

**2011**  
**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  
2011  
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	0.099	F	0.717	16000	G
							To: Altavista Ave									
20 Monticello Ave	City of Charlottesville	0.28	14000	G	98%	0%	1%	0%	1%	0%	F	0.098	F	0.64	15000	G
							From: Meridian Ave									
20 Monticello Ave	City of Charlottesville	0.35	9200	G	98%	0%	1%	0%	1%	0%	C	0.099	F	0.625	9900	G
							To: Avon St									
20 Avon St	City of Charlottesville	0.41	15000	G	98%	0%	1%	0%	1%	0%	F	0.095	F	0.612	15000	G
							From: Market Street									
20 Bus 250 9th St	City of Charlottesville	0.12	14000	G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.607	15000	G
							To: US 250 High St									
20 Bus 250 High St	City of Charlottesville	0.23	11000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.581	11000	G
							From: 11th ST									
20 Bus 250 High St	City of Charlottesville	0.21	10000	G	99%	0%	0%	0%	0%	0%	C	0.088	F	0.623	11000	G
							To: Gillespie Ave									
20 Bus 250 High St	City of Charlottesville	0.45	20000	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.589	21000	G
							From: US 250 & BUS US 250									
20 250 Long St	City of Charlottesville	0.06	38000	N	98%	0%	1%	0%	0%	0%	N	0.081	N	0.506	42000	N
							To: ECL Charlottesville									
							From: WCL Charlottesville									
29 250 Monacan Trail Rd	City of Charlottesville	0.35	37000	G	97%	0%	1%	1%	2%	0%	F	NA		39000	G	
							To: Bus US 29									
							From: US 250, Bus US 29									
29 Emmet St	City of Charlottesville	0.37	51000	G	97%	0%	1%	1%	2%	0%	F	NA		53000	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	0.101	F	0.578	15000	G
							To: SCL Charlottesville									
Bus 29 Fontaine Ave	City of Charlottesville	0.42	13000	G	97%	0%	1%	1%	0%	0%	C	0.092	F	0.533	14000	G
							To: Jefferson Park Ave									
							From: Fontaine Ave									
Bus 29 Jefferson Park Ave	City of Charlottesville	0.69	14000	G	97%	0%	1%	1%	0%	0%	F	0.082	F	0.61	15000	G
							To: Emmet St									
							From: Jefferson Park Ave									
Bus 29 Emmet St	City of Charlottesville	0.53	14000	G	97%	0%	1%	1%	0%	0%	F	0.076	F	0.510	15000	G
							To: Ivy Rd									
Bus 29 Emmet St	City of Charlottesville	0.55	25000	G	98%	0%	1%	1%	0%	0%	C	0.073	F	0.551	27000	G
							To: Arlington Blvd									

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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 29 Emmet St	From: Arlington Blvd City of Charlottesville	0.45	25000	G	98%	0%	1%	1%	0%	0%	F	0.074	F	0.564	26000	G
Bus 29 Emmet St	To: Barracks Rd From: City of Charlottesville	0.40	32000	G	98%	0%	1%	1%	0%	0%	F	0.078	F	0.554	34000	G
Bus 29 Emmet St	To: US 250 Bypass															
East 64	From: WCL Charlottesville City of Charlottesville (Maint: 02)	0.17	21000	G	89%	1%	1%	1%	9%	0%	F	NA		19000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		41000	G	89%	1%	1%	0%	9%	0%	F	NA		39000	G	
	To: ECL Charlottesville															
West 64	From: WCL Charlottesville City of Charlottesville (Maint: 02)	0.20	19000	A	89%	1%	1%	0%	9%	0%	F	0.116	A	20000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		41000	G	89%	1%	1%	0%	9%	0%	F	NA		39000	G	
	To: ECL Charlottesville															
250 29 Monacan Trail Rd	From: WCL Charlottesville City of Charlottesville	0.35	37000	G	97%	0%	1%	1%	2%	0%	F	NA		39000	G	
250	To: US 29, Emmet St From: City of Charlottesville	0.32	23000	G	98%	0%	1%	0%	0%	0%	F	0.105	F	0.531	26000	G
250	To: 104-3431 Hydraulic Rd From: City of Charlottesville	0.42	43000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.522	48000	G
250	To: Dairy Rd From: City of Charlottesville	0.60	41000	F	98%	0%	1%	0%	0%	0%	C	0.097	B	0.52	46000	F
250	To: Rugby Ave E Int From: City of Charlottesville	0.33	41000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.518	46000	G
250	To: McIntire Rd From: City of Charlottesville	0.27	36000	G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.545	41000	G
250	To: Park St From: City of Charlottesville	0.26	40000	G	98%	0%	1%	0%	0%	0%	F	0.082	F	0.531	44000	G
250 Long St	To: Locust Ave From: City of Charlottesville	0.49	38000	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.506	42000	G
250 20 Long St	To: Bus US 250 High St From: City of Charlottesville	0.06	38000	N	98%	0%	1%	0%	0%	0%	N	0.081	N	0.506	42000	N
	To: ECL Charlottesville															
Bus 250 Ivy Rd	From: WCL Charlottesville City of Charlottesville	0.50	13000	G	98%	0%	1%	0%	0%	0%	F	0.080	F	0.524	14000	G
Bus 250 University Ave	To: Bus US 29 Emmet St From: City of Charlottesville	0.28	14000	G	96%	1%	3%	0%	0%	0%	F	0.071	F	0.513	15000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		20000	G	96%	1%	2%	0%	0%	0%	F	0.075	F	0.516	21000	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 City of Charlottesville	0.12	14000	G	96%	1%	3%	0%	0%	0%	F	0.074	F	0.517	15000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		19000	G	96%	1%	2%	0%	0%	0%	F	0.077	F	0.556	21000	G
Bus 250 University Ave	To: Chancellor St From: City of Charlottesville	0.19	14000	G	96%	1%	3%	0%	0%	0%	F	0.074	F	0.501	15000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		19000	G	96%	1%	2%	0%	0%	0%	F	0.076	F	0.543	20000	G
Bus 250 Main St	To: C&O RR Crossing From: City of Charlottesville	0.09	14000	G	99%	0%	0%	0%	0%	0%	F	0.069	F	0.507	15000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		20000	G	99%	0%	1%	0%	0%	0%	F	0.074	F	0.504	21000	G
Bus 250 Main St	To: Jefferson Park Ave From: City of Charlottesville	0.73	14000	G	96%	1%	3%	0%	0%	0%	C	0.074	F	0.574	15000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		35000	G	97%	1%	2%	0%	0%	0%	C	0.083	F	0.551	37000	G
Bus 250 McIntire Rd	To: McIntire Rd From: City of Charlottesville	0.22	23000	G	99%	0%	0%	0%	0%	0%	F	NA		25000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		28000	G	99%	0%	1%	0%	0%	0%	F	NA		31000	G	
Bus 250 McIntire Rd	To: 104-3405, Bus US 250 Par From: City of Charlottesville	0.03	23000	N	99%	0%	0%	0%	0%	0%	N	NA		25000	N	
Bus 250 Market St	To: Preston Ave From: City of Charlottesville	0.53	9900	G	99%	0%	0%	0%	0%	0%	F	0.084	F	0.567	11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		17000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.575	18000	G
Bus 250 20 9th St	To: SR 20 9th St; Avon St From: City of Charlottesville	0.12	14000	G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.607	15000	G
Bus 250 20 High St	To: High St From: City of Charlottesville	0.23	11000	G	99%	0%	0%	0%	0%	0%	F	0.088	F	0.581	11000	G
Bus 250 20 High St	To: 11th St From: City of Charlottesville	0.21	10000	G	99%	0%	0%	0%	0%	0%	C	0.088	F	0.623	11000	G
Bus 250 20 High St	To: Gillespie Ave From: City of Charlottesville	0.45	20000	G	99%	0%	0%	0%	0%	0%	F	0.085	F	0.589	21000	G
Bus 250 Rugby Rd	To: Long St From: City of Charlottesville	0.38	5600	G	98%	0%	1%	0%	0%	0%	F	NA		6000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		28000	G	99%	0%	1%	0%	0%	0%	F	NA		31000	G	
	To: Grady Ave															

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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 Grady Ave	From: Rugby Rd City of Charlottesville	0.57	<b>5300</b>	<b>G</b>	98%	0%	1%	0%	0%	0%	F	0.092	F	0.504	5700	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>19000</b>	<b>G</b>	96%	1%	2%	0%	0%	0%	F	0.076	F	0.543	20000	G
Bus 250 Preston Ave	To: Preston Ave From: Grady Ave City of Charlottesville	0.51	<b>21000</b>	<b>G</b>	98%	0%	1%	0%	0%	0%	C	0.086	F	0.525	23000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>35000</b>	<b>G</b>	97%	1%	2%	0%	0%	0%	C	0.083	F	0.551	37000	G
Bus Bus 250 250 McIntire Rd	To: Market St From: City of Charlottesville	0.03	<b>23000</b>	<b>N</b>	99%	0%	0%	0%	0%	0%	N	NA		25000	N	
Bus 250 High St	To: Preston Ave From: 9th St City of Charlottesville	0.54	<b>6700</b>	<b>G</b>	98%	0%	1%	0%	0%	0%	F	0.092	F	0.585	7200	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			<b>17000</b>	<b>G</b>	99%	0%	1%	0%	0%	0%	F	0.087	F	0.575	18000	G

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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>																
① 10th St	0.28	NA									NA			NA		
			From:	Water St												
			To:	Bus US 250												
② Garret St	0.45	3100	G	97%	1%	2%	0%	1%	0%	C	0.088	F	0.569	3300	G	2011
			From:	Ridge St												
			To:	Avon St												
③ Kenwood Lane	0.50	610	G	97%	0%	2%	0%	0%	0%	C	0.129	F	0.554	640	G	2011
			From:	Meadowbrook Heights Rd												
			To:	Melbourne Rd												
④ Lane Rd	0.39	1900	G	88%	2%	8%	2%	1%	0%	C	0.102	F	0.585	2100	G	2011
			From:	Jefferson Park Ave												
			To:	Lee St												
⑤ Millmont St	0.46	12000	G	99%	0%	1%	0%	0%	0%	C	0.094	F	0.623	13000	G	2011
			From:	Arlington Blvd												
			To:	Barracks Rd												
⑥ Yorktown Dr	0.31	1100	G	99%	0%	1%	0%	0%	0%	F	0.131	F	0.598	1200	G	2011
			From:	Meadowbrook Hghts												
			To:	Brandywine Dr												
⑦ McCormick Rd	0.27	4700	G	89%	1%	9%	0%	0%	0%	C	0.097	F	0.567	5000	G	2011
			From:	Alderman Rd												
			To:	Emmet St												
⑦ McCormick Rd	0.42	3600	G	89%	1%	9%	0%	0%	0%	F	0.119	F	0.537	3800	G	2011
			From:	Emmet St												
			To:	University Ave												
⑧ Melbourne Rd	0.08	690	G	97%	0%	2%	0%	0%	0%	F	0.132	F	0.532	730	G	2011
			From:	104-3412 Grove Rd												
			To:	Kenwood Lane												
⑨ Massie Rd	0.96	6500	G	96%	0%	3%	0%	0%	0%	C	0.114	F	0.540	6900	G	2011
			From:	Bus US 29 Emmet St												
			To:	Arlington Blvd												
③400 Cleveland Ave	0.23	3300	G	98%	0%	2%	0%	0%	0%	C	0.105	F	0.572	3400	G	2011
			From:	Jefferson Park Ave												
			To:	Cherry Ave												
③400 Cherry Ave	0.85	5700	G	98%	0%	2%	0%	0%	0%	C	0.099	F	0.589	5900	G	2011
			From:	Cleveland Ave												
			To:	Spring St												
③400 Cherry Ave	0.68	6000	G	98%	0%	2%	0%	0%	0%	F	0.089	F	0.613	6200	G	2011
			From:	Spring St												
			To:	Ridge St												
③400 Cherry Ave	0.25	12000	G	98%	0%	2%	0%	0%	0%	F	0.088	F	0.570	12000	G	2011
			From:	Ridge St												
			To:	1St Street												
③400 Elliot Ave	0.28	11000	G	98%	0%	2%	0%	0%	0%	C	0.088	F	0.569	12000	G	2011
			From:	1St Street												
			To:	Avon St												
③400 Elliot Ave	0.39	3200	G	98%	0%	2%	0%	0%	0%	F	0.089	F	0.579	3300	G	2011
			From:	Avon St												
			To:	Monticello Ave												
③401 Old Lynchburg Rd	0.65	4400	G	99%	0%	1%	0%	0%	0%	C	0.101	F	0.662	4600	G	2011
			From:	SCL Charlottesville												
			To:	Jefferson Park Ave												
③402 Monticello Ave	0.49	NA									NA			NA		
			From:	Ridge St												
			To:	SR 20 Avon St												
③403 Harris Rd	0.63	3400	G	98%	0%	1%	0%	0%	0%	C	0.112	F	0.601	3600	G	2011
			From:	5th St												
			To:	Jefferson Park Ave												
③403 Jefferson Park Ave	0.27	3700	G	98%	0%	1%	0%	0%	0%	F	0.114	F	0.670	3900	G	2011
			From:	Harris Rd												
			To:	Old Lynchburg Rd												

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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>																
(3403) Jefferson Park Ave	0.16	8200	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.682	8500	G	2011
						From: Old Lynchburg Rd										
						To: Cleveland Ave										
(3403) Jefferson Park Ave	0.38	10000	G	99%	0%	1%	0%	0%	0%	C	0.094	F	0.631	11000	G	2011
						From: Bus US 29; Fontaine Ave										
						To: Bus US 29; Fontaine Ave										
(3403) Maury Ave	0.21	6900	G	99%	0%	1%	0%	0%	0%	F	0.101	F	0.608	7400	G	2011
						From: Stadium Rd										
(3403) Alderman Rd	0.05	7500	G	95%	0%	3%	2%	0%	0%	C	0.097	F	0.503	8000	G	2011
						From: Thompson Rd										
(3403) Alderman Rd	0.42	10000	G	95%	0%	3%	2%	0%	0%	F	0.100	F	0.577	11000	G	2011
						From: Bus US 250; Ivy Rd										
						To: 9th St										
(3404) E Market St	0.48	5700	G	98%	0%	1%	0%	0%	0%	C	0.1	F	0.651	5800	G	2011
						From: Meade Ave										
						To: SCL Charlottesville										
(3405) 5th St	1.42	17000	G	98%	0%	1%	0%	0%	0%	C	0.095	F	0.612	18000	G	2011
						From: Cherry Ave										
						To: Cherry St										
(3405) Ridge St	0.22	15000	G	98%	0%	1%	0%	0%	0%	C	0.083	F	0.624	16000	G	2011
						From: Dice St										
(3405) Ridge St	0.17	21000	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.630	23000	G	2011
						From: Main St										
						To: US 250 Bus Preston Ave										
(3405) McIntire Rd	0.64	14000	G	97%	0%	1%	1%	1%	0%	F	0.087	F	0.562	15000	G	2011
						From: Harris St										
(3405) McIntire Rd	0.18	19000	G	97%	0%	1%	1%	1%	0%	C	0.080	F	0.53	20000	G	2011
						From: US 250 Bypass										
						To: Bus US 250										
(3406) Water St	0.32	5000	G	94%	1%	5%	0%	0%	0%	C	0.089	F	0.519	5300	G	2011
						From: 4th St										
(3406) Water St	0.32	4600	G	94%	1%	5%	0%	0%	0%	F	0.097	F	0.585	4700	G	2011
						From: 10th St										
						To: SCL Charlottesville										
(3407) Avon St	0.20	11000	G	97%	0%	2%	0%	0%	0%	C	0.097	F	0.675	12000	G	2011
						From: Rockland Ave										
(3407) Avon St	0.50	13000	G	97%	0%	2%	0%	0%	0%	F	0.089	F	0.621	14000	G	2011
						From: Monticello Ave										
						To: Monticello Ave										
(3409) Carlton Rd	0.46	7500	G	97%	0%	2%	0%	1%	0%	C	0.092	F	0.575	8000	G	2011
						From: Meade Ave										
						To: Carlton Rd										
(3409) Meade Ave	0.17	9300	G	97%	0%	2%	0%	1%	0%	F	0.081	F	0.589	9900	G	2011
						From: E Market St										
(3409) Meade Ave	0.46	10000	G	97%	0%	2%	0%	1%	0%	F	0.082	F	0.557	11000	G	2011
						From: High St E										
						To: Emmet St										
(3410) Jefferson Park Ave	0.57	14000	G	95%	0%	3%	0%	0%	0%	C	0.081	F	0.608	14000	G	2011
						From: Main St										
						To: Cherry Ave										
(3411) Shamrock Rd	0.42	2900	G	99%	0%	0%	0%	0%	0%	C	0.104	F	0.622	3000	G	2011
						From: Jefferson Park Ave										
						To: Bus US 250										
(3412) Locust Ave	0.29	7100	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.634	7600	G	2011
						From: Hazel St										

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Charlottesville</b>																
(3412) Locust Ave	0.25	7400	G	99%	0%	1%	0%	0%	0%	C	0.095	F	0.639	7900	G	2011
			From: Hazel St													
			To: US 250													
(3412) Locust Ave	0.21	3700	G	99%	0%	1%	0%	0%	0%	F	0.119	F	0.703	4000	G	2011
			From: Calhoun St													
			To: Locust Ave													
(3412) Calhoun St	0.22	3600	G	99%	0%	1%	0%	0%	0%	C	0.136	F	0.646	3800	G	2011
			From: Sheridan Ave													
			To: Calhoun St													
(3412) Sheridan Ave	0.04	3500	G	99%	0%	1%	0%	0%	0%	F	0.125	F	0.66	3800	G	2011
			From: North Ave													
			To: Sheridan Ave													
(3412) North Ave	0.30	3400	G	98%	0%	1%	0%	0%	0%	C	0.119	F	0.661	3700	G	2011
			From: Park St													
(3412) Melbourne Rd	0.77	2400	G									NA		2600	G	2011
			From: Grove Rd													
			To: Melbourne Rd													
(3412) Grove Rd	0.31	1300	G	96%	0%	3%	1%	0%	0%	C	0.154	F	0.526	1400	G	2011
			From: Concord Dr													
(3412) Grove Rd	0.38	3100	G	96%	0%	2%	1%	0%	0%	C	0.166	F	0.504	3300	G	2011
			From: US 250 Bypass													
(3412) Dairy Rd	0.40	1900	G	98%	0%	1%	0%	0%	0%	C	0.118	F	0.621	2000	G	2011
			From: Rugby Rd													
(3413) 2nd Street South East	0.25	3700	G	97%	1%	1%	0%	0%	0%	C	0.091	F		4000	G	2011
			From: E South St													
			To: E Water St													
(3414) Rugby Ave	0.52	1900	G	98%	0%	1%	0%	0%	0%	C	0.1	F	0.516	2000	G	2011
			From: Rugby Rd													
			To: Rose Hill Dr													
(3414) Rugby Ave	0.36	6400	G	98%	0%	1%	0%	0%	0%	F	0.107	F	0.676	6900	G	2011
			From: US 250 Bypass													
(3416) Angus Rd	0.38	2600	G	97%	0%	1%	1%	0%	0%	C	0.108	F	0.558	2900	G	2011
			From: Ricky Rd													
			To: Emmet St													
(3417) Stadium Rd	0.51	3200	G	96%	0%	4%	0%	0%	0%	C	0.093	F	0.581	3400	G	2011
			From: Maury Ave													
			To: Emmet St													
(3418) South St	0.22	1900	G	99%	0%	1%	0%	0%	0%	C	0.091	F		2100	G	2011
			From: 2nd St													
			To: Water St													
(3419) 7th Street NE	0.16	1000	G	98%	0%	1%	0%	0%	0%	C	0.101	F	0.725	1100	G	2011
			From: Market St													
			To: High St													
(3421) Park St	0.34	11000	G	99%	0%	1%	0%	0%	0%	F	0.101	F	0.608	11000	G	2011
			From: High St													
			To: Evergreen Ave													
(3421) Park St	0.34	12000	G	99%	0%	1%	0%	0%	0%	C	0.072	F	0.849	13000	G	2011
			From: Evergreen Ave													
			To: US 250													
(3421) Park St	0.25	20000	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.527	20000	G	2011
			From: US 250													
			To: 104-3412 North Ave													
(3423) 9th 10th Connector	0.28	12000	G	98%	0%	2%	0%	0%	0%	C	0.089	F	0.658	13000	G	2011
			From: Cherry Ave													
			To: US 250 Main St													
(3423) 10th St	0.44	7800	G	98%	0%	1%	0%	0%	0%	C	0.104	F	0.595	8400	G	2011
			From: US 250 Main St													
			To: Grady Ave													

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Charlottesville</b>																
(3423) 10th St	0.04	2600	G	98%	0%	1%	0%	0%	0%	F	0.096	F		2800	G	2011
(3425) 14th St	0.46	5100	G	96%	1%	3%	0%	0%	0%	C	0.096	F	0.569	5600	G	2011
(3425) Madison Ave	0.27	3500	G	94%	0%	6%	0%	0%	0%	F	0.096	F	0.593	3700	G	2011
(3425) Madison Ave	0.32	220	G	94%	0%	6%	0%	0%	0%	C	0.144	F	0.581	230	G	2011
(3427) Rugby Rd	0.49	5300	G	99%	0%	0%	0%	0%	0%	C	0.097	F	0.557	5600	G	2011
(3429) Rose Hill Dr	0.65	7000	G	97%	1%	2%	0%	0%	0%	C	0.104	F	0.713	7500	G	2011
(3431) Preston Ave	0.23	13000	G	98%	0%	1%	0%	0%	0%	F	0.08	F	0.518	14000	G	2011
(3431) Preston Ave	0.28	15000	G	98%	0%	1%	0%	0%	0%	C	0.081	F	0.518	16000	G	2011
(3431) Rugby Rd	0.14	19000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.549	21000	G	2011
(3431) Rugby Rd	0.89	1900	G	98%	0%	1%	0%	0%	0%	F	0.125	F	0.893	2000	G	2011
(3431) Brandywine Dr	0.07	3300	N	98%	0%	1%	0%	0%	0%	N	0.124	N	0.607	3500	N	2011
(3431) Brandywine Dr	0.95	3300	G	98%	0%	1%	0%	0%	0%	C	0.124	F	0.607	3500	G	2011
(3431) Greenbrier Dr	0.33	3100	G	98%	0%	1%	0%	0%	0%	C	0.124	F	0.603	3200	G	2011
(3431) Greenbrier Dr	0.44	2900	G	98%	1%	1%	0%	0%	0%	C	0.117	F	0.55	3000	G	2011
(3433) Arlington Blvd	0.34	8200	G	96%	0%	3%	0%	0%	0%	F	0.092	F	0.66	8800	G	2011
(3435) Barracks Rd	0.50	16000	G	99%	0%	1%	0%	0%	0%	F	0.083	F	0.524	18000	G	2011
(3435) Barracks Rd	0.37	19000	G	99%	0%	1%	0%	0%	0%	C	0.085	F	0.618	20000	G	2011
(3437) Meadowbrook Heights	0.67	1000	G	99%	0%	1%	0%	0%	0%	C	0.134	F	0.678	1100	G	2011
(3439) Hydraulic Rd	0.35	29000	G	98%	0%	1%	0%	0%	0%	C	0.088	F	0.565	31000	G	2011
14th St		6100	G								0.086	F	0.522	6500	G	2011
Albemarle St		170	G								NA			180	G	2011

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Charlottesville</b>																
Augusta St		110	G			From: Amherst St					NA			120	G	2011
						To: Dead End										
Azalea Dr		250	G			From: Garden Dr					NA			280	G	2011
						To: Jefferson Park Ave										
Banbury St		220	G			From: Greenbrier Dr				0.118	F	0.544		230	G	2011
						To: Tarleton Dr										
Birdwood Rd		320	G			From: US 250 Bypass					NA			340	G	2011
						To: Edge Hill Rd										
Blenheim Ave		240	G			From: Castalia St					NA			260	G	2011
						To: Monticello Ave										
Brandywine Dr		330	G			From: Marie Pl					NA			350	G	2011
						To: Melissa Pl										
Cleveland Ave		2900	G			From: Jefferson Park Ave					NA			3200	G	2011
						To: Hammond St										
Coleman St		240	G			From: Belleview Ave					NA			250	G	2011
						To: St George Ave										
Dice St		800	G			From: 7th St					NA			840	G	2011
						To: 6th St										
Essex Rd		370	G			From: Brandywine Dr				0.147	F	0.702		410	G	2011
						To: Meadowbrook Heights Rd										
Evergreen Ave		230	G			From: Park St.					NA			250	G	2011
						To: Lyons Ct.										
Fendall Ave		230	G			From: Fendall Terrace					NA			250	G	2011
						To: Winston Terrace										
Grove St		280	G			From: 10th St					NA			300	G	2011
						To: Jones St										
Hampton St		310	G			From: Rives St					NA			330	G	2011
						To: Nassau Street										
Hessian Rd		80	G			From: Barracks Rd					NA			90	G	2011
						To: Blue Ridge Rd										
Hilltop Rd		260	G			From: Blue Ridge Rd					NA			270	G	2011
						To: Meadowbrook Rd										
Holmes Ave		2000	G			From: North Ave					NA			2100	G	2011
						To: Elizabeth Ave										
John St		1300	G			From: 13th Street					NA			1400	G	2011
						To: 14th Street										
Kent Rd		110	G			From: Alderman Rd					NA			120	G	2011
						To: Minor Rd										

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Charlottesville</b>																
Kerry Lane		300	G			From: Greenbrier Dr					NA			310	G	2011
						To: Hillwood Pl										
Lee St		6500	G			From: Jefferson Park Ave				0.083	F	0.896	6900	G	2011	
						To: 11th St										
Lewis Mountain Rd		560	G			From: Lewis Mountain Circle					NA		590	G	2011	
						To: Cameron Lane										
Linden St		2000	G			From: Nassau St					NA		2200	G	2011	
						To: Monticello Rd										
McElroy Dr		140	G			From: Marion Ct					NA		140	G	2011	
						To: Troost Ct										
Meadowbrook Heights Rd		540	G			From: Meadowbrook Ct					NA		580	G	2011	
						To: Yorktown Dr										
Meadowbrook Rd		340	G			From: Morton Dr					NA		360	G	2011	
						To: Hilltop Rd										
Michael Pl		530	G			From: Wilson Ct				0.161	F	0.503	570	G	2011	
						To: Brandywine Dr										
Minor Rd		120	G			From: Alderman Rd				0.146	F	0.615	120	G	2011	
						To: Bolling Wood Rd										
Monte Vista Ave		380	G			From: Middleton Lane					NA		400	G	2011	
						To: Jefferson Park Ave										
Monticello Rd		2000	G			From: Elliot Ave					NA		2200	G	2011	
						To: Montrose Ave										
Morris Rd		150	G			From: Twyman Rd				0.168	F	0.8	160	G	2011	
						To: Alderman Rd										
Oxford Rd		290	G			From: Rugby Rd					NA		310	G	2011	
						To: Welford St.										
Palantine Ave		170	G			From: Avon St.					NA		180	G	2011	
						To: Rialto St.										
Palatine Ave		830	G			From: Monticello Ave					NA		900	G	2011	
						To: Castalia St										
Park Rd		280	G			From: Jefferson Park Ave					NA		290	G	2011	
						To: Brunswick Rd										
Park St		10000	G			From: Cutler Lane					NA		11000	G	2011	
						To: Melbourne Rd										
Ridge Rd		2200	G			From: Lankford Ave					NA		2400	G	2011	
						To: Barksdale St										
River Ct		120	G			From: River Rd					NA		130	G	2011	
						To: Dead End										



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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Charlottesville</b>																
River Vista Ave		210	G											220	G	2011
Rives St		680	G											740	G	2011
Saint Clair Ave		270	G											290	G	2011
Second St		820	G											890	G	2011
Shamrock Rd		2600	G											2900	G	2011
Spottswood Rd		160	G							0.167	F	0.639		170	G	2011
Stonefield Ave		60	G											60	G	2011
Sunset Rd		240	G											250	G	2011
Thompson Rd		610	G											640	G	2011
Westview Rd		360	G											380	G	2011
Westwood Rd		210	G											220	G	2011