### 2014

# 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<br>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         |  |
|             |                  |  |

| (F241) | Frontage Road (F precedes frontage route number) |
|--------|--|

(600) Secondary Route

Virginia State 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.

|                         |  |                        |                        |       |      |                 | Tru    | ck     |        |    | K                                       | 017 | Dir    |       | - 01 |
|-------------------------|--|------------------------|------------------------|-------|------|-----------------|--------|--------|--------|----|---|-----|--------|-------|------|
| Route                   | Jurisdiction                                 | Length                 | AADT QA                | 4Tire | Bus  | 2Axle           | 3+Axle | 1Trail | 2Trail | QC | Factor                                  | QK  | Factor | AAWDT | Q۷   |
| 11 Greenville Ave       | From:City of Staunto                         |                        | CL Staunton <b>G</b>   | 98%   | 0%   | 1%              | 0%     | 0%     | 0%     | F  | 0.097                                   | F   | 0.509  | 16000 | G    |
| Greenville Ave          | City of Staufflo                             |                        |                        | 90%   | 0%   | 170             | 0%     | 0%     | 0%     | Г  | 0.097                                   | Г   | 0.509  | 16000 | G    |
| 11 Greenville Ave       | City of Staunto                              |                        | 13000 G                | 98%   | 0%   | 1%              | 0%     | 0%     | 0%     | С  | 0.090                                   | F   | 0.528  | 14000 | G    |
| Greenville Ave          | City of Staurito                             |                        |                        | 30 /6 | 0 /6 | 1 /0            | 0 /6   | 0 /6   | 0 /0   | C  | 0.090                                   | '   | 0.526  | 14000 | C    |
| 11 Greenville Ave       | City of Staunto                              |                        | Hampton St<br>11000 G  | 98%   | 0%   | 1%              | 0%     | 0%     | 0%     | F  | 0.089                                   | F   | 0.501  | 12000 | G    |
| 11 Greenville Ave       | ony or claumo                                |                        |                        | 30 78 | 0 70 | 1 70            | 0 70   | 0 70   | 0 70   | •  | 0.000                                   | '   | 0.501  | 12000 |      |
| 11 (250) Greenville Ave | From:<br>City of Staunto                     |                        | 16000 G                | 98%   | 0%   | 1%              | 0%     | 0%     | 0%     | F  | 0.089                                   | F   | 0.547  | 17000 |      |
| 11 250 Greenville Ave   | To Take                                      |                        |                        | 0070  | 0 70 | .,,             | 0 70   | 070    | 070    | ·  | 0.000                                   | •   | 0.017  | 17000 | •    |
| 11 (254) Commerce Rd    | City of Staunto                              |                        | 250, SR 254<br>2600 G  | 97%   | 0%   | 1%              | 0%     | 1%     | 0%     | С  | 0.109                                   | F   | 0.579  | 2700  | (    |
| 254) 666.66 . 16        | To   |                        |                        | 0.70  | 0,0  |                 | 0,0    | . , 0  | 0 / 0  | Ū  | 000                                     | •   | 0.07.0 | _, 00 |      |
| 11 Commerce Rd          | From:<br>City of Staunto                     |                        | 2600 G                 | 97%   | 0%   | 1%              | 0%     | 1%     | 0%     | F  | 0.114                                   | F   | 0.56   | 2800  | (    |
| 1)                      | To:  |                        | 261 Statler Blvd       |       |      |                 | - , -  | .,.    | * / *  | -  | • | -   |        |       |      |
| 11 Commerce Rd          | From:  City of Staunto                       |                        | 5900 G                 | 98%   | 0%   | 1%              | 0%     | 1%     | 0%     | F  | 0.098                                   | F   | 0.617  | 6300  | (    |
|                         | To   |                        | Bells Lane             |       |      |                 |        |        |        |    |   |     |        |       |      |
| 11 Commerce Rd          | From:  City of Staunto                       |                        | 5400 G                 | 98%   | 0%   | 1%              | 0%     | 1%     | 0%     | С  | 0.102                                   | F   | 0.547  | 5700  | (    |
| 1)                      | To   |                        | Bus US 11              |       |      |                 | - , -  | .,.    | *,*    |    |   |     |        |       |      |
| 11 Commerce Rd          | From: City of Staunto                        |                        | 12000 G                | 98%   | 0%   | 1%              | 0%     | 1%     | 0%     | С  | 0.098                                   | F   | 0.52   | 13000 | (    |
| <del></del>             | To   |                        | oodrow Wilson Pk       | WW    |      |                 |        |        |        |    |   |     |        |       |      |
| 11 Commerce Rd          | From: City of Staunto                        |                        | 16000 G                | 98%   | 0%   | 1%              | 0%     | 1%     | 0%     | F  | 0.099                                   | F   | 0.561  | 17000 | (    |
| )                       | To:  |                        | CL Staunton            |       |      |                 |        |        |        |    |   |     |        |       |      |
| Bus                     | From:  |                        | 11; Coalter St         |       |      |                 |        |        |        |    |   |     |        |       |      |
| 11) (250) Johnson St    | City of Staunto                              | on 0.18                | 12000 G                | 99%   | 0%   | 1%              | 0%     | 0%     | 0%     | F  | 0.086                                   | F   | 0.507  | 13000 | (    |
| Bus                     | To:<br>From:                                 |                        | New St<br>Johnson St   |       |      |                 |        |        |        |    |   |     |        |       |      |
| 11) (250) New St        | City of Staunto                              |                        | 1200 G                 | 99%   | 0%   | 1%              | 0%     | 0%     | 0%     | F  | 0.13                                    | F   |        | 1300  | (    |
|                         | Combined Traffic Estimates for 2 Parallel Ro | oadways on this Route: | 7400 G                 | 99%   | 0%   | 1%              | 0%     | 0%     | 0%     | F  | 0.086                                   | F   | 0.574  | 7800  | (    |
|                         | To   | I                      | Frederick St           |       |      | $\neg$ $\vdash$ |        |        |        |    |   |     |        |       |      |
| 3us<br>11) (250) New St | City of Staunto                              |                        | 1000 G                 | 99%   | 0%   | 1%              | 0%     | 0%     | 0%     | С  | 0.135                                   | F   |        | 1100  | (    |
| 230)11011 01            | Combined Traffic Estimates for 2 Parallel Ro |                        | 6000 G                 | 99%   | 0%   | 1%              | 0%     | 0%     | 0%     | С  | 0.101                                   | F   | 0.516  | 6300  | (    |
|                         | To:  | -                      | urchville Ave          |       | 0,0  |                 | 0,0    | 0,0    | 0,70   |    | 00.                                     | •   | 0.0.0  |       |      |
| Bus                     | From:  |                        |                        | 000/  | 00/  | 40/             | 00/    | 201    | 00/    |    | 0.00                                    |     | 0.554  | 10000 |      |
| 11 250 Augusta St       | City of Staunto                              |                        | 9800 N<br>Sunnyside St | 99%   | 0%   | 1%              | 0%     | 0%     | 0%     | N  | 0.09                                    | N   | 0.554  | 10000 | 1    |
| Bus                     | From   | Ch                     | urchville Ave          |       |      |                 |        |        |        |    |   |     |        |       |      |
| 11 Augusta St           | City of Staunto                              | on 0.41                | 8100 G                 | 98%   | 0%   | 1%              | 0%     | 0%     | 0%     | F  | 0.092                                   | F   | 0.526  | 8600  | (    |
| ~/<br>?                 | Tar<br>Enned                                 | E                      | dgewood Rd             |       |      |                 |        |        |        |    |   |     |        |       |      |
| Bus<br>11 Augusta St    | City of Staunto                              | on 0.28                | 9300 G                 | 98%   | 0%   | 1%              | 0%     | 0%     | 0%     | F  | 0.089                                   | F   | 0.507  | 9900  |      |
| 11). 1090010 01         | Tro  | 0.20                   | 3000 U                 | 00/0  | J /0 | . /0            | 0 /0   | 0 /0   | 0 /0   | •  | 0.000                                   | •   | 0.007  | 5500  | _    |

#### Virginia Department of Transportation Traffic Engineering Division 2014

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

|   |  |                |                            |          |       |      |                 | Tru    | ck   |      |        | K      |        | Dir    |       |    |
|---|--|----------------|----------------------------|----------|-------|------|-----------------|--------|------|------|--------|--------|--------|--------|-------|----|
| Route                                   | Jurisdiction                                       | Length         | AADT                       | QA       | 4Tire | Bus  |                 | 3+Axle | -    |      | QC     | Factor | QK     | Factor | AAWDT | Q' |
| Bus                                     | From:  |                | Lambert St                 |          |       |      |                 |        |      |      |        |        |        |        |       |    |
| 11 Augusta St                           | City of Staunton                                   | 1.14           | 5000                       | G        | 98%   | 0%   | 1%              | 0%     | 0%   | 0%   | С      | 0.093  | F      | 0.518  | 5300  | (  |
| Sus                                     | To:<br>From:                                       |                | Coalter St                 |          |       |      | $\Box$          |        |      |      |        |        |        |        |       |    |
| 11 Augusta St                           | City of Staunton                                   | 0.71           | 7200                       | G        | 98%   | 0%   | 1%              | 0%     | 0%   | 0%   | F      | 0.100  | F      | 0.505  | 7600  |    |
|   | To:  | US 1           | 1 Commerc                  | e Rd     |       |      |                 |        |      |      |        |        |        |        |       |    |
| us                                      | From:  |                | Augusta St                 |          |       |      |                 |        |      |      |        |        |        |        |       |    |
| Johnson St                              | City of Staunton                                   | 0.06           | 11000                      | G        | 99%   | 0%   | 1%              | 0%     | 0%   | 0%   | F      | 0.086  | F      | 0.568  | 12000 |    |
|   | Combined Traffic Estimates for Parallel Roadways   | on this Route: | NA                         |          |       |      |                 |        |      |      |        | NA     |        |        | NA    |    |
|   | Τα   |                | 250 Par, Nev               |          |       |      |                 |        |      |      |        |        |        |        |       |    |
| JS A                                    | From:  |                | 254 Beverly                |          | 000/  | 00/  |                 | 00/    | 00/  | 00/  | _      | 0.005  | _      | 0.700  | 0500  |    |
| Augusta St                              | City of Staunton                                   | 0.07           | 6200                       | G        | 99%   | 0%   | 1%              | 0%     | 0%   | 0%   | -      | 0.085  | F      | 0.723  | 6500  |    |
|   | Combined Traffic Estimates for 2 Parallel Roadways |                | 7400                       | G        | 99%   | 0%   | 1%              | 0%     | 0%   | 0%   | F      | 0.086  | F      | 0.574  | 7800  |    |
| IS                                      | From:  |                | Johnson St<br>Par; Sunny   | side St  |       |      | _               |        |      |      |        |        |        |        |       |    |
| Augusta St                              | City of Staunton                                   | 0.43           | 4900                       | G        | 99%   | 0%   | 1%              | 0%     | 0%   | 0%   | С      | 0.09   | F      | 0.621  | 5300  |    |
| ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | Combined Traffic Estimates for 2 Parallel Roadways | on this Route: | 6000                       | G        | 99%   | 0%   | 1%              | 0%     | 0%   | 0%   | С      | 0.101  | F      | 0.516  | 6300  |    |
|   | To:  |                | 254 Beverly                | y St     |       |      |                 |        |      |      |        |        |        |        |       |    |
|   | From:  |                | CL Staunto                 | n        |       |      |                 |        |      |      |        |        |        |        |       |    |
| Churchville Ave                         | City of Staunton                                   | 0.04           | 6900                       | N        | 97%   | 1%   | 1%              | 0%     | 1%   | 0%   | Ν      | 0.097  | Ν      | 0.672  | 7200  |    |
|   | То   | SD 262 W       | oodrow Wil                 | leon Ply | N/    |      |                 |        |      |      |        |        |        |        |       |    |
| Churchville Ave                         | City of Staunton                                   | 0.79           | 4100                       | G        | 98%   | 1%   | 1%              | 0%     | 0%   | 0%   | F      | 0.091  | F      | 0.501  | 4400  |    |
| رفور                                    | To   |                |                            |          |       |      |                 |        |      |      |        |        |        |        |       |    |
| Churchville Ave                         | City of Staunton                                   | 0.40           | d Dr Near H<br><b>6900</b> | G        | 98%   | 1%   | 1%              | 0%     | 0%   | 0%   | С      | 0.089  | F      | 0.546  | 7300  |    |
| ondictiville Ave                        | only of Glaunton                                   |                |                            |          | 30 70 | 1 /0 | 1 70            | 0 70   | 0 70 | 0 70 | O      | 0.003  |        | 0.540  | 7000  |    |
| Churchville Ave                         | City of Stounton                                   | 0.99           | Grubert Ave                |          | 98%   | 1%   | 1%              | 0%     | 0%   | 0%   | F      | 0.089  | F      | 0.54   | 8800  |    |
| Churchville Ave                         | City of Staunton                                   | 0.99           | 8300                       | G        | 96%   | 170  | 170             | 0%     | 0%   | 0%   | Г      | 0.089  | Г      | 0.54   | 8800  |    |
| ~                                       | To:<br>From:                                       |                | hornrose Av                |          |       |      | <u> </u>        |        |      |      |        |        |        |        |       |    |
| Churchville Ave                         | City of Staunton                                   | 0.32           | 9800                       | G        | 99%   | 0%   | 1%              | 0%     | 0%   | 0%   | С      | 0.09   | F      | 0.554  | 10000 |    |
| Bus                                     | To:<br>From:                                       |                | Augusta St<br>nurchville A | VA.      |       |      | -               |        |      |      |        |        |        |        |       |    |
| 50 11 Augusta St                        | City of Staunton                                   | 0.02           | 9800                       | N        | 99%   | 0%   | 1%              | 0%     | 0%   | 0%   | Ν      | 0.09   | Ν      | 0.554  | 10000 |    |
| 30) (11) Adgusta St                     | To:  | US 250 Par     |                            |          |       | 0 70 | $\overline{}$   | 0 70   | 0 70 | 070  |        | 0.00   |        | 0.001  | 10000 |    |
| Bus                                     | From:  | US 250         | Par; Sunny                 | side St  |       |      |                 |        |      |      |        |        |        |        |       |    |
| 50 \ 11 \ Augusta St                    | City of Staunton                                   | 0.43           | 4900                       | G        | 99%   | 0%   | 1%              | 0%     | 0%   | 0%   | С      | 0.09   | F      | 0.621  | 5300  |    |
| ~ ~                                     | Combined Traffic Estimates for 2 Parallel Roadways | on this Route: | 6000                       | G        | 99%   | 0%   | 1%              | 0%     | 0%   | 0%   | С      | 0.101  | F      | 0.516  | 6300  |    |
| D                                       | To-<br>Prom-                                       | SR             | 254 Beverly                | y St     |       |      | $\Box$ $\vdash$ |        |      |      |        |        |        |        |       |    |
| Bus<br>Augusta St                       | City of Staunton                                   | 0.07           | 6200                       | G        | 99%   | 0%   | 1%              | 0%     | 0%   | 0%   | F      | 0.085  | F      | 0.723  | 6500  |    |
| Augusta St                              | Combined Traffic Estimates for 2 Parallel Roadways |                | 7400                       | G        | 99%   | 0%   | 1%              | 0%     | 0%   | 0%   | ,<br>F | 0.086  | r<br>F | 0.723  | 7800  |    |
|   | Tar  |                | Johnson St                 | u        | JJ /0 | U /0 | 1 /0            | 0 /0   | U /0 | U /0 | '      | 0.000  | '      | 0.574  | 7 000 |    |
| Bus                                     | From:  |                | Augusta St                 |          |       |      |                 |        |      |      |        |        |        |        |       |    |
| 50 (1,1) Johnson St                     | City of Staunton                                   | 0.06           | 11000                      | G        | 99%   | 0%   | 1%              | 0%     | 0%   | 0%   | F      | 0.086  | F      | 0.568  | 12000 |    |
| ~ (P)                                   | Combined Traffic Estimates for Parallel Roadways   | on this Route: | NA                         |          |       |      |                 |        |      |      |        | NA     |        |        | NA    |    |
|   | To:  |                | 250 Par, Nev               | w St     |       |      |                 |        |      |      |        |        |        |        |       |    |

#### Virginia Department of Transportation Traffic Engineering Division 2014

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

|                        |  | City of Stauriton                   |                |      |          | Tru    | ck     |        |    | K       |    | Dir     |       |    |
|------------------------|--|-------------------------------------|----------------|------|----------|--------|--------|--------|----|---------|----|---------|-------|----|
| Route                  | Jurisdiction                                       | Length AADT Q                       | A 4Tire        | Bus  |          | 3+Axle | -      |        | QC | Factor  | QK | Factor  | AAWDT | QW |
| Bus                    | From:  | 1US 250 P New St                    |                |      | LANG     | J+ANIC | iiiaii | LIIAII |    | 1 40101 |    | 1 40101 |       |    |
| 250 11 Johnson St      | City of Staunton                                   | 0.18 <b>12000</b> (                 | <b>a</b> 99%   | 0%   | 1%       | 0%     | 0%     | 0%     | F  | 0.086   | F  | 0.507   | 13000 | G  |
| 230) (11)              | To:  | US 11, SR 254                       |                |      |          |        |        |        |    |         |    |         |       |    |
|                        | From:  | US 11, SR 254 NEW S                 | ST             |      |          |        |        |        |    |         |    |         |       |    |
| 250 11 Greenville Ave  | City of Staunton                                   | 0.07 <b>16000 C</b>                 | <b>9</b> 8%    | 0%   | 1%       | 0%     | 0%     | 0%     | F  | 0.089   | F  | 0.547   | 17000 | G  |
| $\bigcirc$             | To:  | US 11 GREENVILLE A                  | VE             |      |          |        |        |        |    |         |    |         |       |    |
| 250 Richmond Rd        | City of Staunton                                   | 0.75 <b>10000 C</b>                 |                | 0%   | 1%       | 0%     | 1%     | 0%     | F  | 0.09    | F  | 0.526   | 11000 | G  |
| 230)                   | то.  |                                     |                |      |          |        |        |        |    |         |    |         |       |    |
| 250 Richmond Rd        | City of Staunton                                   | Statler Blvd<br>0.96 <b>24000 C</b> | <b>3</b> 98%   | 0%   | 1%       | 0%     | 1%     | 0%     | F  | 0.089   | F  | 0.512   | 25000 | G  |
| 250 Alcilliona Ad      | To To  |                                     | <b>3</b> 90%   | 0%   | 176      | 0%     | 1 70   | 0%     | Г  | 0.069   | Г  | 0.512   | 23000 | G  |
|                        | From:  | Frontier Dr<br>Frontier Rd          |                |      |          |        |        |        |    |         |    |         |       |    |
| Richmond Rd            | City of Staunton                                   | 0.44 <b>27000 C</b>                 | <b>3</b> 98%   | 0%   | 1%       | 0%     | 1%     | 0%     | С  | 0.092   | F  | 0.518   | 29000 | G  |
| 230)                   | To:  | ECL Staunton                        | <b>J.</b> 0070 | 0,70 |          | 0,0    | . , 0  | 0,0    | Ū  | 0.002   | •  | 0.0.0   |       | О. |
| Due                    | From   | Churchville Ave                     |                |      |          |        |        |        |    |         |    |         |       |    |
| Bus<br>250 (11) New St | City of Staunton                                   | 0.36 <b>1000</b> (                  | <b>3</b> 99%   | 0%   | 1%       | 0%     | 0%     | 0%     | С  | 0.135   | F  |         | 1100  | G  |
| 250 11 New St          | •  |                                     |                | 0%   | 1%       | 0%     | 0%     | 0%     | С  | 0.101   | F  | 0.516   | 6300  | G  |
|                        | Combined Traffic Estimates for 2 Parallel Roadways | on this Route: 6000 (               | <b>3</b> 99%   | 0%   | 1%       | 0%     | 0%     | 0%     | C  | 0.101   | Г  | 0.516   | 6300  | G  |
| Bus                    | To-<br>From:                                       | Frederick St                        |                |      |          |        |        |        |    |         |    |         |       |    |
| 250 (11) New St        | City of Staunton                                   | 0.17 <b>1200 (</b>                  | <b>G</b> 99%   | 0%   | 1%       | 0%     | 0%     | 0%     | F  | 0.13    | F  |         | 1300  | G  |
| 230) (11) 11011 01     | Combined Traffic Estimates for 2 Parallel Roadways |                                     |                | 0%   | 1%       | 0%     | 0%     | 0%     | F. | 0.086   | F  | 0.574   | 7800  | G  |
|                        | Tax  | Johnson St                          | <b>a</b> 33/6  | 0 /6 | 1 /0     | 0 /6   | 0 /6   | 0 /6   | '  | 0.000   | '  | 0.574   | 7000  | u  |
|                        | From   | SCL Staunton                        |                |      |          |        |        |        |    |         |    |         |       |    |
| 252 Middlebrook Ave    | City of Staunton                                   | 1.08 <b>3000</b> (                  | <b>a</b> 98%   | 1%   | 1%       | 1%     | 0%     | 0%     | С  | 0.114   | F  | 0.526   | 3200  | G  |
| 252 Wilddiebrook Ave   | Oity of Stauriton                                  | 1.00 3000 (                         | <b>J</b> 30 /6 | 1 /0 | 1 /0     | 1 /0   | 0 /6   | 0 /6   | O  | 0.114   | '  | 0.520   | 3200  | u  |
|                        | To:<br>From:                                       | Bridge St                           |                |      |          |        |        |        |    |         |    |         |       |    |
| 252 Middlebrook Ave    | City of Staunton                                   | 0.60 <b>2600 (</b>                  | <b>9</b> 8%    | 1%   | 1%       | 1%     | 0%     | 0%     | F  | 0.097   | F  | 0.580   | 2800  | G  |
| $\overline{}$          | To:  | Lewis Street                        |                |      |          |        |        |        |    |         |    |         |       |    |
| David the Ct           | City of Chauston                                   | Lewis St                            | 3 000/         | 10/  | 10/      | 00/    | 10/    | 00/    | _  | 0.005   | _  |         | 0000  | _  |
| 252 254 Beverly St     | City of Staunton                                   | 0.11 3100 (                         |                | 1%   | 1%       | 0%     | 1%     | 0%     | F  | 0.085   | F  |         | 3300  | G  |
|                        | Combined Traffic Estimates for 2 Parallel Roadways |                                     |                | 0%   | 1%       | 0%     | 0%     | 0%     | F  | 0.086   | F  | 0.501   | 6400  | G  |
|                        | 10.  | US 250 Augusta St; Johns            | son St         |      |          |        |        |        |    |         |    |         |       |    |
|                        | From:  | SR 262                              |                |      |          |        |        |        |    |         |    |         |       |    |
| 254 Beverly St         | City of Staunton                                   | 0.97 <b>8000 (</b>                  | <b>9</b> 8%    | 1%   | 1%       | 0%     | 1%     | 0%     | С  | 0.106   | F  | 0.525   | 8500  | G  |
| $\overline{}$          | To   | Grubert St                          |                |      |          |        |        |        |    |         |    |         |       |    |
| 254 Beverly St         | City of Staunton                                   |                                     | <b>3</b> 98%   | 1%   | 1%       | 0%     | 1%     | 0%     | F  | 0.091   | F  | 0.559   | 8300  | G  |
|                        | To   |                                     |                |      | 1        |        |        |        |    |         |    |         |       |    |
| Royorly Ct             | City of Staunton                                   | Thornrose Ave 0.25 <b>5400 (</b>    | <b>3</b> 98%   | 1%   | 1%       | 0%     | 1%     | 0%     | F  | 0.092   | F  | 0.510   | 5800  | G  |
| 254 Beverly St         | Oily of Stauriton                                  | 0.20 <b>3400 (</b>                  | a 90%          | 170  | 1 70     | U%     | 1 %    | U%     | Г  | 0.092   | г  | 0.510   | 5000  | G  |
|                        | To:<br>From:                                       | Frederick St                        |                |      |          |        |        |        |    |         |    |         |       |    |
| 254 Beverly St         | City of Staunton                                   | 0.25 <b>4900 (</b>                  | <b>9</b> 8%    | 1%   | 1%       | 0%     | 1%     | 0%     | F  | 0.086   | F  | 0.607   | 5200  | G  |
| $\overline{}$          | _Tax   | SR 254 P Jefferson S                | t              |      | <u> </u> |        |        |        |    |         |    |         |       |    |
| 254 Beverly St         | City of Staunton                                   | 0.23 <b>3300 C</b>                  |                | 1%   | 1%       | 0%     | 1%     | 0%     | F  | 0.095   | F  |         | 3500  | G  |
| 204)                   | Combined Traffic Estimates for 2 Parallel Roadways |                                     |                | 0%   | 1%       | 0%     | 0%     | 0%     | F  | NA      | -  |         | 5900  | G  |
|                        | Tr.  | Lewis St                            | J 30 /0        | U /0 | 1 /0     | U /0   | U /0   | 0 /0   | '  | 14/7    |    |         | 3300  | u  |
|                        |  | LEWIS SI                            |                |      |          |        |        |        |    |         |    |         |       |    |

#### Virginia Department of Transportation Traffic Engineering Division 2014

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

|                      |   |                         |                           |          |       |       |       | Tru | ck    |       |     | K      |    | Dir    |       |   |
|----------------------|---|-------------------------|---------------------------|----------|-------|-------|-------|-----|-------|-------|-----|--------|----|--------|-------|---|
| Route                | Jurisdiction                                | n Length                | AADT                      | QA       | 4Tire | Bus   | 2Axle |     |       |       | QC  | Factor | QK | Factor | AAWDT | Q |
|                      | From  |                         | Lewis St                  |          | 2221  |       |       |     |       | 2-1   | _   |        | _  |        |       |   |
| Beverly St           | City of Staunt                              |                         | 3100                      | G        | 98%   | 1%    | 1%    | 0%  | 1%    | 0%    | F _ | 0.085  | F  |        | 3300  |   |
|                      | Combined Traffic Estimates for 2 Parallel F | Roadways on this Route: | 6000                      | G        | 98%   | 0%    | 1%    | 0%  | 0%    | 0%    | F   | 0.086  | F  | 0.501  | 6400  |   |
| $\overline{}$        | To:<br>From:                                |                         | 250 August                |          |       |       |       |     |       |       |     |        |    |        |       |   |
| 54)Beverly St        | City of Staunt                              |                         | 3100                      | N        | 98%   | 1%    | 1%    | 0%  | 1%    | 0%    | N   | 0.085  | Ν  |        | 3300  |   |
|                      | Combined Traffic Estimates for 2 Parallel F | Roadways on this Route: | 5700                      | N        | 98%   | 0%    | 1%    | 0%  | 0%    | 0%    | N   | NA     |    |        | 6100  |   |
|                      | To:<br>From:                                |                         | 250 P New                 |          |       |       |       |     |       |       |     |        |    |        |       |   |
| Beverly St           | City of Staunt                              |                         | 2200                      | G        | 98%   | 1%    | 1%    | 0%  | 1%    | 0%    | F   | 0.118  | F  |        | 2300  |   |
|                      | Combined Traffic Estimates for 2 Parallel F | Roadways on this Route: | 4800                      | G        | 98%   | 0%    | 1%    | 0%  | 0%    | 0%    | F   | 0.109  | F  | 0.516  | 5100  |   |
|                      | To:<br>From:                                | CD 25                   | Coalter St<br>4 P, E Beve | aulti Ct |       |       |       |     |       |       |     |        |    |        |       |   |
| 54)Coalter St        | L<br>City of Staun                          |                         | 5400                      | G        | 98%   | 1%    | 1%    | 0%  | 1%    | 0%    | F   | 0.103  | F  | 0.589  | 5700  |   |
| 54) GGaile: Gt       | To:   |                         | JS 250 Com                |          |       | . , 0 |       | 0,0 | . , 0 | 0 / 0 | •   | 000    | •  | 0.000  | 0.00  |   |
|                      | From:                                       |                         | S 250 Com                 |          |       |       |       |     |       |       |     |        |    |        |       |   |
| 54) (11) Commerce Rd | City of Staunt                              | oton 0.68               | 2600                      | G        | 97%   | 0%    | 1%    | 0%  | 1%    | 0%    | С   | 0.109  | F  | 0.579  | 2700  |   |
|                      | T <sub>C</sub><br>From:                     | US 1                    | 1 Commerc                 | e Rd     |       |       |       |     |       |       |     |        |    |        |       |   |
| 54)New Hope Rd       | City of Staunt                              | iton 2.45               | 1200                      | G        | 97%   | 0%    | 0%    | 2%  | 0%    | 0%    | С   | 0.106  | F  | 0.578  | 1300  |   |
| <i></i>              | To:   | I                       | CL Staunto                | n        |       |       |       |     |       |       |     |        |    |        |       |   |
| _                    | From:                                       | SR                      | 254 Beverly               | y St     |       |       |       |     |       |       |     |        |    |        |       |   |
| Jefferson St         | City of Staunt                              | iton 0.07               | 1300                      | G        | 97%   | 1%    | 1%    | 0%  | 0%    | 0%    | С   | 0.100  | F  | 0.723  | 1400  |   |
|                      | Combined Traffic Estimates for Parallel F   | Roadways on this Route: | NA                        |          |       |       |       |     |       |       |     | NA     |    |        | NA    |   |
|                      | To:   |                         | Frederick                 |          |       |       |       |     |       |       |     |        |    |        |       |   |
| Fundamials Ct        | From:                                       |                         | Jefferson St              |          | 000/  | 00/   | 10/   | 00/ | 00/   | 00/   | 0   | 0.000  | _  |        | 0.400 |   |
| Frederick St         | City of Staunt                              |                         | 2200                      | G        | 99%   | 0%    | 1%    | 0%  | 0%    | 0%    | С   | 0.099  | F  |        | 2400  |   |
|                      | Combined Traffic Estimates for 2 Parallel F | Roadways on this Route: | 5600                      | G        | 98%   | 0%    | 1%    | 0%  | 0%    | 0%    | F   | NA     |    |        | 5900  |   |
|                      | To:<br>From:                                |                         | Central St                |          |       |       |       |     |       |       |     |        |    |        |       |   |
| Frederick St         | City of Staunt                              |                         | 2900                      | G        | 99%   | 0%    | 1%    | 0%  | 0%    | 0%    | F   | 0.093  | F  |        | 3100  |   |
|                      | Combined Traffic Estimates for 2 Parallel F | Roadways on this Route: | 6000                      | G        | 98%   | 0%    | 1%    | 0%  | 0%    | 0%    | F   | 0.086  | F  | 0.501  | 6400  |   |
|                      | To:<br>From:                                | US 250, Bus             | US 11 Par,                | Augusta  | ı Ave |       | -     |     |       |       |     |        |    |        |       |   |
| Frederick St         | City of Staunt                              |                         | 2700                      | G        | 99%   | 0%    | 1%    | 0%  | 0%    | 0%    | F   | 0.100  | F  |        | 2800  |   |
| •                    | Combined Traffic Estimates for 2 Parallel F | Roadways on this Route: | 4800                      | G        | 98%   | 0%    | 1%    | 0%  | 0%    | 0%    | F   | 0.109  | F  | 0.516  | 5100  |   |
|                      | To:   | •                       | Coalter St                |          |       |       |       |     |       |       |     |        |    |        |       |   |
|                      | From:                                       |                         | Frederick S               |          |       |       |       |     |       |       | _   |        | _  |        |       |   |
| Coalter St           | City of Staunt                              |                         | 4900                      | G        | 99%   | 0%    | 1%    | 0%  | 0%    | 0%    | F   | 0.092  | F  | 0.754  | 5300  |   |
|                      | Combined Traffic Estimates for Parallel F   |                         | NA                        |          |       |       |       |     |       |       |     | NA     |    |        | NA    |   |
|                      | To:   | SR 2                    | 54, E Bever               | rly St   |       |       |       |     |       |       |     |        |    |        |       |   |
| $\overline{}$        | From  |                         | l Greenville              |          |       |       |       |     |       |       |     |        |    |        |       |   |
| Statler Blvd         | City of Staunt                              | oton 0.84               | 9300                      | G        | 99%   | 0%    | 0%    | 0%  | 0%    | 0%    | С   | 0.095  | F  | 0.514  | 9900  |   |
| <u> </u>             | To:   | F                       | Richmond R                | d        |       |       |       |     |       |       |     |        |    |        |       |   |
| Statler Blvd         | City of Staunt                              |                         | 14000                     | G        | 98%   | 0%    | 0%    | 1%  | 0%    | 0%    | С   | 0.092  | F  | 0.502  | 15000 |   |
| <del></del>          | To:   |                         | lew Hope R                | ld       |       |       |       |     |       |       |     |        |    |        |       |   |

| Route                                | Jurisdiction                 | Length        | AADT          | QA    | 4Tire | Bus |    | Tru<br>3+Axle |    |    | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW |
|--------------------------------------|------------------------------|---------------|---------------|-------|-------|-----|----|---------------|----|----|----|-------------|----|---------------|-------|----|
|                                      | From:                        | N             | ew Hope Ro    | 1     |       |     |    |               |    |    |    |             |    |               |       |    |
| 261 Statler Blvd                     | City of Staunton             | 0.14          | 14000         | G     | 98%   | 0%  | 0% | 1%            | 0% | 0% | F  | 0.092       | F  | 0.502         | 15000 | G  |
| $\overline{}$                        | To                           | С             | ommerce Ro    | i     |       |     |    |               |    |    |    |             |    |               |       |    |
| (261) Statler Blvd                   | City of Staunton             | 0.25          | 11000         | G     | 98%   | 0%  | 0% | 1%            | 0% | 0% | F  | 0.088       | F  | 0.562         | 12000 | G  |
| $\overline{}$                        | To:                          |               | Beverly St    |       |       |     |    |               |    |    |    |             |    |               |       |    |
| (261)Statler Blvd                    | City of Staunton             | 0.20          | 10000         | G     | 98%   | 0%  | 0% | 1%            | 0% | 0% | F  | 0.088       | F  | 0.566         | 11000 | G  |
|                                      | To:                          |               | Coalter St    |       |       |     |    |               |    |    |    |             |    |               |       |    |
|                                      | From:                        | W             | CL Staunto    | n     |       |     |    |               |    |    |    |             |    |               |       |    |
| 262                                  | City of Staunton (Maint: 07) | 0.58          | 7900          | G     | 97%   | 1%  | 1% | 1%            | 1% | 0% | F  | 0.098       | F  | 0.505         | 8400  | G  |
|                                      | To:<br>From:                 | US 250        | ) Churchvill  | e Ave |       |     |    |               |    |    |    |             |    |               |       |    |
| (262) Woodrow Wilson Pkwy            | City of Staunton (Maint: 07) | 2.22          | 8300          | G     | 96%   | 1%  | 1% | 1%            | 1% | 0% | С  | 0.097       | F  | 0.653         | 8800  | G  |
| $\overline{}$                        | To                           | 07-61         | 3 Spring Hi   | ll Rd |       |     |    |               |    |    |    |             |    |               |       |    |
| 262 Woodrow Wilson Pkwy              | City of Staunton (Maint: 07) | 1.74          | 10000         | G     | 96%   | 0%  | 1% | 1%            | 1% | 0% | С  | 0.097       | F  | 0.668         | 11000 | G  |
|                                      | To:<br>From                  | US 1          | 1 Commerce    | e Rd  |       |     |    |               |    |    |    |             |    |               |       |    |
| (262) Woodrow Wilson Pkwy            | City of Staunton (Maint: 07) | 1.34          | 12000         | G     | 96%   | 0%  | 1% | 1%            | 1% | 0% | F  | 0.094       | F  | 0.516         | 13000 | G  |
|                                      | Tox                          | Е             | CL Stauntor   | 1     |       |     |    |               |    |    |    |             |    |               |       |    |
|                                      | From:                        | <u>U</u> S 11 | Greenville    | Ave   |       |     |    |               |    |    |    |             |    |               |       |    |
| (317) Staunton Correctional Facility | City of Staunton (Maint: 07) | 0.26          | NA            |       |       |     |    |               |    |    |    | NA          |    |               | NA    |    |
| $\smile$                             | To:                          | We            | est Village I | )r    |       |     |    |               |    |    |    |             |    |               |       |    |

|  |                      |  |             |                   |                | City of Stauri   |  |      |         |                                  |             |                                  |                              |             |                |
|--|----------------------|--|-------------|-------------------|----------------|--|--|------|---------|----------------------------------|-------------|----------------------------------|------------------------------|-------------|----------------|
| Route  | Length               | AADT   | QA          | 4Tire             | Bus            | Tr<br>2Axle 3+Axle   |  |      | QC      | K<br>Factor                      | QK          | Dir<br>Factor                    | AAWDT                        | QW          | Year           |
| City of Staunton   |                      | From   |             |                   |                | D 1E 1   |  |      |         |                                  |             |                                  |                              |             |                |
| F <sub>1058</sub> Seth Dr                                  | 0.07                 | 90   | R           |                   |                | Dead End   |  |      |         | NA                               |             |                                  | NA                           |             | 11/06/201      |
| F <sub>1058</sub> )Seth Dr                                 | 0.19                 | 90 From  | R           |                   |                | Connector to SR  | 252  |      |         | NA                               |             |                                  | NA                           |             | 11/06/201      |
|  |                      | To   |             |                   |                | Dead End   |  |      |         |                                  |             |                                  |                              |             |                |
|  |                      | From   |             |                   |                | Churchville Av   |  |      |         |                                  |             |                                  |                              |             |                |
| (1) Englewood Dr   | 0.34                 | 2000   | G           | 97%               | 2%             | 1% 0%  | 0%   | 0%   | С       | 0.101                            | F           | 0.54                             | 2200                         | G           | 2014           |
|  |                      | From   |             |                   |                | Schutterlee Mill   |  |      |         |                                  |             |                                  |                              |             |                |
| (4900) Hampton St  | 0.28                 | 7200   | G           | 98%               | 0%             | Middlebrook A<br>1% 0%   | ve<br>0%   | 0%   | F       | 0.092                            | F           | 0.507                            | 7600                         | G           | 2014           |
| (4900) 1 13 p to o t                                       | 0.20                 | То   | Ť           | 00,0              | 0,0            | Greenville Av  |  | 070  | •       |                                  | •           | 0.007                            | . 000                        | <b>.</b>    |                |
|  |                      | From   |             |                   |                | SCL Stauntor   | 1  |      |         |                                  |             |                                  |                              |             |                |
| (4901) Barterbrook Rd                                      | 0.17                 | 3200   | G           | 98%               | 0%             | 1% 0%  | 0%   | 0%   | С       | 0.107                            | F           | 0.562                            | 3400                         | G           | 2014           |
| $\bigcirc$   |                      | To   |             |                   |                | Greenville Av  | e  |      |         |                                  |             |                                  |                              |             |                |
|  |                      | From   |             |                   |                | WCL Staunto  |  |      |         |                                  |             |                                  |                              |             |                |
| 4902 Buttermilk Spring Rd                                  | 1.00                 | 340  | G           | 99%               | 0%             | 1% 0%  | 0%   | 0%   | С       | 0.117                            | F           | 0.5                              | 360                          | G           | 2014           |
|  |                      | From   |             |                   | 221            | Pierce St  |  | 221  |         | $\supset$                        | _           |                                  |                              |             |                |
| (4902) Straith St  | 0.30                 | 830<br>To  | G           | 99%               | 0%             | 1% 0%<br>SR 254 Beverly  | 0%   | 0%   | F       | 0.111                            | F           | 0.567                            | 880                          | G           | 2014           |
|  |                      | From   |             |                   |                |  | St   |      |         | 1                                |             |                                  |                              |             |                |
| (4903) Coalter St  | 0.54                 | 3700   | G           | 98%               | 0%             | Frederick St<br>1% 0%  | 0%   | 0%   | F       | 0.090                            | F           | 0.529                            | 3900                         | G           | 2014           |
| (4903)   |                      | To   |             |                   |                |  |  |      |         | <b>—</b>                         |             | ****                             |                              |             |                |
| (4903) Coalter St  | 1.31                 | 3400 From  | G           | 98%               | 0%             | Edgewood Ro  | 0%   | 0%   | С       | 0.098                            | F           | 0.581                            | 3700                         | G           | 2014           |
| (4903) Godinor Gt  |                      | То   |             | 00,0              | 0,0            | Augusta St   | 0,0  | 0,70 |         |                                  | •           | 0.00                             |                              |             |                |
|  |                      | From   |             |                   |                | Beverly St   |  |      |         |                                  |             |                                  |                              |             |                |
| (4905) Lewis St  | 0.48                 | 3600   | G           | 97%               | 1%             | 2% 0%  | 0%   | 0%   | С       | 0.097                            | F           | 0.602                            | 3800                         | G           | 2014           |
| $\bigcirc$   |                      | To   |             |                   |                | Churchville Av   | /e   |      |         |                                  |             |                                  |                              |             |                |
| O  |                      | From   |             |                   |                | Middlebrook A  |  |      |         |                                  |             |                                  |                              |             |                |
| 4909 Bridge St   | 0.19                 | 5400   | G           | 98%               | 1%             | 1% 0%  | 0%   | 0%   | С       | 0.094                            | F           | 0.571                            | 5700                         | G           | 2014           |
| <u> </u>   |                      | To<br>From   |             |                   |                | Stuart St  |  |      |         |                                  | _           |                                  |                              |             |                |
| (4909) Green St; Jefferson St                              | 0.27                 | 2100 To  | G           | 98%               | 1%             | 1% 0%  | 0%   | 0%   | F       | 0.097                            | F           | 0.568                            | 2200                         | G           | 2014           |
|  |                      | From   | 1           |                   |                | SR 254 W Bever   | ly St  |      |         |                                  |             |                                  |                              |             |                |
| N Central St   | 0.38                 | 2600   | G           | 98%               | 0%             | Beverly St<br>1% 0%  | 0%   | 0%   | С       | 0.097                            | F           | 0.529                            | 2800                         | G           | 2014           |
| (4913) N Central St  | 0.00                 | To   | Ť           | 0070              | 0 70           | Churchville Av   |  | 070  |         |                                  | •           | 0.020                            | 2000                         | Ğ           | 2011           |
|  |                      | From   |             |                   |                | Beverly St   |  |      |         |                                  |             |                                  |                              |             |                |
| (4915) Thornrose Ave                                       |                      |  |             |                   |                |  |  |      |         |                                  |             |                                  |                              |             |                |
| $\bigcirc$   | 0.31                 | 1300   | G           | 98%               | 1%             | 1% 0%  | 0%   | 0%   | С       | 0.106                            | F           | 0.712                            | 1400                         | G           | 2014           |
|  | 0.31                 | To   | G           | 98%               | 1%             | 1% 0%  | 0%   | 0%   | С       | 0.106                            | F           | 0.712                            | 1400                         | G           | 2014           |
| (4915) Thornrose Ave                                       | 0.31                 | 1300<br>From<br>4400   | G<br>G      | 98%               | 1%             |  | 0%   | 0%   | C       | 0.106<br>0.095                   | F<br>F      | 0.712                            | 1400<br>4700                 | G<br>G      | 2014           |
| (4915) Thornrose Ave                                       |                      | To<br>From   |             |                   |                | 1% 0%<br>Circle Ave  | 0%   |      |         |                                  |             |                                  |                              |             |                |
|  | 0.42                 | From From  | G           | 98%               | 1%             | 1% 0%  Circle Ave 1% 0%  Churchville Av  Beverly St  | 0%<br>//e  | 0%   | F       | 0.095                            | F           | 0.526                            | 4700                         | G           | 2014           |
| (4915) Thornrose Ave                                       |                      | 4400 From 4600   |             |                   |                | 1% 0%  Circle Ave 1% 0%  Churchville Av  Beverly St 1% 0%  | 0%<br>//e  |      |         |                                  |             |                                  |                              |             |                |
|  | 0.42                 | 4400 To  From  4600 To   | G           | 98%               | 1%             | 1% 0%  Circle Ave 1% 0%  Churchville Av  Beverly St 1% 0%  Churchville Av  | 0%<br>//e  | 0%   | F       | 0.095                            | F           | 0.526                            | 4700                         | G           | 2014           |
| 4919 Grubert Ave   | 0.42                 | 4400 To From 4600 To From From From From From From From Fro  | G<br>G      | 98%               | 1%             | 1% 0%  Circle Ave 1% 0%  Churchville Av  Beverly St 1% 0%  Churchville Av  WCL Staunto   | 0%<br>//e<br>0%  | 0%   | F<br>C  | 0.095                            | F           | 0.526                            | 4700<br>4900                 | G<br>G      | 2014           |
|  | 0.42                 | 4400 To  From  4600 To   | G           | 98%               | 1%             | 1% 0%  Circle Ave 1% 0%  Churchville Av  Beverly St 1% 0%  Churchville Av  | 0%<br>//e  | 0%   | F       | 0.095                            | F           | 0.526                            | 4700                         | G           | 2014           |
| (4919) Grubert Ave   | 0.42                 | 4400 From 4600 To 2500   | G<br>G      | 98%               | 1%             | 1% 0%  Circle Ave 1% 0%  Churchville Av  Beverly St 1% 0%  Churchville Av  WCL Staunto 1% 0%  Beverly St   | 0%<br>//e<br>0%  | 0%   | F<br>C  | 0.095                            | F           | 0.526                            | 4700<br>4900                 | G<br>G      | 2014           |
| (4919) Grubert Ave   | 0.42                 | 4400 To From 4600 To  2500 To  | G<br>G      | 98%               | 1%             | 1% 0%  Circle Ave 1% 0%  Churchville Av  Beverly St 1% 0%  Churchville Av  WCL Staunto 1% 0%   | 0%<br>//e<br>0%  | 0%   | F<br>C  | 0.095                            | F           | 0.526                            | 4700<br>4900                 | G<br>G      | 2014           |
| 4919 Grubert Ave  4921 Morris Mill Rd                      | 0.42                 | From 4600 To From 2500 To From From To From From To Fr | G<br>G<br>G | 98%               | 1%<br>2%       | 1% 0%  Circle Ave 1% 0%  Churchville Ave Beverly St 1% 0%  Churchville Ave WCL Staunto 1% 0%  Beverly St Augusta St                                    | 0% //e  0% //e  1%   | 0%   | F<br>C  | 0.095<br>0.102<br>0.099          | F<br>F      | 0.526<br>0.535<br>0.612          | 4700<br>4900<br>2600         | G<br>G      | 2014           |
| (4919) Grubert Ave (4921) Morris Mill Rd (4925) Lambert St | 0.42<br>0.99<br>0.88 | 4400 To From 4600 To  2500 To  From 6100 To  | G G G       | 98%<br>97%<br>98% | 1%<br>2%<br>0% | 1% 0%  Circle Ave 1% 0%  Churchville Av  Beverly St 1% 0%  Churchville Av  WCL Staunto 1% 0%  Beverly St  Augusta St 1% 0%  Donaghe St  Churchville Av | 0% //e 0% //e 1% 0% //e //e //e //e //e //e //e //e //e // | 0%   | F C C C | 0.095<br>0.102<br>0.099<br>0.099 | F<br>F<br>F | 0.526<br>0.535<br>0.612<br>0.529 | 4700<br>4900<br>2600<br>6500 | G<br>G<br>G | 2014 2014 2014 |
| (4919) Grubert Ave<br>(4921) Morris Mill Rd                | 0.42                 | 4400 To From 4600 To  2500 To  From 6100 To  | G<br>G<br>G | 98%               | 1%<br>2%<br>0% | 1% 0%  Circle Ave 1% 0%  Churchville Av  Beverly St 1% 0%  Churchville Av  WCL Staunto 1% 0%  Beverly St  Augusta St 1% 0%  Donaghe St                 | 0% 0% 0% 1% 0%   | 0%   | F<br>C  | 0.095<br>0.102<br>0.099          | F<br>F      | 0.526<br>0.535<br>0.612          | 4700<br>4900<br>2600         | G<br>G      | 2014           |
| (4919) Grubert Ave (4921) Morris Mill Rd (4925) Lambert St | 0.42<br>0.99<br>0.88 | 4400 To From 4600 To  2500 To  From 6100 To  | G G G       | 98%<br>97%<br>98% | 1%<br>2%<br>0% | 1% 0%  Circle Ave 1% 0%  Churchville Av  Beverly St 1% 0%  Churchville Av  WCL Staunto 1% 0%  Beverly St  Augusta St 1% 0%  Donaghe St  Churchville Av | 0% //e 0% //e 1% 0% //e //e //e //e //e //e //e //e //e // | 0%   | F C C C | 0.095<br>0.102<br>0.099<br>0.099 | F<br>F<br>F | 0.526<br>0.535<br>0.612<br>0.529 | 4700<br>4900<br>2600<br>6500 | G<br>G<br>G | 2014 2014 2014 |

|   |        |  |             |       |       |   | OH       |      |          |                                  |          |                         |                           |             |                              |
|---|--------|--|-------------|-------|-------|---|----------|------|----------|----------------------------------|----------|-------------------------|---------------------------|-------------|------------------------------|
| Route                                   | Length | AADT   | QA          | 4Tire | Bus   | Tru<br>2Axle 3+Axle   |          |      | QC       | K<br>Factor                      | QK       | Dir<br>Factor           | AAWDT                     | QW          | Year                         |
| ity of Staunton                         |        | From   | ı           |       |       |   |          |      |          | Ī                                |          |                         |                           |             |                              |
| 929) Mt View Dr                         | 0.39   | 540  | G           | 99%   | 1%    | Commerce Rd   | 0%       | 0%   | С        | 0.117                            | F        | 0.576                   | 580                       | G           | 2014                         |
| 1929 IVIL VIEW DI                       | 0.33   | 340<br>To:   | <u> </u>    | 33 /6 | 1 /0  | Coalter St  | 0 /0     | 0 /6 |          | 0.117                            | •        | 0.570                   | 300                       | G           | 2014                         |
|   |        | From:  |             |       |       | Englewood Dr  |          |      |          | _                                |          |                         |                           |             |                              |
| Shutterlee Mill Rd                      | 0.95   | 1400   | G           | 98%   | 2%    | 0% 0%   | 0%       | 0%   | С        | 0.102                            | F        | 0.593                   | 1400                      | G           | 2014                         |
| 1931) Griditorio Willi Fid              | 0.00   | To:  |             | 0070  |       | NCL Staunton  | 070      | 0 70 | <u> </u> |                                  | •        | 0.000                   | 1100                      | ŭ           |                              |
|   |        | From:  |             |       |       | Straith St  |          |      |          |                                  |          |                         |                           |             |                              |
| Pierce St                               | 0.20   | 900  | G           | 98%   | 1%    | 0% 0%   | 0%       | 0%   | С        | 0.097                            | F        | 0.516                   | 960                       | G           | 2014                         |
| 1932                                    |        | To:  |             |       |       | Hays Ave  |          |      |          |                                  |          |                         |                           |             |                              |
|   |        | From:  |             |       |       | Montgomery Av   | /e.      |      |          | i                                |          |                         |                           |             |                              |
| Peck St                                 | 0.17   | 3400   | G           | 98%   | 1%    | 0% 0%   | 0%       | 0%   | F        | 0.101                            | F        | 0.559                   | 3700                      | G           | 2014                         |
|   |        | To   |             |       |       | Assatia Assa  |          |      |          | _                                |          |                         |                           |             |                              |
| Chysler St/Hays Ave                     | 0.36   | 3200 From:   | G           | 98%   | 1%    | Austin Ave 0% 0%  | 0%       | 0%   | F        | 0.099                            | F        | 0.554                   | 3400                      | G           | 2014                         |
| 933) 011,0101 02114,07110               | 0.00   | To:  |             | 0070  | . , , | SR 254 Beverly  |          | 0,0  | •        |                                  | •        | 0.00                    | 0.00                      | <u> </u>    |                              |
|   |        | From:  |             |       |       | Montgomery Av   |          |      |          | i                                |          |                         |                           |             |                              |
| 935) Stuart St                          | 0.57   | 4000   | G           | 98%   | 1%    | 0% 0%   | 0%       | 0%   | F        | 0.097                            | F        | 0.572                   | 4200                      | G           | 2014                         |
|   |        | To:  |             |       |       | Bridge St   |          |      |          |                                  |          |                         |                           |             |                              |
|   |        | From:  |             |       |       | Jefferson St  |          |      |          |                                  |          |                         |                           |             |                              |
| Johnson St                              | 0.23   | 2000   | G           | 98%   | 0%    | 1% 0%   | 0%       | 0%   | С        | 0.104                            | F        | 0.695                   | 2200                      | G           | 2014                         |
|   |        | To   | 1           |       |       |   |          |      |          |                                  |          |                         |                           |             |                              |
| Johnson St                              | 0.11   | 5800 From:   | G           | 98%   | 0%    | Lewis St 1% 0%  | 0%       | 0%   | F        | 0.089                            | F        | 0.516                   | 6200                      | G           | 2014                         |
| Johnson St                              | 0.11   | To:  |             | 3070  | 0 70  | Augusta St  | 0 70     | 0 70 | •        | 0.000                            | •        | 0.010                   | 0200                      | ď           | 201                          |
|   |        | From:  |             |       |       |   |          |      |          |                                  |          |                         |                           |             |                              |
| 938) Prospect St                        | 0.53   | 740  | G           | 100%  | 0%    | Augusta St  | 0%       | 0%   | С        | 0.106                            | F        | 0.554                   | 790                       | G           | 2014                         |
| 1 100p00t 0t                            | 0.00   | To:  |             | 10070 | 0 70  | N Coalter St  | 070      | 0 70 | <u> </u> |                                  | •        | 0.001                   | 700                       | ŭ           |                              |
|   |        | From:  |             |       |       | Churchville Av  | e        |      |          | i                                |          |                         |                           |             |                              |
| Donaghe St                              | 0.37   | 3800   | G           | 98%   | 1%    | 1% 0%   | 0%       | 0%   | F        | 0.098                            | F        | 0.566                   | 4100                      | G           | 2014                         |
| 53-70)                                  |        | To   |             |       |       |   |          |      |          | _                                |          |                         |                           | -           | _                            |
| Donaghe St                              | 0.47   | 2400   | G           | 98%   | 1%    | Lambert St<br>1% 0%   | 0%       | 0%   | С        | 0.096                            | F        | 0.601                   | 2600                      | G           | 2014                         |
| Donaghe St                              | 0.47   | Z-700  | _           | 3070  | 1 /0  | Spring Hill Rd  | 0 70     | 0 70 |          | 0.000                            | •        | 0.001                   | 2000                      | ď           | 201                          |
|   |        | From:  |             |       |       |   |          |      |          |                                  |          |                         |                           |             |                              |
| Old Greenville Rd                       | 0.47   | 3000   | G           |       |       | SCL Staunton  |          |      |          | 0.118                            | F        | 0.579                   | 3200                      | G           | 2014                         |
| Old Greenville Rd                       | 0.47   | To:  |             |       |       | US 11 Greenville  | Ave      |      |          |                                  | •        | 0.070                   | 0200                      | ď           | 201-                         |
|   |        | From:  |             |       |       |   |          |      |          |                                  |          |                         |                           |             |                              |
| Frontier Dr                             | 1.00   | 8400   | G           |       |       | CCI Stounton  |          |      |          | <b>—</b>                         | _        | 0.000                   |                           |             | 004                          |
| 1044)                                   |        | To:  | •           | 99%   | 0%    | SCL Staunton  |          | 0%   | С        | 0.094                            | г        | 0.609                   | 9000                      | G           | 2014                         |
|   |        | 10.  |             | 99%   | 0%    | 1% 0%   | 0%       | 0%   | С        | 0.094                            | F        | 0.609                   | 9000                      | G           | 2014                         |
|   |        | From:  |             | 99%   | 0%    | 1% 0%<br>US 250 Richmond  | 0%       | 0%   | С        | 0.094                            | <u>г</u> | 0.609                   | 9000                      | G           | 2014                         |
| Archer St                               |        | From:  |             | 99%   | 0%    | 1% 0%   | 0%       | 0%   | С        |                                  | F        |                         |                           |             |                              |
| Archer St                               |        |  | G           | 99%   | 0%    | 1% 0%<br>US 250 Richmond  | 0%       | 0%   | C        | 0.094                            |          | 0.609                   | 1100                      | G<br>G      |                              |
| Archer St                               |        | From:  |             | 99%   | 0%    | 1% 0% US 250 Richmond Tuxedo St  Devon Rd   | 0%       | 0%   | C        |                                  |          |                         |                           |             | 2014                         |
| Archer St  Berry St                     |        | From:<br>1000<br>To:   |             | 99%   | 0%    | 1% 0% US 250 Richmond Tuxedo St   | 0%       | 0%   | C        |                                  |          |                         |                           |             | 2014                         |
|   |        | From:<br>1000<br>To:   | G           | 99%   | 0%    | 1% 0% US 250 Richmond Tuxedo St  Devon Rd   | 0%       | 0%   | C        | 0.132                            | F        | 0.682                   | 1100                      | G           | 2014                         |
|   |        | From:<br>1000<br>To:   | G           | 99%   | 0%    | 1% 0% US 250 Richmond Tuxedo St  Devon Rd  Gypsy Ave  Parkview Ave  | 0%       | 0%   | C        | 0.132                            | F        | 0.682                   | 1100                      | G           | 2014                         |
|   |        | 70   | G           | 99%   | 0%    | 1% 0% US 250 Richmond Tuxedo St  Devon Rd  Gypsy Ave  | 0%       | 0%   | C        | 0.132                            | F        | 0.682                   | 1100                      | G           | 2014                         |
| Berry St                                |        | 1000 To  From 70 To  | G           | 99%   |       | 1% 0% US 250 Richmond Tuxedo St  Devon Rd  Gypsy Ave  Parkview Ave  | 0%<br>Rd | 0%   | C        | 0.132                            | F        | 0.682                   | 1100                      | G<br>G      | 2014                         |
| Berry St                                |        | 1000 To From 70 To From 250                                    | G           | 99%   |       | 1% 0%  US 250 Richmond  Tuxedo St  Devon Rd  Gypsy Ave  Parkview Ave  East Beverly S  Lammermoor Dr Int   | 0%<br>Rd | 0%   | C        | 0.132                            | F        | 0.682                   | 1100                      | G<br>G      | 2014                         |
| Berry St                                |        | 1000 To:  From: 70 To:  From: 250 To:                          | G           | 99%   |       | 1% 0%  US 250 Richmond  Tuxedo St  Devon Rd  Gypsy Ave  Parkview Ave  East Beverly S  | 0%<br>Rd | 0%   | C        | 0.132                            | F        | 0.682                   | 1100                      | G<br>G      | 2014                         |
| Berry St  Blue Ridge Dr                 |        | 1000 To:  From: 70 To:  From: 250 To:                          | G<br>G      | 99%   |       | 1% 0%  US 250 Richmond  Tuxedo St  Devon Rd  Gypsy Ave  Parkview Ave  East Beverly S  Lammermoor Dr Int   | 0%<br>Rd | 0%   | C        | 0.132<br>0.170<br>0.106          | F<br>F   | 0.682<br>0.652<br>0.564 | 1100<br>70<br>270         | G<br>G      | 2014                         |
| Berry St  Blue Ridge Dr                 |        | 1000 To:  From: 70 To:  From: 250 To:                          | G<br>G      | 99%   |       | 1% 0% US 250 Richmond Tuxedo St  Devon Rd  Gypsy Ave  Parkview Ave East Beverly S  Lammermoor Dr Int  US 11 Augusta   | 0% Rd t  | 0%   | C        | 0.132<br>0.170<br>0.106          | F<br>F   | 0.682<br>0.652<br>0.564 | 1100<br>70<br>270         | G<br>G      | 2014                         |
| Berry St  Blue Ridge Dr                 |        | 1000 To  From 70 To  From 250 To  From 960 To                  | G<br>G      | 99%   |       | 1% 0%  US 250 Richmond  Tuxedo St  Devon Rd  Gypsy Ave  Parkview Ave  East Beverly S  Lammermoor Dr Int  US 11 Augusta  | 0% Rd t  | 0%   | C        | 0.132<br>0.170<br>0.106          | F<br>F   | 0.682<br>0.652<br>0.564 | 1100<br>70<br>270         | G<br>G      | 2014<br>2014<br>2014<br>2014 |
| Berry St  Blue Ridge Dr  College Circle |        | 1000 To  From. 70 To:  From. 250 From. 960 To:                 | G<br>G<br>G | 99%   |       | 1% 0% US 250 Richmond Tuxedo St  Devon Rd  Gypsy Ave  Parkview Ave East Beverly S  Lammermoor Dr Int  US 11 Augusta   | 0% Rd t  | 0%   | C        | 0.132<br>0.170<br>0.170<br>0.106 | F<br>F   | 0.682<br>0.652<br>0.564 | 1100<br>70<br>270<br>1000 | G<br>G<br>G | 2014<br>2014<br>2014<br>2014 |
| Berry St  Blue Ridge Dr  College Circle |        | 1000 To  1000 To  From  70 To:  250 To  From  960 To  From  70 | G<br>G<br>G | 99%   |       | 1% 0%  US 250 Richmond  Tuxedo St  Devon Rd  Gypsy Ave  Parkview Ave  East Beverly S  Lammermoor Dr Int  US 11 Augusta :  Oak Lane  College Circle  Sproul Lane | 0% Rd    | 0%   | C        | 0.132<br>0.170<br>0.170<br>0.106 | F<br>F   | 0.682<br>0.652<br>0.564 | 1100<br>70<br>270<br>1000 | G<br>G<br>G | 2014<br>2014<br>2014<br>2014 |
| Berry St  Blue Ridge Dr  College Circle |        | 1000 To  From: 70 To  From: 250 To  From: 960 To  From: 70 To  | G<br>G<br>G | 99%   |       | 1% 0%  US 250 Richmond  Tuxedo St  Devon Rd  Gypsy Ave  Parkview Ave  East Beverly S  Lammermoor Dr Int  US 11 Augusta  Oak Lane  College Circle                | 0% Rd    | 0%   | C        | 0.132<br>0.170<br>0.170<br>0.106 | F<br>F   | 0.682<br>0.652<br>0.564 | 1100<br>70<br>270<br>1000 | G<br>G<br>G |                              |

| Route City of Staunton | Length | AADT      | QA | 4Tire | Bus | Truck<br>2Axle 3+Axle 1Trail 2Trail | QC | K<br>Factor | QK | Dir<br>Factor | AAWDT | QW | Year |
|------------------------|--------|-----------|----|-------|-----|-------------------------------------|----|-------------|----|---------------|-------|----|------|
| Rockway St             |        | 60<br>To  | G  |       |     | Lambert St  Donaghe St              |    | 0.175       | F  | 0.667         | 60    | G  | 2014 |
| Spruce St              |        | 820<br>To | G  |       |     | Lyle Avenue Spring Hill Rd          |    | 0.097       | F  | 0.503         | 820   | G  | 2014 |