

**2005**

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

where available

**Special Locality Report**

**132**

City of Staunton

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 Peak Hour estimate:

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

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

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

**QW:** Quality of AAWDT:

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

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

# Route Shield Legend

## Route Systems



Interstate Route

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



US Route



Virginia State Route



Frontage Road (F precedes frontage route number)



Secondary Route

## Special Routes



Bus - Business Route

Bypas - 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  
2005  
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						
	From: SCL Staunton															
11 Greenville Ave	City of Staunton	0.68	16000	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.512	17000	G
	To: SR 261 Statler Blvd															
11 Greenville Ave	City of Staunton	0.50	15000	G	98%	0%	1%	0%	0%	0%	C	0.091	F	0.515	17000	G
	To: Hampton St															
11 Greenville Ave	City of Staunton	0.32	12000	G	98%	0%	1%	0%	0%	0%	F	0.092	F	0.574	14000	G
	To: US 250 Richmond Rd															
11 250 Greenville Ave	City of Staunton	0.07	18000	F	98%	0%	1%	0%	0%	0%	F	0.087	F	0.502	19000	F
	To: US 250, SR 254															
11 254 Commerce Rd	City of Staunton	0.68	2900	G	97%	0%	1%	1%	1%	0%	C	0.094	F	0.511	3200	G
	To: SR 254 New Hope Rd															
11 Commerce Rd	City of Staunton	0.15	2900	G	97%	0%	1%	1%	1%	0%	F	0.091	F	0.533	3200	G
	To: SR 261 Statler Blvd															
11 Commerce Rd	City of Staunton	1.25	6200	G	94%	0%	1%	3%	1%	0%	F	0.097	F	0.505	6800	G
	To: Bells Lane															
11 Commerce Rd	City of Staunton	0.67	5700	G	94%	0%	1%	3%	1%	0%	C	0.091	F	0.579	6300	G
	To: Bus US 11															
11 Commerce Rd	City of Staunton	0.49	13000	G	97%	0%	1%	1%	1%	0%	C	0.093	F	0.537	14000	G
	To: SR 275															
11 Commerce Rd	City of Staunton	0.88	16000	G	97%	0%	1%	1%	1%	0%	F	0.095	F	0.589	17000	G
	To: NCL Staunton															
Bus	From: US 11, SR 254 New St															
11 250 Johnson St	City of Staunton	0.18	12000	G	99%	0%	1%	0%	0%	0%	F	0.083	F	0.531	13000	G
	To: Augusta St															
Bus	From: Johnson St															
11 250 New St	City of Staunton	0.14	1500	G	97%	1%	1%	0%	0%	0%	F	0.128	F		1700	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		7800	G	99%	0%	1%	0%	0%	0%	F	NA			8500	G
	To: Frederick St															
Bus	From: Frederick St															
11 250 New St	City of Staunton	0.36	1200	G	97%	1%	1%	0%	0%	0%	C	0.103	F		1300	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		6400	G	99%	0%	1%	0%	0%	0%	C	NA			7000	G
	To: Churchville Ave															
Bus	From: Churchville Ave															
11 Augusta St	City of Staunton	0.41	8400	G	99%	0%	0%	0%	0%	0%	F	0.09	F	0.524	9200	G
	To: Edgewood Rd															
Bus	From: Edgewood Rd															
11 Augusta St	City of Staunton	0.28	10000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.516	11000	G
	To: Lambert St															
Bus	From: Lambert St															
11 Augusta St	City of Staunton	1.14	5600	G	99%	0%	0%	0%	0%	0%	C	0.099	F	0.534	6100	G
	To: Coalter St															

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							2Axle	3+Axle	1Trail	2Trail						
Bus 11 Augusta St	From: Coalter St City of Staunton To: US 11 Commerce Rd	0.71	7500	G	99%	0%	0%	0%	0%	0%	F	0.101	F	0.504	8200	G
250 Churchville Ave	From: WCL Staunton City of Staunton To: SR 275 Woodrow Wilson Pkwy	0.10	8000	N	95%	1%	1%	1%	2%	0%	N	0.088	N	0.683	8200	N
250 Churchville Ave	From: Englewood Dr Near Hevener St City of Staunton To: Grubert Ave	0.73	5600	G	96%	1%	1%	1%	1%	0%	C	0.095	F	0.515	6100	G
250 Churchville Ave	From: Englewood Dr Near Hevener St City of Staunton To: Grubert Ave	0.40	10000	F	97%	1%	1%	0%	0%	0%	C	0.088	F	0.622	11000	F
250 Churchville Ave	From: Grubert Ave City of Staunton To: Thomrose Ave	0.99	9800	G	97%	1%	1%	0%	0%	0%	F	0.089	F	0.597	11000	G
250 Churchville Ave	From: Thomrose Ave City of Staunton To: Augusta St	0.32	11000	G	99%	0%	1%	0%	0%	0%	C	0.093	F	0.598	12000	G
Bus 250 11 Augusta St	From: Churchville Ave City of Staunton To: SR 254 Beverly St	0.45	5200	G	99%	0%	1%	0%	0%	0%	C	0.085	F	0.675	5700	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6400	G	99%	0%	1%	0%	0%	0%	C	NA		7000	G	
Bus 250 11 Augusta St / Johnson St	From: SR 254 Beverly St City of Staunton To: IUS 250 P New St	0.13	6300	G	99%	0%	1%	0%	0%	0%	F	0.078	F	0.757	6900	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			7800	G	99%	0%	1%	0%	0%	0%	F	0.08	F	0.603	8500	G
Bus 250 11 Johnson St	From: IUS 250 P New St City of Staunton To: US 11, SR 254	0.18	12000	G	99%	0%	1%	0%	0%	0%	F	0.083	F	0.531	13000	G
250 11 Greenville Ave	From: US 11, SR 254 NEW ST City of Staunton To: US 11 GREENVILLE AVE	0.07	18000	F	98%	0%	1%	0%	0%	0%	F	0.087	F	0.502	19000	F
250 Richmond Rd	From: US 11 GREENVILLE AVE City of Staunton To: Statler Blvd	0.75	11000	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.544	12000	G
250 Richmond Rd	From: Statler Blvd City of Staunton To: Frontier Rd	0.96	23000	G	97%	0%	1%	1%	1%	0%	F	0.093	F	0.556	25000	G
250 Richmond Rd	From: Frontier Rd City of Staunton To: ECL Staunton	0.44	26000	G	97%	0%	1%	1%	1%	0%	C	0.09	F	0.51	28000	G
Bus 250 11 New St	From: Churchville Ave City of Staunton To: Frederick St	0.36	1200	G	97%	1%	1%	0%	0%	0%	C	0.103	F		1300	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			6400	G	99%	0%	1%	0%	0%	0%	C	NA		7000	G	
Bus 250 11 New St	From: Frederick St City of Staunton To: Johnson St	0.14	1500	G	97%	1%	1%	0%	0%	0%	F	0.128	F		1700	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			7800	G	99%	0%	1%	0%	0%	0%	F	NA		8500	G	



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							2Axle	3+Axle	1Trail	2Trail						
	From: SCL Staunton															
252 Middlebrook Rd	City of Staunton	1.08	3800	G	97%	0%	1%	1%	1%	0%	C	0.109	F	0.578	4200	G
	To: Bridge St															
252 Middlebrook Ave	City of Staunton	0.60	3200	G	97%	0%	1%	1%	1%	0%	F	0.106	F	0.604	3500	G
	To: Lewis Street															
252 254 Beverly St	City of Staunton	0.11	3700	G	98%	1%	1%	0%	0%	0%	F	0.078	F		4100	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		8000	G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.587	8700	G
	To: US 250															
	From: WCL Staunton															
254 Beverly St	City of Staunton	0.82	7000	G	98%	1%	1%	0%	0%	0%	C	0.095	F	0.624	7700	G
	To: Grubert St															
254 Beverly St	City of Staunton	0.69	13000	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.602	15000	G
	To: Thomrose Ave															
254 Beverly St	City of Staunton	0.25	8900	G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.552	9700	G
	To: Frederick St															
254 Beverly St	City of Staunton	0.25	7400	G	98%	1%	1%	0%	0%	0%	F	0.077	F	0.582	8200	G
	To: SR 254 P Jefferson St															
254 Beverly St	City of Staunton	0.23	4400	G	98%	1%	1%	0%	0%	0%	F	0.089	F		4800	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		7200	G	98%	0%	1%	0%	0%	0%	F	0.076	F		7900	G
	To: Lewis St															
254 252 Beverly St	City of Staunton	0.11	3700	G	98%	1%	1%	0%	0%	0%	F	0.078	F		4100	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		8000	G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.587	8700	G
	To: US 250															
	From: US 250 Augusta St															
254 Beverly St	City of Staunton	0.06	3700	N	98%	1%	1%	0%	0%	0%	N	0.078	N		4100	N
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		7700	N	98%	0%	1%	0%	0%	0%	N	NA		8500	N	
	To: New St															
254 Beverly St	City of Staunton	0.16	2200	G	98%	1%	1%	0%	0%	0%	F	0.093	F		2500	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		6300	G	98%	0%	1%	0%	0%	0%	F	0.090	F		6900	G
	To: Coalter St															
	From: SR 254 P, Frederick St															
254 Coalter St	City of Staunton	0.16	6600	G	98%	1%	1%	0%	0%	0%	F	0.090	F	0.655	7300	G
	To: US 11, US 250 Commerce St															
	From: US 11 US 250 Commerce St															
254 11 Commerce Rd	City of Staunton	0.68	2900	G	97%	0%	1%	1%	1%	0%	C	0.094	F	0.511	3200	G
	To: US 11 Commerce Rd															
254 New Hope Rd	City of Staunton	2.45	1000	G	99%	0%	0%	0%	0%	0%	C	0.12	F	0.643	1100	G
	To: ECL Staunton															
	From: SR 254 Beverly St															
254 Jefferson St	City of Staunton	0.07	2800	N	97%	0%	1%	1%	0%	0%	N	0.101	N		3000	N
	To: W Frederick St															

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							2Axle	3+Axle	1Trail	2Trail						
254 Frederick St	From: Jefferson St															
	City of Staunton	0.28	<b>2800</b>	<b>G</b>	97%	0%	1%	1%	0%	0%	C	0.101	F		3000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>7200</b>	<b>G</b>	98%	0%	1%	0%	0%	0%	F	0.076	F		7900	G
254 252 Frederick St	From: Central St															
	City of Staunton	0.06	<b>4300</b>	<b>G</b>	97%	0%	1%	1%	0%	0%	F	0.099	F		4700	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>8000</b>	<b>G</b>	98%	0%	1%	0%	0%	0%	F	0.083	F	0.587	8700	G
254 Frederick St	From: US 250, Bus US 11 Par, Augusta Ave															
	City of Staunton	0.17	<b>4000</b>	<b>G</b>	97%	0%	1%	1%	0%	0%	F	0.097	F		4400	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>6300</b>	<b>G</b>	98%	0%	1%	0%	0%	0%	F	0.090	F		6900	G
254 Coalter St	From: Coalter St															
	City of Staunton	0.07	<b>4000</b>	<b>N</b>	97%	0%	1%	1%	0%	0%	N	0.097	N		4400	N
261 Statler Blvd	From: Old Greenville Rd															
	City of Staunton	0.84	<b>10000</b>	<b>G</b>	98%	0%	1%	1%	1%	0%	C	0.096	F	0.504	11000	G
261 Statler Blvd	From: Richmond Rd															
	City of Staunton	0.78	<b>14000</b>	<b>G</b>	98%	0%	1%	1%	1%	0%	C	0.086	F	0.517	16000	G
261 Statler Blvd	From: New Hope Rd															
	City of Staunton	0.14	<b>17000</b>	<b>G</b>	98%	0%	1%	1%	1%	0%	F	0.091	F	0.533	18000	G
261 Statler Blvd	From: Commerce Rd															
	City of Staunton	0.25	<b>11000</b>	<b>G</b>	98%	0%	1%	1%	1%	0%	F	0.089	F	0.541	12000	G
261 Statler Blvd	From: Beverly St															
	City of Staunton	0.20	<b>10000</b>	<b>G</b>	98%	0%	1%	1%	1%	0%	F	0.089	F	0.559	11000	G
275 Woodrow Wilson Pkwy	From: US 250 Churchville Ave															
	City of Staunton (Maint: 07)	2.07	<b>8500</b>	<b>G</b>	93%	1%	1%	3%	2%	0%	C	0.105	F	0.68	9300	G
275 Woodrow Wilson Pkwy	From: 07-613 Spring Hill Rd															
	City of Staunton (Maint: 07)	1.74	<b>10000</b>	<b>G</b>	95%	0%	1%	2%	2%	0%	C	0.104	F	0.701	11000	G
275 Woodrow Wilson Pkwy	From: US 11 Commerce Rd															
	City of Staunton (Maint: 07)	1.34	<b>12000</b>	<b>G</b>	95%	0%	1%	2%	2%	0%	F	0.096	F	0.549	14000	G
From: ECL Staunton																

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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)	0.26	NA									NA			NA		
			From:	Dead End												
			To:	Dead End												
(1) Englewood Dr	0.34	3000	G	98%	1%	1%	0%	0%	0%	C	0.113	F	0.531	3300	G	2005
			From:	Churchville Ave												
			To:	Schutterlee Mill Rd												
(4900) Hampton St	0.28	8900	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.525	9800	G	2005
			From:	Middlebrook Ave												
			To:	Greenville Ave												
(4901) Barterbrook Rd	0.17	3000	G	99%	0%	0%	0%	0%	0%	C	0.094	F	0.583	3300	G	2005
			From:	SCL Staunton												
			To:	Greenville Ave												
(4902) Buttermilk Spring Rd	1.00	510	G	99%	0%	0%	0%	0%	0%	C	0.128	F	0.5	560	G	2005
			From:	WCL Staunton												
			To:	Pierce St												
(4902) Straith St	0.30	1200	G	99%	0%	0%	0%	0%	0%	F	0.111	F	0.642	1300	G	2005
			From:	Frederick St												
			To:	SR 254												
(4903) Coalter St	0.54	4100	G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.530	4500	G	2005
			From:	Edgewood Rd												
			To:	Augusta St												
(4905) Lewis St	0.48	3800	G	98%	1%	1%	0%	0%	0%	C	0.102	F	0.729	4100	G	2005
			From:	Beverly St												
			To:	Churchville Ave												
(4909) Bridge St	0.19	8700	G	98%	0%	1%	0%	0%	0%	C	0.088	F	0.606	9500	G	2005
			From:	Middlebrook Ave												
			To:	Stuart St												
(4909) Green St; Fayette St	0.27	2600	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.562	2900	G	2005
			From:	Frederick St												
			To:	SR 254 W Beverly St												
(4913) N Central St	0.38	3000	G	99%	0%	0%	0%	0%	0%	C	0.09	F	0.516	3300	G	2005
			From:	Beverly St												
			To:	Churchville Ave												
(4915) Thornrose Ave	0.31	1600	G	97%	1%	2%	0%	0%	0%	C	0.097	F	0.556	1700	G	2005
			From:	Beverly St												
			To:	Circle Ave												
(4915) Thornrose Ave	0.42	4700	G	97%	1%	2%	0%	0%	0%	F	0.093	F	0.573	5200	G	2005
			From:	Edgewood Rd												
			To:	Churchville Ave												
(4919) Grubert Ave	0.99	6400	G	97%	1%	1%	0%	1%	0%	C	0.103	F	0.501	7000	G	2005
			From:	Beverly St												
			To:	Churchville Ave												
(4921) Morris Mill Rd	0.88	2800	G	99%	0%	1%	0%	0%	0%	C	0.100	F	0.595	3000	G	2005
			From:	WCL Staunton												
			To:	Beverly St												
(4925) Lambert St	0.44	7400	G	99%	1%	0%	0%	0%	0%	C	0.094	F	0.741	8100	G	2005
			From:	Augusta St												
			To:	Donaghe St												
(4927) Spring Hill Rd	0.76	2500	G	98%	0%	1%	0%	1%	0%	F	0.097	F	0.521	2800	G	2005
			From:	Churchville Ave												
			To:	Donaghe St												
(4927) Springhill Rd	1.45	2500	G	98%	0%	1%	0%	1%	0%	C	0.103	F	0.6	2800	G	2005
			From:	Donaghe St												
			To:	NCL Staunton												
(4929) Mt View Dr	0.39	530	G	99%	1%	0%	0%	0%	0%	C	0.111	F	0.582	570	G	2005
			From:	Commerce Rd												
			To:	Coalter St												

Virginia Department of Transportation  
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City of Staunton

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>																
(4931) Schutterlee Mill Rd	0.95	2200	G	99%	0%	0%	0%	0%	0%	C	0.094	F	0.567	2400	G	2005
(4932) Pierce St	0.20	1400	G	99%	0%	1%	0%	0%	0%	C	0.092	F	0.637	1500	G	2005
(4933) Peck St	0.17	5700	G	99%	0%	1%	0%	0%	0%	F	0.097	F	0.608	6300	G	2005
(4933) Chrysler St/Hays Ave	0.36	4100	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.611	4500	G	2005
(4935) Stuart St	0.57	6100	G	99%	0%	1%	0%	0%	0%	F	0.098	F	0.624	6700	G	2005
(4937) Johnson St	0.23	2200	G	98%	0%	1%	0%	0%	0%	C	0.102	F	0.752	2400	G	2005
(4937) Johnson St	0.11	5600	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.583	6200	G	2005
(4938) Prospect St	0.53	1100	G	99%	0%	0%	0%	0%	0%	C	0.090	F	0.546	1200	G	2005
(4940) Donaghe St	0.37	5000	G	99%	0%	0%	0%	0%	0%	F	0.104	F	0.599	5500	G	2005
(4940) Donaghe St	0.47	3000	G	99%	0%	0%	0%	0%	0%	C	0.112	F	0.657	3300	G	2005
(4942) Old Greenville Ave	0.47	1500	G								0.114	F	0.577	1600	G	2005
(4944) Frontier Dr	1.00	7700	G	99%	0%	0%	0%	0%	0%	C	0.093	F	0.533	8500	G	2005
Archer St		1000	G								0.108	F		1100	G	2005
Berry St		70	G								0.186	F	0.539	70	G	2005
Blue Ridge Dr		260	G								0.126	F		280	G	2005
College Circle		1200	G								0.105	F	0.567	1300	G	2005
Frasier Ln		90	G								0.155	F	0.5	100	G	2005
Peyton St		320	G								0.095	F	0.687	350	G	2005
Rockway St		110	G								0.149	F	0.722	120	G	2005

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						2Axle	3+Axle	1Trail	2Trail								
<b>City of Staunton</b>																	
						From:	Lyle Avenue										
Spruce Street		<b>870</b>	<b>G</b>								0.114	F	0.649	870	G	2005	
						To:	Spring Hill Rd										