98%	0%	1%	0%	0%	0%	С	0.099	F	0.543	3000	
	To	Bridge St													
252) Middlebrook Ave	City of Staunton	0.60 <b>2500</b>	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.578	2700	(
232)	To:	Lewis Stree	_	0070	0,0	Ť	0,0	0,0	0,0	•	00.	-	0.0.0		
	From:	Lewis St													
252 254 Beverly St	City of Staunton	0.11 <b>4200</b>	G	99%	0%	1%	0%	0%	0%	F	0.091	F		4400	(
	Combined Traffic Estimates for 2 Parallel Roadways on		G	99%	0%	<u>1%</u>	0%	0%	0%	F	0.088	F	0.530	8600	(
	To:	US 250 Augusta St; J	ohnson S	St											
	From:	SR 262													
254) Beverly St	City of Staunton	0.97 <b>8600</b>	G	99%	0%	1%	0%	0%	0%	С	0.095	F	0.525	9100	(
	To.	Grubert St													
254) Beverly St	City of Staunton	0.69 9200	G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.557	9800	
,	To	Thornrose Av	10												
254)Beverly St	City of Staunton	0.25 <b>7800</b>	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.508	8300	
254 Develop of	Only of Stauritori			3370	070	170	070	070	070	•	0.000	•	0.500	0300	
D as searth a Cd	To- From:	Frederick S		000/	001	40/	007	001	007		0.070	_	0.004	0000	
Beverly St	City of Staunton	0.25 <b>6400</b>	G	99%	0%	1%	0%	0%	0%	F	0.079	F	0.684	6800	(
	To: From:	SR 254 P Jeffers	on St												
254) Beverly St	City of Staunton	0.23 <b>5300</b>	G	99%	0%	1%	0%	0%	0%	F	0.089	F		5600	(
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 8300	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.599	8900	(
	To:	Lewis St													

### Virginia Department of Transportation Traffic Engineering Division

### 2011 Annual Average Daily Traffic Volume Estimates By Section of Route City of Staunton

								Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	' QV
	From:		Lewis St													
254 252 Beverly St	City of Staunton	0.11	4200	G	99%	0%	1%	0%	0%	0%	F	0.091	F		4400	G
$\circ$	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	8100	G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.530	8600	G
	To: From:	US	250 August	a St												
<sub>254</sub> )Beverly St	City of Staunton	0.06	4200	N	99%	0%	1%	0%	0%	0%	N	0.091	N		4400	N
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	7300	N	99%	0%	1%	0%	0%	0%	Ν	NA			7800	N
<u> </u>	To- From:	US	250 P New	y St			<u> </u>									
Beverly St	City of Staunton	0.16	3000	G	99%	0%	1%	0%	0%	0%	F	0.106	F		3200	G
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	6200	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.544	6600	G
	To:	ap. 25	Coalter St	1.0												
Coalter St	City of Staunton	0.16	54 P, E Beve 5900	erly St G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.65	6300	G
254 Coalter St	City of Stauriton		JS 250 Com			0%	170	0%	070	0%	Г	0.095	Г	0.05	6300	
	From:		S 250 Com				-+									
254) (11) Commerce Rd	City of Staunton	0.68	2500	G	96%	0%	1%	1%	1%	0%	С	0.092	F	0.555	2700	G
	To	IIC 1	1 Commerc													
254)New Hope Rd	City of Staunton	2.45	1100	G	98%	0%	1%	1%	0%	0%	С	0.101	F	0.508	1200	G
254) 11011 11000 110	To:		CL Staunto		0070	070	Ť	1 70	070	070	Ŭ	0.101	·	0.000	1200	Ì
	From:		254 Beverl				Ť									
Jefferson St	City of Staunton	0.07	1600	G G	96%	1%	1%	1%	1%	0%	С	0.105	F	0.741	1700	
254) 0 511 51	To:		/ Frederick		0070	.,,	Ť	. , 0	.,,	0,0		01.00	•	•		
	From:		Jefferson St													
Frederick St	City of Staunton	0.28	3100	G	99%	0%	0%	0%	0%	0%	С	0.104	F		3300	G
	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	8300	G	99%	0%	1%	0%	0%	0%	F	0.091	F	0.599	8900	G
	To		Central St				$\neg$ $\vdash$									
254) 252) Frederick St	City of Staunton	0.11	3900	G	99%	0%	0%	0%	0%	0%	F	0.096	F		4200	G
-81/202	Combined Traffic Estimates for 2 Parallel Roadw	ays on this Route:	8100	G	99%	0%	1%	0%	0%	0%	F	0.088	F	0.530	8600	G
	To	US 250, Bus	US 11 Par	Anonsta	Ave											
Frederick St	City of Staunton	0.17	3100	G	99%	0%	0%	0%	0%	0%	F	0.097	F		3300	G
294)	Combined Traffic Estimates for 2 Parallel Roadw	avs on this Route:	6200	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.544	6600	G
	To:	.,	Coalter St				Ti.	-,-	-,-		•		•			
	From:	Е	Frederick S													
Coalter St	City of Staunton	0.07	5900	G	99%	0%	0%	0%	0%	0%	F	0.094	F	0.752	6200	C
<u>·</u>	To:	SR 2	54, E Bever	rly St												
	From:	Old	l Greenville	Rd												
261 Statler Blvd	City of Staunton	0.84	9100	G	98%	0%	0%	0%	1%	0%	С	0.098	F	0.535	9700	G
<u> </u>	To	R	Richmond R	d			$\neg$ $\vdash$									
261)Statler Blvd	City of Staunton	0.78	13000	G	98%	0%	0%	1%	0%	0%	С	0.093	F	0.518	14000	G
<u>·</u>	To	N.	lew Hope R	d			—									
261)Statler Blvd	City of Staunton	0.14	14000	G G	98%	0%	0%	1%	0%	0%	F	0.086	F	0.534	15000	G
201/5141101 10144	To:	0.14	17000	<u> </u>	JU /U	070	0 /0	1 /0	0 / 0	0 /0		5.000	•	0.004	13000	0

Route	Jurisdiction	Longth	AADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	Ο\//
Roule	Julisalction	Length	AADI	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QN	Factor	AAWDI	QVV
	From:	(	Commerce R	.d												
261 Statler Blvd	City of Staunton	0.25	10000	G	98%	0%	0%	1%	0%	0%	F	0.085	F	0.532	11000	G
	To: From:		Beverly St				-									
(261) Statler Blvd	City of Staunton	0.20	9800	G	98%	0%	0%	1%	0%	0%	F	0.088	F	0.548	10000	G
	To:		Coalter St													
-	From:	V	VCL Staunto	on												
262	City of Staunton (Maint: 07)	0.58	7800	G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.551	8300	G
	To- From:	US 25	0 Churchvil	le Ave												
(262) Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	2.22	7900	G	94%	0%	1%	3%	1%	0%	С	0.092	F	0.618	8400	G
<u> </u>	To: From:	07-6	13 Spring Hi	ill Rd												
(262) Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	1.74	9700	G	95%	0%	1%	3%	1%	0%	С	0.093	F	0.648	10000	G
<u> </u>	To	US	1 Commerc	e Rd			$\neg$ $\vdash$									
(262) Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	1.34	11000	G	95%	0%	1%	3%	1%	0%	F	0.095	F	0.521	12000	G
	To	I	CL Staunto	n												
	From:	US 1	1 Greenville	e Ave												
(317) Staunton Correctional Facility	City of Staunton (Maint: 07)	0.26	NA	·		·						NA			NA	
$\overline{}$	To:		Dead End													

						City 0	Staunton								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Staunton			,												
(F <sub>1058</sub> ) Seth Dr	0.07	90	R				ead End			NA			NA		06/21/2007
(F <sub>1058</sub> )Seth Dr	0.19	90 From	 R			Connec	tor to SR 252			NA			NA		06/21/2010
(11038) 5 5 11 5 1		To				De	ad End								
		From				Churc	hville Ave								
1 Englewood Dr	0.34	1900	G	98%	0%	1%	0% 0%	0%	С	0.113	F	0.553	2000	G	2011
		To	<u> </u>				rlee Mill Rd								
(4900) Hampton St	0.28	8100	G	98%	0%	Middl 1%	ebrook Ave 0% 0%	0%	F	0.088	F	0.512	8700	G	2011
(4900) Hampton St	0.20	To		90 /6	0 /6		nville Ave	070	Г	0.000	-	0.512	8700	G	2011
		From					Staunton								
(4901) Barterbrook Rd	0.17	3200	G	98%	0%	1%	0% 0%	0%	С	0.100	F	0.576	3400	G	2011
		To	-			Gree	nville Ave								
		From				WCI	Staunton								
(4902) Buttermilk Spring Rd	1.00	420	G	98%	1%	1%	0% 0%	0%	С	0.124	F	0.519	450	G	2011
		To From				Pi	erce St								
(4902) Straith St	0.30	960	G	98%	1%	1%	0% 0%	0%	F	NA			1000	G	2011
		To	<u> </u>			SR 254	Beverly St								
O 0 11 01	0.54	From	<u> </u>	2001	00/		derick St	001			_	0.504	4400	_	2011
(4903) Coalter St	0.54	3900	G	99%	0%	1%	0% 0%	0%	F	0.096	F	0.501	4100	G	2011
O		From					ewood Rd								
(4903) Coalter St	1.31	3500	G	99%	0%	1%	0% 0%	0%	С	0.098	F	0.511	3700	G	2011
		10	<u> </u>				gusta St								
(4905) Lewis St	0.49	From	G	97%	1%	Ве 2%	verly St 0% 0%	0%	С		F	0.594	3900	G	2011
(4905) Lewis St	0.48	3600 <sub>To</sub>	_	97%	170		hville Ave	0%	C	0.1	Г	0.584	3800	G	2011
		From	<u>.                                    </u>												
(4909) Bridge St	0.19	6600	G	99%	0%	0%	ebrook Ave 0% 0%	0%	С	0.101	F	0.591	7000	G	2011
4309 = 1139 = 1		To									-				
(4909) Green St; Fayette St	0.27	2500 From	G	99%	0%	0%	uart St 0% 0%	0%	F	0.1	F	0.506	2700	G	2011
4909) 313311 31, 1 4,3013 31	0.21	To	Ť	0070	070		W Beverly St	070		٦̈́	•	0.000	2,00	Ū	2011
		From	<del></del>				verly St			ĺ					
(4913) N Central St	0.38	4100	G							NA			4500	G	2011
$\bigcup$		To				Churc	hville Ave								
		From				Ве	verly St								
(4915) Thornrose Ave	0.31	2000	G	98%	1%	1%	0% 0%	0%	С	0.112	F	0.68	2200	G	2011
		To From	:			Ci	cle Ave								
(4915) Thornrose Ave	0.42	4500	G	98%	1%	1%	0% 0%	0%	F	0.104	F	0.597	4800	G	2011
$\bigcirc$		To				Churc	hville Ave								
		From					verly St								
(4919) Grubert Ave	0.99	4300	G	99%	0%	1%	0% 0%	0%	С	0.094	F	0.522	4600	G	2011
		To	<u> </u>			Churc	hville Ave								
Marrie MII Dal	0.00	From	پ	000/	00/		Staunton	00/			_	0.500	0000	_	0044
(4921) Morris Mill Rd	0.88	2400 To	G	99%	0%	0%	0% 0% verly St	0%	С	0.151	F	0.580	2600	G	2011
		From	-												
(4925) Lambert St	0.44	8000	G	99%	1%	0%	gusta St 0% 0%	0%	С	0.091	F	0.559	8500	G	2011
(4925) Lambert St	J. F	То		- 5570	. 70		naghe St	<u> </u>							
		From					hville Ave								
(4927) Spring Hill Rd	0.76	2400	G	99%	0%	0%	0% 0%	0%	F	0.103	F	0.53	2600	G	2011
		To				Do	naghe St								
						<b>D</b> 0									
(4927) Springhill Rd	1.45	2800 From	G	99%	0%	0%	0% 0%	0%	С	0.093	F	0.565	3000	G	2011

						Oity C	Otaanic	J11								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Staunton											_					
929) Mt View Dr	0.39	600	L	99%	0%	Con 0%	nmerce Rd 0%	0%	0%	С	0.106	F	0.58	640	G	2011
Mt View Dr	0.59	To	<u> </u>	3370	0 70		oalter St	0 70	0 70		0.100	'	0.50	040	G	2011
		From	:				lewood Dr				i					
Shutterlee Mill Rd	0.95	1400	G	99%	0%	1%	0%	0%	0%	С	0.133	F	0.551	1400	G	2011
$\mathcal{O}$		To	c			NCI	L Staunton									
$\widehat{}$		From	:				traith St									
Pierce St	0.20	880	G	98%	1%	1%	0%	0%	0%	С	0.098	F	0.567	940	G	2011
		To					ays Ave									
Pools St	0.17	3700	G	98%	1%	Mont	gomery Av 0%	e 0%	0%	F	0.101	F	0.548	4000	G	2011
Peck St	0.17	3700		96%	170			0%	0%	Г	0.101	Г	0.546	4000	G	2011
Chypler Ct/Llove Ave	0.26	From	<u> </u>	000/	10/	Αι 1%	ıstin Ave	00/	00/		0.000		0.520	2700		2011
Chysler St/Hays Ave	0.36	3400 To	G	98%	1%		0% 4 Beverly S	0%	0%	F	0.098	F	0.539	3700	G	2011
		From														
935) Stuart St	0.57	4600	G	98%	1%	1%	gomery Av 0%	0%	0%	F	0.105	F	0.615	4900	G	2011
		To		3070	. 70		ridge St	2,0								
		From	:			Jef	ferson St									
Johnson St	0.23	2100	G	98%	0%	0%	1%	0%	0%	С	0.111	F	0.75	2200	G	2011
$\mathcal{L}$		To	-			Ī	ewis St				<b>—</b> —					
Johnson St	0.11	6100	G	98%	0%	0%	1%	0%	0%	F	0.089	F		6500	G	2011
$\mathcal{L}$		To	:			Ai	ugusta St									
		From				Aı	ugusta St									
938) Prospect St	0.53	840	G	99%	0%	0%	0%	0%	0%	С	0.094	F	0.607	900	G	2011
<u> </u>		To	c			N (	Coalter St									
<u> </u>		From	<u> </u>	2221			chville Ave								_	
Donaghe St	0.37	5700	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.71	6000	G	2011
<u> </u>		From					mbert St									
Donaghe St	0.47	3000	G	99%	0%	1%	0%	0%	0%	С	0.092	F	0.571	3200	G	2011
		10	1				ng Hill Rd									
Old Greenville Rd	0.47	5600	G			SCI	Staunton				0.117	F	0.603	6000	G	2011
Old Greenville Rd	0.47	<b>3000</b> To	_			US 11 (	Greenville A	Ave			0.117	Г	0.003	6000	G	2011
		From					Staunton	110								
Frontier Dr	1.00	8500	G	99%	0%	1%	0%	0%	0%	С	0.099	F	0.559	9000	G	2011
		To	=				Richmond									
		From				Ti	uxedo St									
Archer St		880	G								0.112	F	0.536	940	G	2011
		To	:			D	evon Rd									
		From	:			G	ypsy Ave									
Berry St		90	G								0.149	F	0.625	90	G	2011
		To					cview Ave									
DI D' D		From	L			East	Beverly St					_	0.0:5	000		00:
Blue Ridge Dr		<b>270</b>	G		1.04	Lamman	noor Dr Inte	arcaction			0.151	F	0.619	290	G	2011
		From			181						<del>-  </del>					
College Circle		1000	G			US 1	l Augusta S	)[			0.099	F	0.625	1100	G	2011
College Officie		To	Ť			0	ak Lane				0.000	'	0.020	1100	5	201
		From	:				lege Circle									
Frasier Ln		90	G			Con	- Be Chele				0.143	F	0.615	90	G	2011
		To	:			Spi	roul Lane									
		From	-			West	Beverly S	t							-	
Peyton St		240	G								0.136	F	0.514	260	G	2011
		To				Se	econd St									

						,							
Route	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Staunton			_										
		From:				Lambert St							
Rockway St		70	G					0.179	F	0.6	70	G	2011
		To				Donaghe St							
		From:				Lyle Avenue							
Spruce St		830	G					0.103	F	0.505	830	G	2011
		To:				Spring Hill Rd							