

**2015**  
**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.

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

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

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

Glossary of Terms:

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

**Length:** Length of the traffic segment in miles.

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

**QA:** Quality of AADT:

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

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

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

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

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

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

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

**QC:** Quality of Classification Data:

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

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

**QK:** Quality of the 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  
 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
-  US Route
-  Virginia State Route
-  Frontage Road (F precedes frontage route number)
-  Secondary Route

## Special Routes

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

Virginia Department of Transportation  
 Traffic Engineering Division  
 2015  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 City of Staunton

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
11	Greenville Ave	From: SCL Staunton To: City of Staunton	0.68	15000	G	98%	0%	1%	0%	0%	0%	F	0.097	0.509	16000	G	
11	Greenville Ave	From: SR 261 Statler Blvd To: City of Staunton	0.50	13000	G	98%	0%	1%	0%	0%	0%	C	0.090	0.528	14000	G	
11	Greenville Ave	From: Hampton St To: City of Staunton	0.32	11000	G	98%	0%	1%	0%	0%	0%	F	0.089	0.501	12000	G	
11	250 Greenville Ave	From: US 250 Richmond Rd To: City of Staunton	0.07	16000	G	98%	0%	1%	0%	0%	0%	F	0.089	0.547	17000	G	
11	254 Commerce Rd	From: US 250, SR 254 To: City of Staunton	0.68	2600	G	97%	0%	1%	0%	1%	0%	C	0.109	0.579	2800	G	
11	Commerce Rd	From: SR 254 New Hope Rd To: City of Staunton	0.15	2700	G	97%	0%	1%	0%	1%	0%	F	0.089	0.547	2800	G	
11	Commerce Rd	From: SR 261 Statler Blvd To: City of Staunton	1.25	5900	G	98%	0%	1%	0%	1%	0%	F	0.098	0.617	6300	G	
11	Commerce Rd	From: Bells Lane To: City of Staunton	0.67	5400	G	98%	0%	1%	0%	1%	0%	C	0.102	0.547	5700	G	
11	Commerce Rd	From: Bus US 11 To: City of Staunton	0.49	13000	G	98%	0%	1%	0%	1%	0%	C	0.098	0.52	13000	G	
11	Commerce Rd	From: SR 262 Woodrow Wilson Pkwy To: NCL Staunton	0.88	16000	G	98%	0%	1%	0%	1%	0%	F	0.099	0.561	17000	G	
Bus 11	250 Johnson St	From: US 11; Coalter St To: City of Staunton	0.18	12000	G	99%	0%	1%	0%	0%	0%	F	0.086	0.507	13000	G	
Bus 11	250 New St	From: New St To: Johnson St	0.17	1200	G	99%	0%	1%	0%	0%	0%	F	0.13		1300	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:		7400	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.574	7900	G
Bus 11	250 New St	From: Frederick St To: City of Staunton	0.36	1000	G	99%	0%	1%	0%	0%	0%	C	0.135		1100	G	
		Combined Traffic Estimates for 2 Parallel Roadways on this Route:		6000	G	99%	0%	1%	0%	0%	0%	C	0.101	F	0.516	6400	G
Bus 11	250 Augusta St	From: Churchville Ave To: City of Staunton	0.02	9800	N	99%	0%	1%	0%	0%	0%	N	0.09	0.554	10000	N	
Bus 11	Augusta St	From: Sunnyside St To: Churchville Ave	0.41	8100	G	98%	0%	1%	0%	0%	0%	F	0.092	0.526	8600	G	
Bus 11	Augusta St	From: Edgewood Rd To: City of Staunton	0.28	9400	G	98%	0%	1%	0%	0%	0%	F	0.089	0.507	10000	G	
		From: Lambert St															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW							
							2Axle	3+Axle	1Trail	2Trail													
Bus 11 Augusta St	From: Lambert St City of Staunton	1.14	5000	G	98%	0%	1%	0%	0%	0%	C	0.093	0.518	5400	G								
Bus 11 Augusta St	To: Coalter St From: City of Staunton	0.71	7200	G	98%	0%	1%	0%	0%	0%	F	0.100	0.505	7700	G								
Bus 11P 250 Johnson St	From: Augusta St City of Staunton	0.06	11000	G	99%	0%	1%	0%	0%	0%	F	0.086	0.568	12000	G								
Combined Traffic Estimates for Parallel Roadways on this Route: NA												0.086	F	0.574	NA								
Bus 11P 250 Augusta St	To: US 250 Par, New St From: SR 254 Beverly St City of Staunton	0.07	6200	G	99%	0%	1%	0%	0%	0%	F	0.085	0.723	6600	G								
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 7400												G	99%	0%	1%	0%	0%	F	0.086	F	0.574	7900	G
Bus 11P 250 Augusta St	To: Johnson St From: US 250 Par, Sunnyside St City of Staunton	0.43	5000	G	99%	0%	1%	0%	0%	0%	C	0.09	0.621	5300	G								
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 6000												G	99%	0%	1%	0%	0%	C	0.101	F	0.516	6400	G
250 Churchville Ave	From: WCL Staunton City of Staunton	0.04	7200	N	97%	1%	1%	0%	1%	0%	N	0.097	0.672	7500	N								
250 Churchville Ave	To: SR 262 Woodrow Wilson Pkwy From: City of Staunton	0.79	4100	G	98%	1%	1%	0%	0%	0%	F	0.091	0.501	4400	G								
250 Churchville Ave	To: Englewood Dr Near Hevener St From: City of Staunton	0.40	7000	G	98%	1%	1%	0%	0%	0%	C	0.089	0.546	7400	G								
250 Churchville Ave	To: Grubert Ave From: City of Staunton	0.99	8400	G	98%	1%	1%	0%	0%	0%	F	0.089	0.54	8900	G								
250 Churchville Ave	To: Thornrose Ave From: City of Staunton	0.32	9800	G	99%	0%	1%	0%	0%	0%	C	0.09	0.554	10000	G								
Bus 250 11 Augusta St	To: Augusta St From: Churchville Ave City of Staunton	0.02	9800	N	99%	0%	1%	0%	0%	0%	N	0.09	0.554	10000	N								
Bus 250 11 Augusta St	To: US 250 Par New St; Sunnyside St From: US 250 Par; Sunnyside St City of Staunton	0.43	5000	G	99%	0%	1%	0%	0%	0%	C	0.09	0.621	5300	G								
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 6000												G	99%	0%	1%	0%	0%	C	0.101	F	0.516	6400	G
Bus 250 11 Augusta St	To: SR 254 Beverly St From: City of Staunton	0.07	6200	G	99%	0%	1%	0%	0%	0%	F	0.085	0.723	6600	G								
Combined Traffic Estimates for 2 Parallel Roadways on this Route: 7400												G	99%	0%	1%	0%	0%	F	0.086	F	0.574	7900	G
Bus 250 11P Johnson St	To: Johnson St From: Augusta St City of Staunton	0.06	11000	G	99%	0%	1%	0%	0%	0%	F	0.086	0.568	12000	G								
Combined Traffic Estimates for Parallel Roadways on this Route: NA												0.086	F	0.574	NA								
	To: US 250 Par, New St																						



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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
Bus 250 11 Johnson St	City of Staunton	0.18	12000	G	99%	0%	1%	0%	0%	0%	F	0.086		0.507	13000	G	
	From: IUS 250 P New St																
	To: US 11, SR 254																
250 11 Greenville Ave	City of Staunton	0.07	16000	G	98%	0%	1%	0%	0%	0%	F	0.089		0.547	17000	G	
	From: US 11, SR 254 NEW ST																
	To: US 11 GREENVILLE AVE																
250 Richmond Rd	City of Staunton	0.75	11000	G	98%	0%	1%	0%	1%	0%	F	0.09		0.526	11000	G	
	From: Statler Blvd																
	To: Statler Blvd																
250 Richmond Rd	City of Staunton	0.96	24000	G	98%	0%	1%	0%	1%	0%	F	0.089		0.512	26000	G	
	From: Frontier Dr																
	To: Frontier Dr																
250 Richmond Rd	City of Staunton	0.44	27000	G	98%	0%	1%	0%	1%	0%	C	0.092		0.518	29000	G	
	From: ECL Staunton																
	To: ECL Staunton																
Bus 250 11 New St	City of Staunton	0.36	1000	G	99%	0%	1%	0%	0%	0%	C	0.135			1100	G	
	From: Churchville Ave																
	To: Churchville Ave																
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6000	G	99%	0%	1%	0%	0%	C	0.101	F	0.516	6400	G	
Bus 250 11 New St	City of Staunton	0.17	1200	G	99%	0%	1%	0%	0%	0%	F	0.13			1300	G	
	From: Frederick St																
	To: Frederick St																
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			7400	G	99%	0%	1%	0%	0%	F	0.086	F	0.574	7900	G	
252 Middlebrook Ave	City of Staunton	1.08	3000	G	98%	1%	1%	1%	0%	0%	C	0.114		0.526	3200	G	
	From: SCL Staunton																
	To: Bridge St																
252 Middlebrook Ave	City of Staunton	0.60	2600	G	98%	1%	1%	1%	0%	0%	F	0.097		0.580	2800	G	
	From: Lewis Street																
	To: Lewis Street																
252 254 Beverly St	City of Staunton	0.11	3100	G	98%	1%	1%	0%	1%	0%	F	0.085			3300	G	
	From: Lewis St																
	To: Lewis St																
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6000	G	98%	0%	1%	0%	0%	F	0.086	F	0.501	6400	G	
	From: US 250 Augusta St; Johnson St																
	To: US 250 Augusta St; Johnson St																
254 Beverly St	City of Staunton	0.97	8000	G	98%	1%	1%	0%	1%	0%	C	0.106		0.525	8500	G	
	From: SR 262																
	To: Grubert St																
254 Beverly St	City of Staunton	0.69	7900	G	98%	1%	1%	0%	1%	0%	F	0.091		0.559	8400	G	
	From: Grubert St																
	To: Thornrose Ave																
254 Beverly St	City of Staunton	0.25	5500	G	98%	1%	1%	0%	1%	0%	F	0.092		0.510	5800	G	
	From: Thornrose Ave																
	To: Frederick St																
254 Beverly St	City of Staunton	0.25	5000	G	98%	1%	1%	0%	1%	0%	F	0.086		0.607	5300	G	
	From: Frederick St																
	To: SR 254 P Jefferson St																
254 Beverly St	City of Staunton	0.23	3400	G	98%	1%	1%	0%	1%	0%	F	0.095			3600	G	
	From: SR 254 P Jefferson St																
	To: Lewis St																
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:			5600	G	98%	0%	1%	0%	0%	F	0.091	F	0.599	5900	G	

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
254 252 Beverly St	From: Lewis St															
	City of Staunton	0.11	3100	G	98%	1%	1%	0%	1%	0%	F	0.085		3300	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.501	6400	G
254 Beverly St	From: US 250 Augusta St															
	City of Staunton	0.06	3100	N	98%	1%	1%	0%	1%	0%	N	0.085		3300	N	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			5800	N	98%	0%	1%	0%	0%	0%	N	0.086	F	0.501	6100	N
254 Beverly St	From: US 250 P New St															
	City of Staunton	0.16	2200	G	98%	1%	1%	0%	1%	0%	F	0.118		2300	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			4900	G	98%	0%	1%	0%	0%	0%	F	0.109	F	0.516	5200	G
254 Coalter St	From: Coalter St															
	City of Staunton	0.16	5400	G	98%	1%	1%	0%	1%	0%	F	0.103		0.589	5700	G
254 11 Commerce Rd	From: US 11, US 250 Commerce St															
	City of Staunton	0.68	2600	G	97%	0%	1%	0%	1%	0%	C	0.109		0.579	2800	G
254 New Hope Rd	From: US 11 Commerce Rd															
	City of Staunton	2.45	1200	G	97%	0%	0%	2%	0%	0%	C	0.106		0.578	1300	G
254 Jefferson St	From: ECL Staunton															
	City of Staunton	0.07	1300	G	97%	1%	1%	0%	0%	0%	C	0.099		1400	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA		NA		
254 Frederick St	From: W Frederick St															
	City of Staunton	0.28	2200	G	99%	0%	1%	0%	0%	0%	C	0.099		2400	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			5600	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.599	5900	G
254 252 Frederick St	From: Central Ave															
	City of Staunton	0.11	3000	G	99%	0%	1%	0%	0%	0%	F	0.093		3100	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.501	6400	G
254 Frederick St	From: US 250, Bus US 11 Par, New St															
	City of Staunton	0.17	2700	G	99%	0%	1%	0%	0%	0%	F	0.100		2900	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			4900	G	98%	0%	1%	0%	0%	0%	F	0.109	F	0.516	5200	G
254 Coalter St	From: Coalter St															
	City of Staunton	0.07	5000	G	99%	0%	1%	0%	0%	0%	F	0.100		5300	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA		NA		
261 Statler Blvd	From: SR 254, E Beverly St															
	City of Staunton	0.84	9300	G	99%	0%	0%	0%	0%	0%	C	0.095		0.514	9900	G
261 Statler Blvd	From: Richmond Rd															
	City of Staunton	0.78	14000	G	98%	0%	0%	1%	0%	0%	C	0.092		0.502	15000	G

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							2Axle	3+Axle	1Trail	2Trail						
	From: New Hope Rd															
261 Statler Blvd	City of Staunton	0.14	15000	G	98%	0%	0%	1%	0%	0%	F	0.092	0.502	15000	G	
	To: Commerce Rd															
	From: Commerce Rd															
261 Statler Blvd	City of Staunton	0.25	11000	G	98%	0%	0%	1%	0%	0%	F	0.088	0.562	12000	G	
	To: Beverly St															
	From: Beverly St															
261 Statler Blvd	City of Staunton	0.20	10000	G	98%	0%	0%	1%	0%	0%	F	0.088	0.566	11000	G	
	To: Coalter St															
	From: Coalter St															
	From: WCL Staunton															
262	City of Staunton (Maint: 07)	0.58	8000	G	97%	1%	1%	1%	1%	0%	F	0.098	0.505	8500	G	
	To: US 250 Churchville Ave															
	From: US 250 Churchville Ave															
262 Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	2.22	8400	G	96%	1%	1%	1%	1%	0%	C	0.097	0.653	8900	G	
	To: 07-613 Spring Hill Rd															
	From: 07-613 Spring Hill Rd															
262 Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	1.74	10000	G	96%	0%	1%	1%	1%	0%	C	0.097	0.668	11000	G	
	To: US 11 Commerce Rd															
	From: US 11 Commerce Rd															
262 Woodrow Wilson Pkwy	City of Staunton (Maint: 07)	1.34	12000	G	96%	0%	1%	1%	1%	0%	F	0.094	0.516	13000	G	
	To: ECL Staunton															
	From: ECL Staunton															
	From: US 11 Greenville Ave															
317 Staunton Correctional Facility	City of Staunton (Maint: 07)	0.26	NA									NA		NA		
	To: West Village Dr															

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Staunton</b>																
(F1058) Seth Dr	0.07	90	R			From: Dead End					NA			NA		11/06/2013
(F1058) Seth Dr	0.19	90	R			From: Connector to SR 252					NA			NA		11/06/2013
(1) Englewood Dr	0.34	2100	G	97%	2%	1%	0%	0%	0%	C	0.101		0.54	2200	G	2015
						To: Schutterlee Mill Rd										
(4900) Hampton St	0.28	7200	G	98%	0%	1%	0%	0%	0%	F	0.092		0.507	7700	G	2015
						From: Middlebrook Ave										
(4901) Barterbrook Rd	0.17	3200	G	98%	0%	1%	0%	0%	0%	C	0.107		0.562	3400	G	2015
						To: Greenville Ave										
(4902) Buttermilk Spring Rd	1.00	350	G	99%	0%	1%	0%	0%	0%	C	0.117		0.5	370	G	2015
						From: WCL Staunton										
(4902) Straith St	0.30	840	G	99%	0%	1%	0%	0%	0%	F	0.111		0.567	890	G	2015
						To: Pierce St										
(4903) Coalter St	0.54	3700	G	98%	0%	1%	0%	0%	0%	F	0.090		0.529	3900	G	2015
						From: Frederick St										
(4903) Coalter St	1.31	3500	G	98%	0%	1%	0%	0%	0%	C	0.098		0.581	3700	G	2015
						To: Edgewood Rd										
(4905) Lewis St	0.48	3600	G	97%	1%	2%	0%	0%	0%	C	0.097		0.602	3800	G	2015
						From: Augusta St										
(4909) Bridge St	0.19	5400	G	98%	1%	1%	0%	0%	0%	C	0.094		0.571	5800	G	2015
						To: Beverly St										
(4909) Green St; Jefferson St	0.27	2100	G	98%	1%	1%	0%	0%	0%	F	0.097		0.568	2200	G	2015
						From: Stuart St										
(4913) N Central Ave	0.38	2600	G	98%	0%	1%	0%	0%	0%	C	0.097		0.529	2800	G	2015
						To: SR 254 W Beverly St										
(4915) Thornrose Ave	0.31	1300	G	98%	1%	1%	0%	0%	0%	C	0.106		0.712	1400	G	2015
						From: Beverly St										
(4915) Thornrose Ave	0.42	4400	G	98%	1%	1%	0%	0%	0%	F	0.095		0.526	4700	G	2015
						To: Circle Dr										
(4919) Grubert Ave	0.99	4600	G	97%	2%	1%	0%	0%	0%	C	0.102		0.535	4900	G	2015
						From: Beverly St										
(4921) Morris Mill Rd	0.88	2500	G	98%	0%	1%	0%	1%	0%	C	0.099		0.612	2700	G	2015
						To: Churchville Ave										
(4925) Lambert St	0.44	6200	G	99%	1%	1%	0%	0%	0%	C	0.095		0.529	6600	G	2015
						From: WCL Staunton										
(4927) Spring Hill Rd	0.76	2300	G	99%	0%	0%	0%	0%	0%	F	0.097		0.511	2500	G	2015
						To: Augusta St										
(4927) Springhill Rd	1.45	2500	G	99%	0%	0%	0%	0%	0%	C	0.105		0.601	2600	G	2015
						From: Donaghe St										
						To: Churchville Ave										
						From: NCL Staunton										

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<b>City of Staunton</b>																
(4929) Mt View Dr	0.39	550	G	99%	1%	0%	0%	0%	0%	C	0.117		0.576	580	G	2015
(4931) Shutterlee Mill Rd	0.95	1400	G	98%	2%	0%	0%	0%	0%	C	0.102		0.593	1400	G	2015
(4932) Pierce St	0.20	910	G	98%	1%	0%	0%	0%	0%	C	0.097		0.516	970	G	2015
(4933) Peck St	0.17	3500	G	98%	1%	0%	0%	0%	0%	F	0.101		0.559	3700	G	2015
(4933) Chrysler St/Hays Ave	0.36	3200	G	98%	1%	0%	0%	0%	0%	F	0.099		0.554	3400	G	2015
(4935) Stuart St	0.57	4000	G	98%	1%	0%	0%	0%	0%	F	0.097		0.572	4300	G	2015
(4937) Johnson St	0.23	2100	G	98%	0%	1%	0%	0%	0%	C	0.104		0.695	2200	G	2015
(4937) Johnson St	0.11	5800	G	98%	0%	1%	0%	0%	0%	F	0.089		0.516	6200	G	2015
(4938) Prospect St	0.53	740	G	100%	0%	0%	0%	0%	0%	C	0.106		0.554	790	G	2015
(4940) Donaghe St	0.37	3800	G	98%	1%	1%	0%	0%	0%	F	0.098		0.566	4100	G	2015
(4940) Donaghe St	0.47	2400	G	98%	1%	1%	0%	0%	0%	C	0.096		0.601	2600	G	2015
(4942) Old Greenville Rd	0.47	3100	G	97%	0%	1%	1%	1%	0%	F	0.118		0.579	3300	G	2015
(4944) Frontier Dr	1.00	8500	G	99%	0%	1%	0%	0%	0%	C	0.094		0.609	9000	G	2015
Archer St		1100	G								0.132		0.682	1100	G	2015
Berry St		70	G								0.170		0.652	70	G	2015
Blue Ridge Dr		250	G								0.106		0.564	270	G	2015
College Circle		970	G								0.101		0.54	1000	G	2015
Frasier Ln		70	G								0.119		0.765	70	G	2015
Peyton St		210	G								0.124		0.585	220	G	2015

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<b>City of Staunton</b>																
Rockway St		60	G			From Lambert St				0.175			0.667	60	G	2015
						To Donaghe St										
Spruce St		820	G			From Lyle Avenue				0.097			0.503	820	G	2015
						To Spring Hill Rd										