

**2008**

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

where available

**Special Locality Report**

**104**

City of Charlottesville

Information in this report is included in Report

**02**

(Albemarle County)

Prepared By

**Virginia Department of Transportation  
Traffic Engineering Division**

In Cooperation With

**U.S. Department of Transportation  
Federal Highway Administration**

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## Publication Notes

### Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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

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

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

Glossary of Terms:

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

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

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

**QA: Quality of AADT:**

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

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

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

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

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

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

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

**QC: Quality of Classification Data:**

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

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

**QK:** Quality of the K Factor estimate:

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

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

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

**QW:** Quality of AAWDT:

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

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

# Route Shield Legend

## Route Systems



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  
2008  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Charlottesville

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: SCL Charlottesville															
20 Monticello Ave	City of Charlottesville	0.26	15000	G	98%	0%	1%	0%	1%	0%	F	0.106	F	0.793	16000	G
	To: Altavista Ave															
20 Monticello Ave	City of Charlottesville	0.28	14000	G	98%	0%	1%	0%	1%	0%	F	0.104	F	0.795	15000	G
	To: Meridian Ave															
20 Monticello Ave	City of Charlottesville	0.35	8800	G	98%	0%	1%	0%	1%	0%	C	0.098	F	0.787	9500	G
	To: Avon St															
20 Avon St	City of Charlottesville	0.41	15000	G	98%	0%	1%	0%	1%	0%	F	0.092	F	0.738	16000	G
	To: Market Street															
20 Bus 250 9th St	City of Charlottesville	0.12	14000	G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.626	15000	G
	To: US 250 High St															
20 Bus 250 High St	City of Charlottesville	0.23	10000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.626	11000	G
	To: 11th ST															
20 Bus 250 High St	City of Charlottesville	0.21	10000	G	98%	0%	1%	0%	0%	0%	C	0.088	F	0.593	11000	G
	To: Gillespie Ave															
20 Bus 250 High St	City of Charlottesville	0.45	20000	G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.600	22000	G
	To: US 250 & BUS US 250															
20 250 Long St	City of Charlottesville	0.06	38000	N	98%	0%	1%	0%	1%	0%	N	0.080	N	0.597	42000	N
	To: ECL Charlottesville															
	From: WCL Charlottesville															
29 250 Monacan Trail Rd	City of Charlottesville	0.35	40000	G	97%	0%	1%	1%	2%	0%	F	0.094	F	0.543	41000	G
	To: Bus US 29															
	From: US 250, Bus US 29															
29 Emmet St	City of Charlottesville	0.37	57000	G	97%	0%	1%	1%	2%	0%	F	0.081	F	0.512	58000	G
	To: NCL Charlottesville															
	From: US 29															
Bus 29 Fontaine Ave Ext	City of Charlottesville (Maint: 02)	0.37	14000	G	98%	0%	1%	1%	0%	0%	C	0.099	F	0.608	15000	G
	To: SCL Charlottesville															
Bus 29 Fontaine Ave	City of Charlottesville	0.42	15000	G	97%	0%	2%	0%	0%	0%	C	0.091	F	0.588	16000	G
	To: Jefferson Park Ave															
	From: Fontaine Ave															
Bus 29 Jefferson Park Ave	City of Charlottesville	0.69	16000	G	97%	0%	2%	0%	0%	0%	F	0.081	F	0.648	17000	G
	To: Emmet St															
	From: Jefferson Park Ave															
Bus 29 Emmet St	City of Charlottesville	0.53	19000	G	97%	0%	2%	0%	0%	0%	F	0.073	F	0.501	20000	G
	To: Ivy Rd															
	From: Ivy Rd															
Bus 29 Emmet St	City of Charlottesville	0.55	29000	G	99%	0%	1%	0%	0%	0%	C	0.077	F	0.571	31000	G
	To: Arlington Blvd															

Virginia Department of Transportation  
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2008  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Charlottesville

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 29 Emmet St	From: Arlington Blvd City of Charlottesville	0.45	27000	G	99%	0%	1%	0%	0%	0%	F	0.076	F	0.592	29000	G
Bus 29 Emmet St	To: Barracks Rd From: City of Charlottesville	0.40	35000	G	99%	0%	1%	0%	0%	0%	F	0.078	F	0.513	38000	G
Bus 29 Emmet St	To: US 250 Bypass															
East 64	From: WCL Charlottesville City of Charlottesville (Maint: 02)	0.17	20000	G	87%	1%	1%	1%	10%	0%	F	0.106	F		19000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		38000	G	87%	1%	1%	1%	10%	0%	F	NA			35000	G
	To: ECL Charlottesville															
West 64	From: WCL Charlottesville City of Charlottesville (Maint: 02)	0.20	18000	G	87%	1%	1%	1%	10%	0%	F	0.112	F		16000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		38000	G	87%	1%	1%	1%	10%	0%	F	NA			35000	G
	To: ECL Charlottesville															
250 29 Monacan Trail Rd	From: WCL Charlottesville City of Charlottesville	0.35	40000	G	97%	0%	1%	1%	2%	0%	F	0.094	F	0.543	41000	G
250	To: US 29, Emmet St From: City of Charlottesville	0.32	23000	G	98%	0%	1%	0%	1%	0%	F	0.101	F	0.525	26000	G
250	To: 104-3431 Hydraulic Rd From: City of Charlottesville	0.42	43000	G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.544	48000	G
250	To: Dairy Rd From: City of Charlottesville	0.60	41000	A	98%	0%	1%	0%	1%	0%	C	0.100	A	0.567	46000	A
250	To: Rugby Ave E Int From: City of Charlottesville	0.33	41000	G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.534	45000	G
250	To: McIntire Rd From: City of Charlottesville	0.27	36000	G	98%	0%	1%	0%	1%	0%	F	0.086	F	0.556	40000	G
250	To: Park St From: City of Charlottesville	0.32	40000	G	98%	0%	1%	0%	1%	0%	F	0.084	F	0.552	45000	G
250 Long St	To: Locust Ave From: City of Charlottesville	0.43	38000	G	98%	0%	1%	0%	1%	0%	F	0.080	F	0.597	42000	G
250 20 Long St	To: Bus US 250 High St From: City of Charlottesville	0.06	38000	N	98%	0%	1%	0%	1%	0%	N	0.080	N	0.597	42000	N
	To: ECL Charlottesville															
Bus 250 Ivy Rd	From: WCL Charlottesville City of Charlottesville	0.50	15000	G	98%	0%	1%	1%	0%	0%	F	0.077	F	0.545	16000	G
Bus 250 University Ave	To: Bus US 29 Emmet St From: City of Charlottesville	0.28	17000	G	97%	0%	2%	0%	0%	0%	F	0.069	F	0.543	18000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		22000	G	97%	0%	2%	0%	0%	0%	F	NA			23000	G
	To: Bus 1 US 250P, Rugby Rd															



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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 250 University Ave	From: Bus 1 US 250P, Rugby Rd To: City of Charlottesville	0.12	15000	G	97%	0%	2%	0%	0%	0%	F	0.07	F	0.539	17000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		21000	G	97%	0%	2%	0%	0%	0%	F	0.073	F	0.532	22000	G
Bus 250 University Ave	From: Chancellor St To: City of Charlottesville	0.19	15000	G	97%	0%	2%	0%	0%	0%	F	0.071	F	0.506	16000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		20000	G	97%	0%	2%	0%	0%	0%	F	0.074	F	0.511	22000	G
Bus 250 Main St	From: C&O RR Crossing To: City of Charlottesville	0.09	16000	G	98%	0%	1%	0%	0%	0%	F	0.068	F	0.505	17000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		21000	G	98%	0%	1%	0%	0%	0%	F	NA			23000	G
Bus 250 Main St	From: Jefferson Park Ave To: City of Charlottesville	0.22	15000	G	97%	0%	2%	0%	0%	0%	F	0.072	F	0.529	16000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		36000	G	97%	0%	1%	1%	0%	0%	F	NA			38000	G
Bus 250 Main St	From: 9th St To: City of Charlottesville	0.51	14000	G	97%	0%	2%	0%	0%	0%	C	0.074	F	0.609	15000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		35000	G	97%	0%	1%	1%	0%	0%	C	0.083	F	0.548	37000	G
Bus 250 McIntire Rd	From: McIntire Rd To: Main St	0.22	21000	G	98%	0%	1%	0%	0%	0%	F	0.078	F	0.501	23000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		29000	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.541	32000	G
Bus 250 McIntire Rd	From: 104-3405, Bus US 250 Par To: City of Charlottesville	0.03	21000	N	98%	0%	1%	0%	0%	0%	N	0.078	N	0.501	23000	N
Bus 250 Market St	From: Preston Ave To: City of Charlottesville	0.53	10000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.528	11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		17000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.53	19000	G
Bus 250 20 9th St	From: 9th St To: City of Charlottesville	0.12	14000	G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.626	15000	G
Bus 250 20 High St	From: 9th St To: City of Charlottesville	0.23	10000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.626	11000	G
Bus 250 20 High St	From: 11th St To: City of Charlottesville	0.21	10000	G	98%	0%	1%	0%	0%	0%	C	0.088	F	0.593	11000	G
Bus 250 20 High St	From: Gillespie Ave To: City of Charlottesville	0.45	20000	G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.600	22000	G
	From: Long St															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 250 Rugby Rd	From: University Ave City of Charlottesville	0.38	8100	G	98%	0%	1%	1%	0%	0%	F	0.089	F	0.658	8700	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			29000	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.541	32000	G
Bus 250 Grady Ave	From: Grady Ave City of Charlottesville	0.57	5300	G	98%	0%	1%	1%	0%	0%	F	0.087	F	0.544	5700	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	G	97%	0%	2%	0%	0%	0%	F	0.074	F	0.511	22000	G
Bus 250 Preston Ave	From: Preston Ave Grady Ave City of Charlottesville	0.51	21000	G	98%	0%	1%	1%	0%	0%	C	0.086	F	0.533	23000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			35000	G	97%	0%	1%	1%	0%	0%	C	0.083	F	0.548	37000	G
Bus 250 Bus 250 McIntire Rd	From: Market St City of Charlottesville	0.03	21000	N	98%	0%	1%	0%	0%	0%	N	0.078	N	0.501	23000	N
Bus 250 High St	From: Preston Ave City of Charlottesville	0.54	7200	G	98%	0%	1%	1%	0%	0%	F	0.086	F	0.503	7700	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.53	19000	G
			To: 9th St													

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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 Charlottesville</b>																
② Garret St	0.45	3200	G	97%	0%	2%	0%	0%	0%	C	0.099	F	0.597	3400	G	2008
③ Kenwood Lane	0.50	700	G	98%	0%	2%	0%	0%	0%	C	0.112	F	0.518	750	G	2008
④ Lane Rd	0.39	2300	G	87%	1%	10%	1%	1%	0%	C	0.096	F	0.662	2500	G	2008
⑤ Millmont St	0.46	14000	G	98%	0%	1%	0%	0%	0%	C	0.097	F	0.62	15000	G	2008
⑥ Yorktown Dr	0.31	1100	G	98%	0%	1%	0%	0%	0%	F	0.114	F	0.592	1200	G	2008
⑦ McCormick Rd	0.27	4500	G	88%	1%	10%	0%	0%	0%	C	0.12	F	0.571	4900	G	2008
⑦ McCormick Rd	0.42	3900	G	88%	1%	10%	0%	0%	0%	F	0.119	F	0.599	4200	G	2008
⑧ Melbourne Rd	0.08	690	G	98%	0%	2%	0%	0%	0%	F	0.103	F	0.686	740	G	2008
⑨ Massie Rd	0.96	7500	G	97%	0%	2%	0%	0%	0%	C	0.097	F	0.536	8100	G	2008
③400 Cleveland Ave	0.23	3100	G	97%	0%	2%	0%	0%	0%	C	0.102	F	0.54	3300	G	2008
③400 Cherry Ave	0.85	5500	G	98%	0%	1%	0%	0%	0%	C	0.098	F	0.59	5900	G	2008
③400 Cherry Ave	0.68	6300	G	98%	0%	2%	0%	0%	0%	F	0.093	F	0.569	6800	G	2008
③400 Cherry Ave	0.25	13000	G	98%	0%	2%	0%	0%	0%	F	0.089	F	0.547	14000	G	2008
③400 Elliot Ave	0.28	12000	G	98%	0%	2%	0%	0%	0%	C	0.093	F	0.58	13000	G	2008
③400 Elliot Ave	0.39	4000	G	98%	0%	2%	0%	0%	0%	F	0.088	F	0.786	4300	G	2008
③401 Old Lynchburg Rd	0.65	4800	G	98%	0%	2%	0%	0%	0%	C	0.095	F	0.616	5100	G	2008
③403 Harris Rd	0.63	3500	G	99%	0%	1%	0%	0%	0%	C	0.106	F	0.62	3800	G	2008
③403 Jefferson Park Ave	0.27	3700	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.609	4000	G	2008
③403 Jefferson Park Ave	0.16	9100	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.594	9800	G	2008
③403 Jefferson Park Ave	0.38	11000	G	99%	0%	1%	0%	0%	0%	C	0.093	F	0.580	12000	G	2008
③403 Maury Ave	0.21	7700	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.682	8200	G	2008

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

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Charlottesville</b>																
(3403) Alderman Rd	0.05	8200	G	97%	0%	From: Stadium Rd To: Thompson Rd				C	0.094	F	0.563	8900	G	2008
(3403) Alderman Rd	0.42	12000	G	97%	0%	From: Thompson Rd To: Bus US 250; Ivy Rd				F	0.095	F	0.591	13000	G	2008
(3404) E Market St	0.48	6200	G	98%	0%	From: 9th St To: Meade Ave				C	0.103	F	0.669	6700	G	2008
(3405) 5th St	1.42	18000	G	97%	0%	From: SCL Charlottesville To: Cherry Ave				C	0.093	F	0.661	19000	G	2008
(3405) Ridge St	0.22	14000	G	97%	0%	From: Cherry St To: Dice St				C	0.088	F	0.708	15000	G	2008
(3405) Ridge St	0.17	19000	G	97%	0%	From: Dice St To: Main St				F	0.081	F	0.652	20000	G	2008
(3405) McIntire Rd	0.64	20000	G	97%	0%	From: US 250 Bus Preston Ave To: Harris St				F	0.084	F	0.653	21000	G	2008
(3405) McIntire Rd	0.18	19000	G	97%	0%	From: Harris St To: US 250 Bypass				C	0.082	F	0.654	20000	G	2008
(3406) Water St	0.43	5100	G	96%	0%	From: Bus US 250 To: 7th St				C	0.098	F	0.518	5500	G	2008
(3406) Water St	0.21	4800	G	94%	0%	From: 7th St To: 10th St				C	0.094	F	0.516	5100	G	2008
(3407) Avon St	0.20	12000	G	97%	0%	From: SCL Charlottesville To: Rockland Ave				C	0.094	F	0.651	13000	G	2008
(3407) Avon St	0.50	13000	G	97%	0%	From: Rockland Ave To: Monticello Ave				F	0.089	F	0.66	14000	G	2008
(3409) Carlton Rd	0.46	8900	G	95%	0%	From: Monticello Ave To: Meade Ave				C	0.096	F	0.609	9600	G	2008
(3409) Meade Ave	0.17	11000	G	95%	0%	From: Carlton Rd To: E Market St				F	0.090	F	0.579	11000	G	2008
(3409) Meade Ave	0.46	11000	G	95%	0%	From: E Market St To: High St E				F	0.084	F	0.509	12000	G	2008
(3410) Jefferson Park Ave	0.57	11000	G	96%	1%	From: Emmet St To: Main St				C	0.07	F	0.560	12000	G	2008
(3411) Shamrock Rd	0.42	2600	G	99%	0%	From: Cherry Ave To: Jefferson Park Ave				C	0.094	F	0.541	2800	G	2008
(3412) Locust Ave	0.29	8200	G	99%	0%	From: E High St To: Hazel St				F	0.101	F	0.634	8800	G	2008
(3412) Locust Ave	0.25	8300	G	99%	0%	From: Hazel St To: US 250 Long St				C	0.103	F	0.645	8900	G	2008
(3412) Locust Ave	0.21	3800	G	99%	0%	From: US 250 Long St To: Calhoun St				F	0.108	F	0.696	4100	G	2008
(3412) Calhoun St	0.22	4300	G	98%	0%	From: Locust Ave To: Sheridan Ave				C	0.131	F	0.544	4600	G	2008

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(3412) Sheridan Ave	0.04	4000	G	98%	0%	1%	0%	0%	0%	F	0.124	F	0.640	4300	G	2008
(3412) North Ave	0.30	3900	G	99%	0%	1%	0%	0%	0%	C	0.122	F	0.632	4200	G	2008
(3412) Melbourne Rd	0.77	2500	G	97%	0%	2%	0%	0%	0%	C	0.144	F	0.602	2700	G	2008
(3412) Grove Rd	0.31	1400	G	97%	0%	2%	0%	0%	0%	C	0.119	F	0.559	1500	G	2008
(3412) Grove Rd	0.38	2600	G	98%	0%	2%	0%	0%	0%	C	0.17	F	0.612	2800	G	2008
(3412) Dairy Rd	0.40	2200	G	98%	0%	1%	0%	0%	0%	C	0.1	F	0.640	2400	G	2008
(3413) 2nd Street South East	0.25	3600	G	97%	1%	2%	0%	0%	0%	C	0.111	F	0.527	3900	G	2008
(3414) Rugby Ave	0.52	2300	G	99%	0%	1%	0%	0%	0%	C	0.09	F	0.575	2400	G	2008
(3414) Rugby Ave	0.36	7500	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.627	8100	G	2008
(3415) 9th St	0.18	880	G	98%	0%	1%	0%	0%	0%	C	0.153	F	0.542	940	G	2008
(3416) Angus Rd	0.38	2800	G	98%	0%	1%	0%	0%	0%	C	0.086	F	0.512	3000	G	2008
(3417) Stadium Rd	0.51	3900	G	96%	1%	2%	0%	0%	0%	C	0.088	F	0.574	4200	G	2008
(3418) South St	0.22	2000	G	99%	0%	1%	0%	0%	0%	C	0.091	F		2100	G	2008
(3419) 7th Street NE	0.16	1300	G	97%	1%	1%	0%	0%	0%	C	0.114	F	0.559	1400	G	2008
(3421) Park St	0.34	12000	G	99%	0%	1%	0%	0%	0%	F	0.09	F	0.583	13000	G	2008
(3421) Park St	0.34	12000	G	99%	0%	1%	0%	0%	0%	C	0.098	F	0.586	13000	G	2008
(3421) Park St	0.25	22000	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.575	23000	G	2008
(3423) 9th 10th Connector	0.28	11000	G	99%	0%	1%	0%	0%	0%	C	0.088	F	0.556	11000	G	2008
(3423) 10th St	0.44	8200	G	98%	0%	1%	0%	0%	0%	C	0.093	F	0.617	8800	G	2008
(3423) 10th St	0.04	2600	G	98%	0%	1%	0%	0%	0%	F	0.088	F		2800	G	2008
(3425) 14th St	0.46	6500	G	96%	0%	3%	1%	0%	0%	C	0.090	F	0.59	7000	G	2008

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(3425) Madison Ave	0.27	3600	G	96%	0%	4%	0%	0%	0%	F	0.089	F	0.537	3800	G	2008
						From: Grady Ave										
						To: Preston Ave										
(3425) Madison Ave	0.32	260	G	96%	0%	4%	0%	0%	0%	C	0.118	F	0.576	280	G	2008
						From: Rose Hill Dr										
						To: Grady Rd										
(3427) Rugby Rd	0.49	6000	G	99%	0%	0%	0%	0%	0%	C	0.095	F	0.642	6500	G	2008
						From: Preston Ave										
						To: Rose Hill Dr										
(3429) Rose Hill Dr	0.65	6300	G	98%	0%	1%	0%	0%	0%	C	0.116	F	0.631	6800	G	2008
						From: Preston Ave										
						To: Rugby Ave										
(3431) Preston Ave	0.23	14000	G	98%	0%	1%	0%	0%	0%	F	0.079	F	0.54	15000	G	2008
						From: Grady Ave										
						To: Madison Ave										
(3431) Preston Ave	0.28	16000	G	98%	0%	1%	0%	0%	0%	C	0.079	F	0.519	17000	G	2008
						From: Rugby Rd										
						To: Preston Ave										
(3431) Rugby Rd	0.14	21000	G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.551	22000	G	2008
						From: Barracks Rd										
						To: Rugby Rd										
(3431) Rugby Rd	0.89	1900	G	98%	0%	1%	0%	0%	0%	F	0.146	F	0.880	2100	G	2008
						From: US 250										
						To: Hydraulic Rd										
(3431) Brandywine Dr	0.07	3600	N	98%	0%	1%	0%	0%	0%	N	0.117	N	0.623	3900	N	2008
						From: Hydraulic Rd										
						To: Greenbrier Dr										
(3431) Brandywine Dr	0.95	3600	G	98%	0%	1%	0%	0%	0%	C	0.117	F	0.623	3900	G	2008
						From: Greenbrier Dr										
						To: Brandywine Dr										
(3431) Greenbrier Dr	0.33	3200	G	99%	0%	1%	0%	0%	0%	C	0.141	F	0.67	3400	G	2008
						From: Tarleton Dr										
						To: NCL Charlottesville										
(3433) Arlington Blvd	0.34	8900	G	97%	0%	2%	0%	0%	0%	F	0.093	F	0.669	9600	G	2008
						From: Massie Rd										
						To: Emmet St										
(3435) Barracks Rd	0.50	17000	G	99%	0%	1%	0%	0%	0%	F	0.077	F	0.509	18000	G	2008
						From: Rugby Rd										
						To: Emmet St										
(3435) Barracks Rd	0.37	20000	G	99%	0%	1%	0%	0%	0%	C	0.094	F	0.604	22000	G	2008
						From: WCL Charlottesville										
						To: US 250										
(3437) Meadowbrook Heights	0.67	1600	G	98%	0%	1%	0%	0%	0%	C	0.146	F	0.613	1700	G	2008
						From: Yorktown Dr										
						To: US 250										
(3439) Hydraulic Rd	0.07	30000	G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.597	33000	G	2008
						From: US 250										
						To: Mitchie Dr										
(3439) Hydraulic Rd	0.28	30000	G	98%	0%	1%	0%	1%	0%	C	0.085	F	0.563	32000	G	2008
						From: US 29 Emmett St										
						To: US 250 University Ave										
14th St		6400	G								0.077	F		6900	G	2008
						From: Sadler St										
						To: Henry Ave										
Albemarle St		230	G								0.163	F		250	G	2008
						From: Concord Ave										
						To: Amherst St										
Augusta St		170	G								0.126	F		180	G	2008
						From: Dead End										
						To:										

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Azalea Dr		190	G								0.1	F		200	G	2008
Banbury St		110	G								0.123	F		120	G	2008
Birdwood Rd		430	G								0.162	F		460	G	2008
Blenheim Ave		260	G								0.125	F		270	G	2008
Brandywine Dr		370	G								0.125	F		400	G	2008
Cleveland Ave		3100	G								0.102	F		3400	G	2008
Coleman St		240	G								0.112	F		260	G	2008
Dice St		1100	G								0.145	F		1200	G	2008
Essex Rd		1000	G								0.149	F		1100	G	2008
Evergreen Ave		260	G								0.137	F		280	G	2008
Fendall Ave		170	G								0.133	F		190	G	2008
Grove St		390	G								0.081	F		420	G	2008
Hampton St		310	G								0.1	F		330	G	2008
Hessian Rd		90	G								0.131	F		100	G	2008
Hilltop Rd		340	G								0.12	F		370	G	2008
Holmes Ave		2200	G								0.127	F		2300	G	2008
John St		1800	G								0.087	F		1900	G	2008
Kent Rd		150	G								0.113	F		170	G	2008
Kerry Lane		300	G								0.136	F		320	G	2008

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<b>City of Charlottesville</b>																
Lee St		5600	G				From: Jefferson Park Ave			0.088	F		6000	G	2008	
							To: 11th St									
Lewis Mountain Rd		660	G				From: Lewis Mountain Circle			0.094	F	0.567	710	G	2008	
							To: Cameron Lane									
Linden St		2300	G				From: Nassau St			0.098	F		2500	G	2008	
							To: Monticello Rd									
McElroy Dr		150	G				From: Marion Ct			0.109	F		160	G	2008	
							To: Troost Ct									
Meadowbrook Heights R		570	G				From: Meadowbrook Ct			0.130	F		620	G	2008	
							To: Yorktown Dr									
Meadowbrook Rd		330	G				From: Morton Dr			0.116	F		350	G	2008	
							To: Hilltop Rd									
Michael Pl		490	G				From: Wilson Ct			0.13	F		530	G	2008	
							To: Brandywine Dr									
Minor Rd		110	G				From: Alderman Rd			0.123	F		120	G	2008	
							To: Bolling Wood Rd									
Monte Vista Ave		630	G				From: Middleton Lane			0.115	F		670	G	2008	
							To: Laurel St									
Monticello Rd		2200	G				From: Elliot Ave			0.092	F		2400	G	2008	
							To: Montrose Ave									
Morris Rd		130	G				From: Twyman Rd			0.156	F		140	G	2008	
							To: Alderman Rd									
Oxford Rd		390	G				From: Rugby Rd			0.102	F		420	G	2008	
							To: Welford St.									
Palantine Ave		170	G				From: Avon St.			0.167	F		180	G	2008	
							To: Rialto St.									
Palatine Ave		850	G				From: Monticello Ave			0.13	F		910	G	2008	
							To: Castalia St									
Park Rd		310	G				From: Jefferson Park Ave			0.112	F		340	G	2008	
							To: Brunswick Rd									
Park St		11000	G				From: Cutler Lane			0.092	F		12000	G	2008	
							To: Melbourne Rd									
Ridge Rd		2600	G				From: Lankford Ave			0.088	F		2800	G	2008	
							To: Barksdale St									
River Ct		180	G				From: River Rd			0.105	F		200	G	2008	
							To: Dead End									
River Vista Ave		230	G				From: St Clair Ave			0.123	F		250	G	2008	
							To: Coleman St									



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Rives St		730	G			From: Vine St				0.118	F			790	G	2008
						To: Midland St										
Saint Clair Ave		330	G			From: Saint George Ave				0.122	F			350	G	2008
						To: Smith St										
Second St		840	G			From: Wine St				0.12	F			900	G	2008
						To: Northwood Cir										
Shamrock Rd		2300	G			From: Broad Ave				0.096	F			2500	G	2008
						To: Mulberry Ave										
Spottswood Rd		210	G			From: Meadowbrook Rd				0.101	F			230	G	2008
						To: Blue Ridge Rd										
Stonefield Ave		80	G			From: Mason Lane				0.165	F			80	G	2008
						To: Rugby Ave										
Sunset Rd		260	G			From: Stribling Ave				0.095	F			290	G	2008
						To: Sunset Ave										
Thompson Rd		660	G			From: Alderman Rd				0.110	F	0.592		700	G	2008
						To: Fauquier Rd										
Westview Rd		360	G			From: Cottage Lane				0.122	F			390	G	2008
						To: Rosser Lane										
Westwood Rd		200	G			From: Rose Hill Dr				0.123	F			210	G	2008
						To: Greenway Rd										