

2014
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.

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

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

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

Glossary of Terms:

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

Length: Length of the traffic segment in miles.

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

QA: Quality of AADT:

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

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

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

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

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

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

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

QC: Quality of Classification Data:

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

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

QK: Quality of the K Factor estimate:

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

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

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

QW: Quality of AAWDT:

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

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

Route Shield Legend

Route Systems

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

Special Routes

- Bus
 Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
- ALT
 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
2014
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	14000	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.635	15000	G
	To: Altavista Ave															
(20) Monticello Ave	City of Charlottesville	0.28	14000	G	98%	0%	1%	0%	0%	0%	F	0.103	F	0.642	15000	G
	To: Meridian Ave															
(20) Monticello Ave	City of Charlottesville	0.35	8500	G	98%	0%	1%	0%	0%	0%	C	0.103	F	0.645	9100	G
	To: Avon St															
(20) Avon St	City of Charlottesville	0.41	13000	G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.61	14000	G
	To: Market Street															
(20) Bus 250 9th St	City of Charlottesville	0.12	13000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.503	14000	G
Combined Traffic Estimates for Parallel Roadways on this Route: NA																
	From: US 250 High St															
(20) Bus 250 High St	City of Charlottesville	0.23	9400	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.588	10000	G
	To: 11th ST															
(20) Bus 250 High St	City of Charlottesville	0.21	8900	G	99%	0%	1%	0%	0%	0%	C	0.089	F	0.646	9400	G
	To: Gillespie Ave															
(20) Bus 250 High St	City of Charlottesville	0.45	18000	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.599	19000	G
	To: US 250 & BUS US 250															
(20) 250 Long St	City of Charlottesville	0.06	32000	N	98%	0%	1%	0%	0%	0%	N	0.083	N	0.517	36000	N
	To: ECL Charlottesville															
	From: WCL Charlottesville															
(29) 250 Monacan Trail Rd	City of Charlottesville	0.35	37000	G	97%	0%	1%	0%	2%	0%	F	0.096	F	0.536	39000	G
	To: Bus US 29															
	From: US 250, Bus US 29															
(29) Emmet St	City of Charlottesville	0.37	60000	G	97%	0%	1%	0%	2%	0%	F	0.083	F	0.527	63000	G
	To: NCL Charlottesville															
	From: US 29															
(29) Bus Fontaine Ave Ext	City of Charlottesville (Maint: 02)	0.37	12000	G	98%	0%	1%	1%	0%	0%	C	0.092	F	0.601	13000	G
	To: SCL Charlottesville															
(29) Bus Fontaine Ave	City of Charlottesville	0.42	11000	G	97%	0%	1%	1%	0%	0%	C	0.094	F	0.628	12000	G
	To: Jefferson Park Ave															
	From: Fontaine Ave															
(29) Bus Jefferson Park Ave	City of Charlottesville	0.69	11000	G	97%	0%	1%	1%	0%	0%	F	0.08	F	0.632	12000	G
	To: Emmet St															
	From: Jefferson Park Ave															
(29) Bus Emmet St	City of Charlottesville	0.53	14000	G	97%	0%	1%	1%	0%	0%	F	0.086	F	0.516	15000	G
	To: Ivy 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 29 Emmet St	From: Ivy Rd City of Charlottesville	0.55	23000	G	98%	0%	1%	0%	0%	0%	C	0.08	F	0.553	25000	G
Bus 29 Emmet St	To: Arlington Blvd From: City of Charlottesville	0.45	23000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.519	24000	G
Bus 29 Emmet St	To: Barracks Rd From: City of Charlottesville	0.40	29000	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.511	31000	G
	To: US 250 Bypass															
East 64	From: WCL Charlottesville City of Charlottesville (Maint: 02)	0.17	17000	A	89%	1%	1%	1%	9%	0%	F	0.127	A		17000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		37000	A	89%	1%	1%	1%	9%	0%	F	NA			38000	A
	To: ECL Charlottesville															
West 64	From: WCL Charlottesville City of Charlottesville (Maint: 02)	0.20	21000	A	89%	1%	1%	1%	9%	0%	F	0.112	A		21000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		37000	A	89%	1%	1%	1%	9%	0%	F	NA			38000	A
	To: ECL Charlottesville															
250 29 Monacan Trail Rd	From: WCL Charlottesville City of Charlottesville	0.35	37000	G	97%	0%	1%	0%	2%	0%	F	0.096	F	0.536	39000	G
250	To: US 29, Emmet St From: City of Charlottesville	0.32	19000	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.501	21000	G
250	To: 104-3431 Hydraulic Rd From: City of Charlottesville	0.42	37000	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.534	41000	G
250	To: Dairy Rd From: City of Charlottesville	0.60	35000	B	98%	0%	1%	0%	0%	0%	C	0.103	A	0.560	38000	B
250	To: Rugby Ave E Int From: City of Charlottesville	0.33	34000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.535	37000	G
250	To: McIntire Rd From: City of Charlottesville	0.27	30000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.519	33000	G
250	To: Park St From: City of Charlottesville	0.26	34000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.531	38000	G
250 Long St	To: Locust Ave From: City of Charlottesville	0.49	32000	G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.517	36000	G
250 20 Long St	To: Bus US 250 High St From: City of Charlottesville	0.06	32000	N	98%	0%	1%	0%	0%	0%	N	0.083	N	0.517	36000	N
	To: ECL Charlottesville															
Bus 250 Ivy Rd	From: WCL Charlottesville City of Charlottesville	0.50	12000	G	98%	0%	0%	0%	0%	0%	F	0.076	F	0.521	12000	G
	To: Bus US 29 Emmet St															

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							2Axle	3+Axle	1Trail	2Trail						
From: Bus US 29 Emmet St																
Bus 250 University Ave	City of Charlottesville	0.28	12000	G	97%	0%	2%	0%	0%	0%	F	0.071	F	0.502	13000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	G	97%	0%	2%	0%	0%	0%	F	NA		18000	G	
To: Bus 1 US 250P, Rugby Rd																
From: Bus 250 University Ave	City of Charlottesville	0.12	12000	G	97%	0%	2%	0%	0%	0%	F	0.068	F	0.51	13000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	G	97%	0%	2%	0%	0%	0%	F	NA		18000	G	
To: Chancellor St																
From: Bus 250 University Ave	City of Charlottesville	0.19	12000	G	97%	0%	2%	0%	0%	0%	F	0.068	F	0.513	12000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			16000	G	97%	0%	2%	0%	0%	0%	F	NA		17000	G	
To: C&O RR Crossing																
From: Bus 250 Main St	City of Charlottesville	0.09	12000	G	99%	0%	1%	0%	0%	0%	F	0.072	F	0.502	13000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	G	99%	0%	1%	0%	0%	0%	F	NA		18000	G	
To: Jefferson Park Ave																
From: Bus 250 Main St	City of Charlottesville	0.73	12000	G	97%	0%	2%	0%	0%	0%	C	0.080	F	0.622	13000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			32000	G	98%	0%	1%	0%	0%	0%	C	0.085	F	0.584	34000	G
To: McIntire Rd																
From: Bus 250 McIntire Rd	City of Charlottesville	0.22	22000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.513	24000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			27000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.501	29000	G
To: 104-3405, Bus US 250 Par																
From: Bus 250 McIntire Rd	City of Charlottesville	0.03	22000	N	99%	0%	1%	0%	0%	0%	N	0.082	N	0.513	24000	N
To: Preston Ave																
From: Bus 250 Market St	City of Charlottesville	0.53	9000	G	99%	0%	1%	0%	0%	0%	F	0.083	F	0.606	9600	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			15000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.595	16000	G
To: SR 20 9th St, Avon St																
From: Bus 250 9th St	City of Charlottesville	0.12	13000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.503	14000	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA		NA		
To: High St																
From: Bus 250 High St	City of Charlottesville	0.23	9400	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.588	10000	G
To: 11th St																
From: Bus 250 High St	City of Charlottesville	0.21	8900	G	99%	0%	1%	0%	0%	0%	C	0.089	F	0.646	9400	G
To: Gillespie Ave																
From: Bus 250 High St	City of Charlottesville	0.45	18000	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.599	19000	G
To: 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	4600	G	98%	0%	1%	0%	0%	0%	F	0.103	F	0.608	4800	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			27000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.501	29000	G
Bus 250 Grady Ave	From: Grady Ave City of Charlottesville	0.57	4600	G	98%	0%	1%	0%	0%	0%	F	0.098	F	0.511	4900	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			16000	G	97%	0%	2%	0%	0%	0%	F	NA			17000	G
Bus 250 Preston Ave	From: Preston Ave City of Charlottesville	0.51	20000	G	98%	0%	1%	0%	0%	0%	C	0.09	F	0.556	21000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			32000	G	98%	0%	1%	0%	0%	0%	C	0.085	F	0.584	34000	G
Bus 250 Bus 250 McIntire Rd	From: Market St City of Charlottesville	0.03	22000	N	99%	0%	1%	0%	0%	0%	N	0.082	N	0.513	24000	N
Bus 250 High St	From: Preston Ave City of Charlottesville	0.54	6300	G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.602	6700	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			15000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.595	16000	G
			To: 9th St													

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						2Axle	3+Axle	1Trail	2Trail							
City of Charlottesville																
① 10th St	0.28	3400	G	99%	0%	1%	0%	0%	0%	C	0.111	F	0.607	3600	G	2014
② Garret St	0.45	3000	G	97%	0%	1%	1%	0%	0%	C	0.093	F	0.566	3200	G	2014
③ Kenwood Lane	0.50	570	G	98%	0%	1%	0%	0%	0%	C	0.118	F	0.620	600	G	2014
④ Lane Rd	0.39	2000	G	89%	1%	9%	1%	0%	0%	C	0.1	F	0.523	2100	G	2014
⑤ Millmont St	0.46	11000	G	98%	0%	1%	0%	0%	0%	C	0.099	F	0.626	12000	G	2014
⑥ Yorktown Dr	0.31	1100	G	98%	0%	1%	0%	0%	0%	F	0.135	F	0.59	1200	G	2014
⑦ McCormick Rd	0.27	3700	G	87%	1%	12%	0%	0%	0%	C	0.09	F	0.619	4000	G	2014
⑦ McCormick Rd	0.42	2500	G	87%	1%	12%	0%	0%	0%	F	0.128	F	0.529	2600	G	2014
⑧ Melbourne Rd	0.08	610	G	98%	0%	1%	0%	0%	0%	F	0.114	F	0.528	650	G	2014
⑨ Massie Rd	0.96	5000	G	94%	0%	5%	0%	0%	0%	C	0.123	F	0.588	5400	G	2014
③400 Cleveland Ave	0.23	2600	G	98%	0%	1%	1%	0%	0%	C	0.098	F	0.534	2700	G	2014
③400 Cherry Ave	0.85	5600	G	98%	0%	1%	0%	0%	0%	C	0.107	F	0.539	6000	G	2014
③400 Cherry Ave	0.68	6000	G	98%	0%	1%	0%	0%	0%	F	0.099	F	0.54	6400	G	2014
③400 Cherry Ave	0.25	10000	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.505	11000	G	2014
③400 Elliot Ave	0.28	10000	G	98%	0%	1%	0%	0%	0%	C	0.089	F	0.514	11000	G	2014
③400 Elliot Ave	0.39	2900	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.768	3100	G	2014
③401 Old Lynchburg Rd	0.65	2900	G	98%	0%	1%	0%	0%	0%	C	0.104	F	0.657	3100	G	2014
③402 Monticello Ave	0.49	9900	G	98%	0%	1%	0%	0%	0%	C	0.095	F	0.569	11000	G	2014
③403 Harris Rd	0.63	2700	G	98%	0%	1%	0%	0%	0%	C	0.112	F	0.566	2900	G	2014
③403 Jefferson Park Ave	0.27	2700	G	98%	0%	1%	0%	0%	0%	F	0.112	F	0.652	2900	G	2014

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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							
City of Charlottesville																
(3403) Jefferson Park Ave	0.16	5400	G	99%	0%	From: Old Lynchburg Rd To: Cleveland Ave				F	0.108	F	0.655	5800	G	2014
(3403) Jefferson Park Ave	0.38	6600	G	99%	0%	From: Cleveland Ave To: Bus US 29; Fontaine Ave				C	0.103	F	0.654	7100	G	2014
(3403) Maury Ave	0.21	4800	G	99%	0%	From: Bus US 29; Fontaine Ave To: Stadium Rd				F	0.099	F	0.688	5100	G	2014
(3403) Alderman Rd	0.05	7100	G	98%	0%	From: Stadium Rd To: Pratt Dr				C	0.1	F	0.627	7600	G	2014
(3403) Alderman Rd	0.42	8500	G	98%	0%	From: Pratt Dr To: Thompson Rd				F	0.095	F	0.681	9100	G	2014
(3404) E Market St	0.48	5100	G	98%	0%	From: Thompson Rd To: 9th St				C	0.095	F	0.652	5400	G	2014
(3405) 5th St	1.42	17000	G	97%	0%	From: Meade Ave To: SCL Charlottesville				C	0.091	F	0.644	18000	G	2014
(3405) Ridge St	0.22	14000	G	97%	0%	From: SCL Charlottesville To: Cherry Ave				C	0.091	F	0.658	15000	G	2014
(3405) Ridge St	0.17	20000	G	96%	1%	From: Cherry Ave To: Dice St				C	0.083	F	0.648	22000	G	2014
(3405) McIntire Rd	0.64	13000	G	96%	0%	From: Dice St To: Main St				F	0.087	F	0.554	14000	G	2014
(3405) McIntire Rd	0.18	17000	G	96%	0%	From: Main St To: US 250 Bus Preston Ave				C	0.081	F	0.663	19000	G	2014
(3406) Water St	0.32	5600	G	97%	0%	From: US 250 Bypass To: Bus US 250				C	0.084	F	0.641	6000	G	2014
(3406) Water St	0.32	4500	G	97%	0%	From: Bus US 250 To: 4th St				F	0.103	F	0.548	4800	G	2014
(3407) Avon St	0.20	11000	G	97%	0%	From: 4th St To: 10th St				C	0.097	F	0.660	11000	G	2014
(3407) Avon St	0.50	12000	G	97%	0%	From: 10th St To: SCL Charlottesville				F	0.09	F	0.647	13000	G	2014
(3409) Carlton Rd	0.46	7200	G	97%	0%	From: Rockland Ave To: Monticello Ave				C	0.096	F	0.6	7700	G	2014
(3409) Meade Ave	0.17	9100	G	97%	0%	From: Monticello Ave To: Meade Ave				F	0.088	F	0.558	9700	G	2014
(3409) Meade Ave	0.46	9500	G	97%	0%	From: Meade Ave To: Carlton Rd				F	0.085	F	0.515	10000	G	2014
(3410) Jefferson Park Ave	0.57	12000	G	95%	1%	From: E Market St To: High St E				C	0.075	F	0.503	13000	G	2014
(3411) Shamrock Rd	0.42	3200	G	100%	0%	From: Emmet St To: Cherry Ave				C	0.103	F	0.561	3500	G	2014
(3412) Locust Ave	0.29	5200	G	99%	0%	From: Jefferson Park Ave To: Bus US 250				F	0.104	F	0.656	5500	G	2014
						From: Bus US 250 To: Hazel St										

Virginia Department of Transportation
Traffic Engineering Division
2014
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Charlottesville

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						2Axle	3+Axle	1Trail	2Trail							
City of Charlottesville																
(3412) Locust Ave	0.25	5300	G	99%	0%	1%	0%	0%	0%	C	0.107	F	0.633	5700	G	2014
(3412) Locust Ave	0.21	3000	G	99%	0%	1%	0%	0%	0%	F	0.118	F	0.754	3200	G	2014
(3412) Calhoun St	0.22	3100	G	99%	0%	1%	0%	0%	0%	C	0.118	F	0.636	3300	G	2014
(3412) Sheridan Ave	0.04	2900	G	99%	0%	1%	0%	0%	0%	F	0.120	F	0.605	3000	G	2014
(3412) North Ave	0.30	2700	G	99%	0%	1%	0%	0%	0%	C	0.12	F	0.623	2900	G	2014
(3412) Melbourne Rd	0.77	3000	G	97%	0%	2%	0%	0%	0%	C	0.152	F	0.605	3200	G	2014
(3412) Grove Rd	0.31	1500	G	97%	0%	2%	0%	0%	0%	C	0.147	F	0.522	1600	G	2014
(3412) Grove Rd	0.38	2900	G	96%	0%	2%	1%	0%	0%	C	NA			3100	G	2014
(3412) Dairy Rd	0.40	2000	G	98%	0%	1%	0%	0%	0%	C	0.105	F	0.712	2100	G	2014
(3413) 2nd Street South East	0.25	3100	G	98%	1%	1%	0%	0%	0%	C	0.105	F		3300	G	2014
(3414) Rugby Ave	0.52	1800	G	98%	0%	1%	0%	0%	0%	C	0.097	F	0.593	1900	G	2014
(3414) Rugby Ave	0.36	5800	G	98%	0%	1%	0%	0%	0%	F	0.116	F	0.623	6200	G	2014
(3416) Angus Rd	0.38	2700	G	98%	0%	1%	1%	0%	0%	C	0.121	F	0.674	2900	G	2014
(3417) Stadium Rd	0.51	3600	G	96%	0%	3%	0%	0%	0%	C	0.098	F	0.592	3800	G	2014
(3418) South St	0.22	2000	G	98%	0%	1%	0%	0%	0%	C	0.109	F		2100	G	2014
(3419) 7th Street NE	0.16	960	G	98%	1%	1%	0%	0%	0%	C	0.117	F	0.650	1000	G	2014
(3421) Park St	0.34	10000	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.600	11000	G	2014
(3421) Park St	0.34	11000	G	99%	0%	1%	0%	0%	0%	C	0.095	F	0.63	12000	G	2014
(3421) Park St	0.25	19000	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.509	20000	G	2014
(3423) 9th 10th Connector	0.28	12000	G	99%	0%	1%	0%	0%	0%	C	0.086	F	0.656	13000	G	2014
(3423) 10th St	0.44	7300	G	98%	0%	1%	0%	0%	0%	C	0.097	F	0.598	7700	G	2014

Virginia Department of Transportation
 Traffic Engineering Division
 2014
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Charlottesville

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						2Axle	3+Axle	1Trail	2Trail							
City of Charlottesville																
(3423) 10th St	0.04	2300	G	98%	0%	1%	0%	0%	0%	F	0.095	F		2500	G	2014
						From: Grady Ave										
						To: Preston Ave										
(3425) 14th St	0.46	5200	G	96%	0%	4%	0%	0%	0%	C	0.087	F	0.542	5500	G	2014
						From: Main St										
(3425) Madison Ave	0.27	2900	G	95%	0%	4%	1%	0%	0%	F	0.102	F	0.640	3100	G	2014
						From: Grady Ave										
						To: Preston Ave										
(3425) Madison Ave	0.32	190	G	95%	0%	4%	1%	0%	0%	C	0.096	F	0.524	200	G	2014
						From: Dead End										
						To: Rose Hill Dr										
(3427) Rugby Rd	0.49	4400	G	99%	0%	1%	0%	0%	0%	C	0.097	F	0.618	4700	G	2014
						From: Grady Rd										
						To: Preston Ave										
(3429) Rose Hill Dr	0.65	6700	G	98%	0%	2%	0%	0%	0%	C	0.106	F	0.632	7200	G	2014
						From: Preston Ave										
						To: Rugby Ave										
(3431) Preston Ave	0.23	12000	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.507	13000	G	2014
						From: Grady Ave										
						To: Madison Ave										
(3431) Preston Ave	0.28	14000	G	98%	0%	1%	0%	0%	0%	C	0.08	F	0.508	15000	G	2014
						From: Rugby Rd										
						To: Preston Ave										
(3431) Rugby Rd	0.14	17000	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.548	18000	G	2014
						From: Barracks Rd										
(3431) Rugby Rd	0.89	1600	G	98%	0%	1%	0%	0%	0%	F	0.127	F	0.803	1700	G	2014
						From: US 250										
(3431) Brandywine Dr	0.07	2700	N	98%	0%	1%	0%	0%	0%	N	0.118	N	0.613	2900	N	2014
						From: Hydraulic Rd										
(3431) Brandywine Dr	0.95	2700	G	98%	0%	1%	0%	0%	0%	C	0.118	F	0.613	2900	G	2014
						From: Greenbrier Dr										
(3431) Greenbrier Dr	0.33	2500	G	98%	0%	1%	0%	0%	0%	C	0.116	F	0.651	2600	G	2014
						From: Brandywine Dr										
(3431) Greenbrier Dr	0.44	2300	G	99%	0%	1%	0%	0%	0%	C	0.13	F	0.556	2400	G	2014
						From: Tarleton Dr										
						To: NCL Charlottesville										
(3433) Arlington Blvd	0.34	6600	G	94%	0%	5%	0%	0%	0%	F	0.093	F	0.678	7000	G	2014
						From: Massie Rd										
						To: Emmet St										
(3435) Barracks Rd	0.50	15000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.514	16000	G	2014
						From: Rugby Rd										
(3435) Barracks Rd	0.37	18000	G	99%	0%	1%	0%	0%	0%	C	0.091	F	0.625	19000	G	2014
						From: Emmet St										
						To: WCL Charlottesville										
(3437) Meadowbrook Heights	0.67	1100	G	98%	0%	1%	0%	0%	0%	C	0.149	F	0.602	1200	G	2014
						From: US 250										
						To: Yorktown Dr										
(3439) Hydraulic Rd	0.35	27000	G	98%	0%	1%	0%	1%	0%	C	0.080	F	0.538	29000	G	2014
						From: US 250										
						To: US 29 Emmet St										
14th St		5600	G								0.087	F	0.517	6000	G	2014
						From: US 250 University Ave										
						To: Sadler St										
Albemarle St		140	G								0.128	F	0.523	150	G	2014
						From: Henry Ave										
						To: Concord Ave										

Virginia Department of Transportation
Traffic Engineering Division
2014
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Charlottesville

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						2Axle	3+Axle	1Trail	2Trail							
City of Charlottesville																
Augusta St		140	G			From Amherst St				0.141	F	0.667	150	G	2014	
						To Dead End										
Azalea Dr		170	G			From Garden Dr				0.134	F	0.528	180	G	2014	
						To Jefferson Park Ave										
Banbury St		80	G			From Greenbrier Dr				0.144	F	0.571	90	G	2014	
						To Tarleton Dr										
Birdwood Rd		240	G			From US 250 Bypass				0.281	F	0.869	260	G	2014	
						To Edge Hill Rd										
Blenheim Ave		220	G			From Castalia St				0.115	F	0.561	230	G	2014	
						To Monticello Ave										
Brandywine Dr		310	G			From Marie Pl				0.128	F	0.591	330	G	2014	
						To Melissa Pl										
Cleveland Ave		2800	G			From Jefferson Park Ave				NA			3000	G	2014	
						To Hammond St										
Coleman St		170	G			From Belleview Ave				0.111	F	0.546	180	G	2014	
						To St George Ave										
Dice St		750	G			From 7th St				NA			800	G	2014	
						To 6th St										
Essex Rd		460	G			From Brandywine Dr				0.134	F	0.68	490	G	2014	
						To Meadowbrook Heights Rd										
Evergreen Ave		210	G			From Park St.				0.118	F	0.724	220	G	2014	
						To Lyons Ct.										
Fendall Ave		180	G			From Fendall Terrace				0.131	F	0.679	200	G	2014	
						To Winston Terrace										
Grove St		290	G			From Jones St				0.112	F		310	G	2014	
						To 10th St										
Hampton St		360	G			From Rives St				0.094	F	0.633	390	G	2014	
						To Nassau Street										
Hessian Rd		60	G			From Barracks Rd				0.192	F	0.607	70	G	2014	
						To Blue Ridge Rd										
Hilltop Rd		190	G			From Blue Ridge Rd				0.122	F	0.6	210	G	2014	
						To Meadowbrook Rd										
Holmes Ave		1600	G			From North Ave				0.121	F	0.565	1700	G	2014	
						To Elizabeth Ave										
John St		1400	G			From 13th Street				0.097	F	0.529	1500	G	2014	
						To 14th Street										
Kent Rd		50	G			From Alderman Rd				0.196	F	0.667	60	G	2014	
						To Minor Rd										

Virginia Department of Transportation
 Traffic Engineering Division
 2014
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Charlottesville

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						2Axle	3+Axle	1Trail	2Trail							
City of Charlottesville																
Kerry Lane		280	G							0.126	F	0.537	290	G	2014	
Lee St		4400	G							0.083	F	0.502	4700	G	2014	
Lewis Mountain Rd		450	G							0.105	F	0.746	480	G	2014	
Linden St		1900	G							0.108	F	0.601	2000	G	2014	
McElroy Dr		110	G							0.141	F	0.676	120	G	2014	
Meadowbrook Heights Rd		500	G							NA			550	G	2014	
Meadowbrook Rd		290	G							0.140	F	0.560	310	G	2014	
Michael Pl		400	G							0.134	F	0.698	430	G	2014	
Minor Rd		100	G							0.123	F	0.571	110	G	2014	
Monte Vista Ave		300	G							0.12	F	0.63	310	G	2014	
Monticello Rd		1800	G							0.114	F	0.765	1900	G	2014	
Morris Rd		100	G							0.132	F	0.594	110	G	2014	
Oxford Rd		310	G							0.140	F	0.64	330	G	2014	
Palatine Ave		630	G							0.131	F	0.516	670	G	2014	
Palatine Ave		150	G							0.121	F	0.537	160	G	2014	
Park Rd		260	G							NA			270	G	2014	
Park St		9500	G							NA			10000	G	2014	
Ridge Rd		1700	G							0.087	F	0.585	1800	G	2014	
River Ct		160	G							0.114	F	0.652	170	G	2014	

Virginia Department of Transportation
 Traffic Engineering Division
 2014
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Charlottesville

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						2Axle	3+Axle	1Trail	2Trail							
City of Charlottesville																
River Vista Ave		200	G							0.122	F	0.667	210	G	2014	
Rives St		520	G							0.112	F	0.662	550	G	2014	
Saint Clair Ave		250	G							0.108	F	0.618	260	G	2014	
Second St		760	G							0.119	F	0.691	800	G	2014	
Shamrock Rd		3000	G							0.112	F	0.612	3200	G	2014	
Spottswood Rd		100	G							0.145	F	0.697	100	G	2014	
Stonefield Ave		50	G							0.173	F	0.591	60	G	2014	
Sunset Rd		220	G							0.104	F	0.5	230	G	2014	
Thomson Rd		590	G							0.101	F	0.684	630	G	2014	
Westview Rd		330	G							0.138	F	0.714	350	G	2014	
Westwood Rd		210	G							0.131	F	0.515	220	G	2014	