

**2016**  
**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  
Bypass - 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  
2016  
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%	0%	0%	F	0.097	0.615	17000	G	
							To: Altavista Ave									
20 Monticello Ave	City of Charlottesville	0.28	15000	G	98%	0%	1%	0%	0%	0%	F	0.103	0.543	16000	G	
							From: Carlton Rd									
20 Monticello Ave	City of Charlottesville	0.35	9400	G	98%	0%	1%	0%	0%	0%	C	0.093	0.588	10000	G	
							To: Avon St									
							From: Monticello Ave									
20 Avon St	City of Charlottesville	0.41	14000	G	98%	0%	1%	0%	0%	0%	F	0.095	0.723	16000	G	
							To: Market Street									
							From: Market St									
20 Bus 250 9th St	City of Charlottesville	0.12	15000	G	98%	0%	1%	0%	0%	0%	F	0.083	0.595	16000	G	
Combined Traffic Estimates for Parallel Roadways on this Route:												NA	NA	NA		
							From: US 250 High St									
20 Bus 250 High St	City of Charlottesville	0.23	12000	G	99%	0%	1%	0%	0%	0%	F	0.092	0.601	13000	G	
							From: 11th ST									
20 Bus 250 High St	City of Charlottesville	0.21	11000	G	99%	0%	1%	0%	0%	0%	C	0.088	0.625	12000	G	
							From: Gillespie Ave									
20 Bus 250 High St	City of Charlottesville	0.45	20000	G	99%	0%	1%	0%	0%	0%	F	0.089	0.583	22000	G	
							From: US 250 & BUS US 250									
20 250 Long St	City of Charlottesville	0.06	42000	N	98%	0%	1%	1%	0%	0%	N	0.089	0.546	46000	N	
							To: ECL Charlottesville									
							From: WCL Charlottesville									
29 250 Monacan Trail Rd	City of Charlottesville	0.35	38000	G	97%	0%	1%	1%	2%	0%	F	0.096	0.536	40000	G	
							To: Bus US 29									
							From: US 250, Bus US 29									
29 Emmet St	City of Charlottesville	0.37	61000	G	97%	0%	1%	1%	2%	0%	F	0.083	0.527	65000	G	
							To: NCL Charlottesville									
							From: US 29									
Bus 29 Fontaine Ave Ext	City of Charlottesville (Maint: 02)	0.37	14000	G	99%	0%	0%	0%	0%	0%	C	0.1	0.638	16000	G	
							To: SCL Charlottesville									
Bus 29 Fontaine Ave	City of Charlottesville	0.42	13000	G	98%	0%	1%	0%	0%	0%	C	0.092	0.594	14000	G	
							To: Jefferson Park Ave									
							From: Fontaine Ave									
Bus 29 Jefferson Park Ave	City of Charlottesville	0.69	12000	G	98%	0%	1%	0%	0%	0%	F	0.079	0.651	14000	G	
							To: Emmet St									
							From: Jefferson Park Ave									
Bus 29 Emmet St	City of Charlottesville	0.53	16000	G	98%	0%	1%	0%	0%	0%	F	0.079	0.504	17000	G	
							To: Ivy Rd									

Virginia Department of Transportation  
Traffic Engineering Division  
2016  
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: Ivy Rd City of Charlottesville	0.55	26000	G	99%	0%	1%	0%	0%	0%	C	0.081	0.549	28000	G	
Bus 29 Emmet St	To: Arlington Blvd From: City of Charlottesville	0.45	25000	G	99%	0%	1%	0%	0%	0%	F	0.080	0.565	27000	G	
Bus 29 Emmet St	To: Barracks Rd From: City of Charlottesville	0.40	30000	F	99%	0%	1%	0%	0%	0%	F	0.075	0.563	32000	F	
	To: US 250 Bypass															
East 64	From: WCL Charlottesville City of Charlottesville (Maint: 02)	0.17	21000	A	88%	1%	1%	1%	9%	0%	F	0.12		21000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		44000	A	89%	1%	1%	1%	9%	0%	F	0.11	A	0.52	44000	A
	To: ECL Charlottesville															
West 64	From: WCL Charlottesville City of Charlottesville (Maint: 02)	0.20	23000	A	89%	1%	1%	1%	9%	0%	F	0.11		23000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		44000	A	89%	1%	1%	1%	9%	0%	F	0.11	A	0.52	44000	A
	To: ECL Charlottesville															
250 29 Monacan Trail Rd	From: WCL Charlottesville City of Charlottesville	0.35	38000	G	97%	0%	1%	1%	2%	0%	F	0.096	0.536	40000	G	
250	To: US 29, Emmet St From: City of Charlottesville	0.32	24000	G	98%	0%	1%	1%	0%	0%	F	0.108	0.505	27000	G	
250	To: 104-3431 Hydraulic Rd From: City of Charlottesville	0.42	43000	G	98%	0%	1%	1%	0%	0%	F	0.093	0.517	47000	G	
250	To: Dairy Rd From: City of Charlottesville	0.60	40000	A	98%	0%	1%	1%	0%	0%	C	0.1	0.531	44000	A	
250	To: Rugby Ave E Int From: City of Charlottesville	0.33	41000	G	98%	0%	1%	1%	0%	0%	F	0.084	0.505	45000	G	
250	To: McIntire Rd From: City of Charlottesville	0.27	44000	G	98%	0%	1%	1%	0%	0%	F	0.082	0.527	49000	G	
250	To: Park St From: City of Charlottesville	0.26	38000	G	98%	0%	1%	1%	0%	0%	F	0.085	0.531	43000	G	
250 Long St	To: Locust Ave From: City of Charlottesville	0.49	42000	G	98%	0%	1%	1%	0%	0%	F	0.089	0.546	46000	G	
250 20 Long St	To: Bus US 250 High St From: City of Charlottesville	0.06	42000	N	98%	0%	1%	1%	0%	0%	N	0.089	0.546	46000	N	
	To: ECL Charlottesville															
Bus 250 Ivy Rd	From: WCL Charlottesville City of Charlottesville	0.50	12000	G	99%	0%	1%	0%	0%	0%	F	0.078	0.519	13000	G	
	To: Bus US 29 Emmet St															



Virginia Department of Transportation  
Traffic Engineering Division  
2016  
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 250 University Ave	From: [redacted] To: [redacted] City of Charlottesville	0.28	14000	G	97%	0%	2%	0%	0%	0%	F	0.07	0.519	15000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			19000	G	97%	0%	2%	0%	0%	0%	F	0.077	F	0.513	21000	G
Bus 250 University Ave	From: [redacted] To: [redacted] City of Charlottesville	0.12	13000	G	97%	0%	2%	0%	0%	0%	F	0.068	0.522	14000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			19000	G	97%	0%	2%	0%	0%	0%	F	0.077	F	0.509	20000	G
Bus 250 University Ave	From: [redacted] To: [redacted] City of Charlottesville	0.19	13000	G	97%	0%	2%	0%	0%	0%	F	0.066	0.519	14000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			18000	G	97%	0%	2%	0%	0%	0%	F	0.075	F	0.515	20000	G
Bus 250 Main St	From: [redacted] To: [redacted] City of Charlottesville	0.09	13000	G	99%	0%	1%	0%	0%	0%	F	0.072	0.528	14000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			19000	G	99%	0%	1%	0%	0%	0%	F	0.076	F	0.546	20000	G
Bus 250 Main St	From: [redacted] To: [redacted] City of Charlottesville	0.73	13000	G	97%	0%	2%	0%	0%	0%	C	0.076	0.616	14000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			36000	G	98%	0%	1%	0%	0%	0%	C	0.081	F	0.551	39000	G
Bus 250 McIntire Rd	From: [redacted] To: [redacted] City of Charlottesville	0.22	25000	G	99%	0%	1%	0%	0%	0%	F	0.081	0.501	27000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			29000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.501	32000	G
Bus 250 McIntire Rd	From: [redacted] To: [redacted] City of Charlottesville	0.03	25000	N	99%	0%	1%	0%	0%	0%	N	0.081	0.501	27000	N	
Bus 250 Market St	From: [redacted] To: [redacted] City of Charlottesville	0.53	9400	G	99%	0%	1%	0%	0%	0%	F	0.079	0.538	10000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.539	18000	G
Bus 250 20 9th St	From: [redacted] To: [redacted] City of Charlottesville	0.12	15000	G	98%	0%	1%	0%	0%	0%	F	0.083	0.595	16000	G	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA		NA		
Bus 250 20 High St	From: [redacted] To: [redacted] City of Charlottesville	0.23	12000	G	99%	0%	1%	0%	0%	0%	F	0.092	0.601	13000	G	
Bus 250 20 High St	From: [redacted] To: [redacted] City of Charlottesville	0.21	11000	G	99%	0%	1%	0%	0%	0%	C	0.088	0.625	12000	G	
Bus 250 20 High St	From: [redacted] To: [redacted] City of Charlottesville	0.45	20000	G	99%	0%	1%	0%	0%	0%	F	0.089	0.583	22000	G	

Virginia Department of Transportation  
 Traffic Engineering Division  
 2016  
 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 250 Rugby Rd	From: University Ave City of Charlottesville	0.38	4700	G	99%	0%	1%	0%	0%	0%	F	0.104		5100	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			29000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.501	32000	G
Bus 250 Grady Ave	From: Grady Ave City of Charlottesville	0.57	5500	G	99%	0%	1%	0%	0%	0%	F	0.096		6000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			18000	G	97%	0%	2%	0%	0%	0%	F	0.075	F	0.515	20000	G
Bus 250 Preston Ave	From: Preston Ave City of Charlottesville	0.51	22000	G	99%	0%	1%	0%	0%	0%	C	0.085		24000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			36000	G	98%	0%	1%	0%	0%	0%	C	0.081	F	0.551	39000	G
Bus 250 Bus 250 McIntire Rd	From: Market St City of Charlottesville	0.03	25000	N	99%	0%	1%	0%	0%	0%	N	0.081		27000	N	
Bus 250 High St	From: Preston Ave City of Charlottesville	0.54	7200	G	99%	0%	1%	0%	0%	0%	F	0.091		7800	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.539	18000	G
			To: 9th St													

Virginia Department of Transportation  
Traffic Engineering Division  
2016  
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>																
① 10th St	0.28	4100	G	99%	0%	1%	0%	0%	0%	C	0.119		0.568	4500	G	2016
② Garret St	0.45	3600	G	97%	0%	1%	0%	0%	0%	C	0.108		0.811	3900	G	2016
③ Kenwood Lane	0.50	610	G	97%	0%	2%	0%	0%	0%	C	0.116		0.515	660	G	2016
④ Lane Rd	0.39	1900	G	87%	1%	11%	1%	1%	0%	C	0.097		0.527	2000	G	2016
⑤ Millmont St	0.46	13000	G	98%	0%	1%	0%	0%	0%	C	0.094		0.615	14000	G	2016
⑥ Yorktown Dr	0.31	1200	G	98%	0%	1%	0%	0%	0%	F	0.130		0.623	1300	G	2016
⑦ McCormick Rd	0.27	4100	G	87%	1%	12%	0%	0%	0%	C	0.097		0.633	4500	G	2016
⑦ McCormick Rd	0.42	3000	G	87%	1%	12%	0%	0%	0%	F	0.11		0.505	3300	G	2016
⑧ Melbourne Rd	0.08	720	G	97%	0%	2%	0%	0%	0%	F	0.108		0.553	790	G	2016
⑨ Massie Rd	0.96	5900	G	95%	0%	5%	0%	0%	0%	C	0.112		0.596	6400	G	2016
③400 Cleveland Ave	0.23	3000	G	98%	0%	1%	0%	0%	0%	C	0.107		0.508	3200	G	2016
③400 Cherry Ave	0.85	6000	G	98%	0%	1%	0%	0%	0%	C	0.099		0.549	6500	G	2016
③400 Cherry Ave	0.68	6200	G	98%	0%	2%	0%	0%	0%	F	0.095		0.580	6700	G	2016
③400 Cherry Ave	0.25	12000	G	98%	0%	2%	0%	0%	0%	F	0.087		0.577	13000	G	2016
③400 Elliot Ave	0.28	12000	G	98%	0%	2%	0%	0%	0%	C	0.092		0.536	13000	G	2016
③400 Elliot Ave	0.39	3500	G	98%	0%	2%	0%	0%	0%	F	0.105		0.603	3900	G	2016
③401 Old Lynchburg Rd	0.65	3800	G	97%	0%	2%	0%	0%	0%	C	0.108		0.71	4100	G	2016
③402 Monticello Ave	0.49	11000	G	98%	0%	1%	0%	0%	0%	C	0.093		0.532	12000	G	2016
③403 Harris Rd	0.63	3200	G	98%	0%	1%	0%	0%	0%	C	0.104		0.573	3500	G	2016
③403 Jefferson Park Ave	0.27	3300	G	98%	0%	1%	0%	0%	0%	F	0.1		0.664	3600	G	2016

Virginia Department of Transportation  
Traffic Engineering Division  
2016  
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) Jefferson Park Ave	0.16	7200	G	99%	0%	From: Old Lynchburg Rd To: Cleveland Ave				F	0.100		0.667	7800	G	2016
(3403) Jefferson Park Ave	0.38	8800	G	99%	0%	From: Cleveland Ave To: Bus US 29; Fontaine Ave				C	0.099		0.677	9600	G	2016
(3403) Maury Ave	0.21	5700	G	99%	0%	From: Bus US 29; Fontaine Ave To: Stadium Rd				F	0.104		0.717	6200	G	2016
(3403) Alderman Rd	0.05	7700	G	98%	0%	From: Stadium Rd To: Pratt Dr				C	0.099		0.629	8300	G	2016
(3403) Alderman Rd	0.42	8600	G	98%	0%	From: Thomson Rd To: Thompson Rd				F	0.1		0.68	9400	G	2016
(3404) E Market St	0.48	5700	G	98%	0%	From: Bus US 250; Ivy Rd To: 9th St				C	0.091		0.7	6200	G	2016
(3405) 5th St	1.42	19000	G	98%	0%	From: Meade Ave To: SCL Charlottesville				C	0.093		0.625	21000	G	2016
(3405) Ridge St	0.22	16000	G	97%	0%	From: SCL Charlottesville To: Cherry Ave				C	0.091		0.676	17000	G	2016
(3405) Ridge St	0.17	22000	G	97%	0%	From: Cherry St To: Dice St				F	0.084		0.62	24000	G	2016
(3405) McIntire Rd	0.64	15000	G	98%	0%	From: Main St To: US 250 Bus Preston Ave				F	0.092		0.572	16000	G	2016
(3405) McIntire Rd	0.18	20000	G	98%	0%	From: Harris St To: US 250 Bypass				C	0.087		0.584	22000	G	2016
(3406) Water St	0.32	8300	G	97%	0%	From: Bus US 250 To: 4th St				C	0.086		0.685	9000	G	2016
(3406) Water St	0.32	5200	G	97%	0%	From: 4th St To: 10th St				F	0.097		0.526	5600	G	2016
(3407) Avon St	0.20	12000	G	97%	0%	From: SCL Charlottesville To: Rockland Ave				C	0.102		0.653	13000	G	2016
(3407) Avon St	0.50	13000	G	97%	0%	From: Rockland Ave To: Monticello Ave				F	0.091		0.614	15000	G	2016
(3409) Carlton Rd	0.46	8200	G	96%	0%	From: Monticello Ave To: Meade Ave				C	0.096		0.557	8900	G	2016
(3409) Meade Ave	0.17	10000	G	96%	0%	From: Carlton Rd To: E Market St				F	0.095		0.535	11000	G	2016
(3409) Meade Ave	0.46	11000	G	96%	0%	From: E Market St To: High St E				F	0.090		0.522	12000	G	2016
(3410) Jefferson Park Ave	0.57	14000	G	94%	1%	From: Emmet St To: Main St				C	0.078		0.503	15000	G	2016
(3411) Shamrock Rd	0.42	3200	G	99%	0%	From: Cherry Ave To: Jefferson Park Ave				C	0.093		0.571	3500	G	2016
(3412) Locust Ave	0.29	7000	G	99%	0%	From: Bus US 250 To: Hazel St				F	0.114		0.673	7600	G	2016

Virginia Department of Transportation  
Traffic Engineering Division  
2016  
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>																
(3412) Locust Ave	0.25	7200	G	99%	0%	1%	0%	0%	0%	C	0.117		0.651	7800	G	2016
			From: Hazel St													
			To: US 250													
(3412) Locust Ave	0.21	4100	G	99%	0%	1%	0%	0%	0%	F	0.118		0.682	4500	G	2016
			From: Calhoun St													
			To: Locust Ave													
(3412) Calhoun St	0.22	4200	G	99%	0%	1%	0%	0%	0%	C	0.119		0.613	4600	G	2016
			From: Sheridan Ave													
			To: Calhoun St													
(3412) Sheridan Ave	0.04	4100	G	99%	0%	1%	0%	0%	0%	F	0.125		0.6	4400	G	2016
			From: North Ave													
			To: Sheridan Ave													
(3412) North Ave	0.30	4000	G	99%	0%	1%	0%	0%	0%	C	0.123		0.611	4300	G	2016
			From: Park St													
			To: Melbourne Rd													
(3412) Melbourne Rd	0.77	3400	G	97%	0%	2%	0%	0%	0%	C	0.138		0.556	3700	G	2016
			From: Grove Rd													
			To: Melbourne Rd													
(3412) Grove Rd	0.31	1600	G	96%	0%	2%	0%	0%	0%	C	0.128		0.728	1700	G	2016
			From: Concord Dr													
			To: Grove Rd													
(3412) Grove Rd	0.38	3300	G	97%	0%	3%	0%	0%	0%	C	0.132		0.581	3600	G	2016
			From: US 250 Bypass													
			To: Dairy Rd													
(3412) Dairy Rd	0.40	2200	G	98%	0%	2%	0%	0%	0%	C	0.11		0.606	2400	G	2016
			From: Rugby Rd													
			To: 2nd Street South East													
(3413) 2nd Street South East	0.25	3300	G	97%	1%	1%	0%	0%	0%	C	0.114			3600	G	2016
			From: Rugby Rd													
			To: E Water St													
(3414) Rugby Ave	0.52	1900	G	98%	0%	1%	0%	0%	0%	C	0.096		0.534	2000	G	2016
			From: Rose Hill Dr													
			To: Rugby Ave													
(3414) Rugby Ave	0.36	7900	G	98%	0%	1%	0%	0%	0%	F	0.1		0.629	8500	G	2016
			From: US 250 Bypass													
			To: Angus Rd													
(3416) Angus Rd	0.38	3200	G	98%	0%	1%	1%	0%	0%	C	0.131		0.531	3500	G	2016
			From: Emmet St													
			To: Stadium Rd													
(3417) Stadium Rd	0.51	3600	G	96%	0%	4%	0%	0%	0%	C	0.098		0.571	3900	G	2016
			From: Emmet St													
			To: South St													
(3418) South St	0.22	2000	G	99%	0%	1%	0%	0%	0%	C	0.112			2200	G	2016
			From: Water St													
			To: 7th Street NE													
(3419) 7th Street NE	0.16	940	G	98%	0%	1%	0%	0%	0%	C	0.116		0.527	1000	G	2016
			From: High St													
			To: Park St													
(3421) Park St	0.34	11000	G	99%	0%	1%	0%	0%	0%	F	0.091		0.588	12000	G	2016
			From: Evergreen Ave													
			To: Park St													
(3421) Park St	0.34	12000	G	99%	0%	1%	0%	0%	0%	C	0.094		0.655	13000	G	2016
			From: US 250													
			To: Park St													
(3421) Park St	0.25	20000	G	99%	0%	1%	0%	0%	0%	F	0.085		0.511	22000	G	2016
			From: 104-3412 North Ave													
			To: 9th 10th Connector													
(3423) 9th 10th Connector	0.28	13000	G	98%	0%	1%	0%	0%	0%	C	0.086		0.699	14000	G	2016
			From: US 250 Main St													
			To: 10th St													
(3423) 10th St	0.44	8800	G	98%	0%	1%	0%	0%	0%	C	0.099		0.585	9600	G	2016
			From: Grady Ave													

Virginia Department of Transportation  
Traffic Engineering Division  
2016  
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>																
(3423) 10th St	0.04	2700	G	98%	0%	1%	0%	0%	0%	F	0.091		3000	G	2016	
(3425) 14th St	0.46	5200	G	96%	0%	4%	0%	0%	0%	C	0.092	0.545	5700	G	2016	
(3425) Madison Ave	0.27	3000	G	96%	0%	4%	0%	0%	0%	F	0.102	0.613	3200	G	2016	
(3425) Madison Ave	0.32	190	G	96%	0%	4%	0%	0%	0%	C	0.133	0.522	210	G	2016	
(3427) Rugby Rd	0.49	4500	G	98%	0%	1%	1%	0%	0%	C	0.094	0.633	4900	G	2016	
(3429) Rose Hill Dr	0.65	8400	G	97%	1%	2%	0%	0%	0%	C	0.104	0.663	9100	G	2016	
(3431) Preston Ave	0.23	15000	G	98%	0%	1%	0%	0%	0%	F	0.082	0.545	16000	G	2016	
(3431) Preston Ave	0.28	16000	G	98%	0%	1%	0%	0%	0%	C	0.078	0.507	18000	G	2016	
(3431) Rugby Rd	0.14	20000	G	98%	0%	2%	0%	0%	0%	F	0.085	0.539	22000	G	2016	
(3431) Rugby Rd	0.89	1800	G	98%	0%	2%	0%	0%	0%	F	0.131	0.86	1900	G	2016	
(3431) Brandywine Dr	0.07	2800	N	98%	0%	2%	0%	0%	0%	N	0.135	0.641	3000	N	2016	
(3431) Brandywine Dr	0.95	2800	G	98%	0%	2%	0%	0%	0%	C	0.135	0.641	3000	G	2016	
(3431) Greenbrier Dr	0.33	2600	G	97%	0%	2%	0%	0%	0%	C	0.131	0.595	2800	G	2016	
(3431) Greenbrier Dr	0.44	2500	G	97%	1%	2%	0%	0%	0%	C	0.125	0.576	2700	G	2016	
(3433) Arlington Blvd	0.34	7200	G	95%	0%	5%	0%	0%	0%	F	0.103	0.640	7800	G	2016	
(3435) Barracks Rd	0.50	17000	G	99%	0%	1%	0%	0%	0%	F	0.082	0.516	18000	G	2016	
(3435) Barracks Rd	0.37	19000	G	99%	0%	1%	0%	0%	0%	C	0.09	0.562	20000	G	2016	
(3437) Meadowbrook Heights	0.67	1200	G	99%	0%	1%	0%	0%	0%	C	0.136	0.686	1300	G	2016	
(3439) Hydraulic Rd	0.35	29000	G	98%	0%	1%	1%	0%	0%	C	0.091	0.545	32000	G	2016	
14th St		5800	G								0.094	0.525	6200	G	2016	
Albemarle St		170	G								0.113	0.615	190	G	2016	

Virginia Department of Transportation  
Traffic Engineering Division  
2016  
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>																
Augusta St		160	G			From Amherst St				0.115			0.703	170	G	2016
						To Dead End										
Azalea Dr		180	G			From Garden Dr				0.145			0.535	190	G	2016
						To Jefferson Park Ave										
Banbury St		90	G			From Greenbrier Dr				0.148			0.633	100	G	2016
						To Tarleton Dr										
Birdwood Rd		630	G			From US 250 Bypass				0.276			0.989	680	G	2016
						To Edge Hill Rd										
Blenheim Ave		260	G			From Castalia St				0.102			0.667	290	G	2016
						To Monticello Ave										
Brandywine Dr		320	G			From Marie Pl				0.13			0.698	350	G	2016
						To Melissa Pl										
Cleveland Ave		3000	G			From Jefferson Park Ave				0.102			0.556	3200	G	2016
						To Hammond St										
Coleman St		200	G			From Belleview Ave				0.169			0.522	210	G	2016
						To St George Ave										
Dice St		960	G			From 7th St				0.127			0.874	1000	G	2016
						To 6th St										
Essex Rd		570	G			From Brandywine Dr				0.152			0.592	620	G	2016
						To Meadowbrook Heights Rd										
Evergreen Ave		280	G			From Park St.				0.135			0.579	300	G	2016
						To Lyons Ct.										
Fendall Ave		220	G			From Fendall Terrace				0.13			0.525	240	G	2016
						To Winston Terrace										
Grove St		270	G			From Jones St				0.114				290	G	2016
						To 10th St										
Hampton St		310	G			From Rives St				0.128			0.688	330	G	2016
						To Nassau Street										
Hessian Rd		60	G			From Barracks Rd				0.219			0.5	70	G	2016
						To Blue Ridge Rd										
Hilltop Rd		210	G			From Blue Ridge Rd				0.115			0.564	230	G	2016
						To Meadowbrook Rd										
Holmes Ave		2700	G			From North Ave				0.133			0.532	2900	G	2016
						To Elizabeth Ave										
John St		1200	G			From 13th Street				0.099			0.582	1300	G	2016
						To 14th Street										
Kent Rd		80	G			From Alderman Rd				0.189			0.786	90	G	2016
						To Minor Rd										

Virginia Department of Transportation  
Traffic Engineering Division  
2016  
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>																
Kerry Lane		270	G			From: Greenbrier Dr				0.178		0.544	300	G	2016	
					To: Hillwood Pl											
Lee St		6200	G			From: Jefferson Park Ave				0.084		0.522	6700	G	2016	
					To: 11th St											
Lewis Mountain Rd		490	G			From: Lewis Mountain Circle				0.117		0.722	530	G	2016	
					To: Cameron Lane											
Linden St		1900	G			From: Nassau St				0.113		0.643	2100	G	2016	
					To: Monticello Rd											
McElroy Dr		150	G			From: Marion Ct				0.156		0.51	170	G	2016	
					To: Troost Ct											
Meadowbrook Heights Rd		540	G			From: Meadowbrook Ct				0.130		0.781	590	G	2016	
					To: Yorktown Dr											
Meadowbrook Rd		290	G			From: Morton Dr				0.117		0.611	320	G	2016	
					To: Hilltop Rd											
Michael Pl		370	G			From: Wilson Ct				0.119		0.617	400	G	2016	
					To: Brandywine Dr											
Minor Rd		110	G			From: Alderman Rd				0.116		0.615	120	G	2016	
					To: Bolling Wood Rd											
Monte Vista Ave		330	G			From: Middleton Lane				0.135		0.702	360	G	2016	
					To: Jefferson Park Ave											
Monticello Rd		1700	G			From: Elliot Ave				0.129		0.819	1800	G	2016	
					To: Montrose Ave											
Morris Rd		130	G			From: Twyman Rd				0.124		0.515	140	G	2016	
					To: Alderman Rd											
Oxford Rd		300	G			From: Rugby Rd				0.121		0.615	330	G	2016	
					To: Welford St.											
Palatine Ave		620	G			From: Monticello Ave				0.126		0.533	680	G	2016	
					To: Castalia St											
Palatine Ave		170	G			From: Avon St.				0.124		0.5	180	G	2016	
					To: Rialto St.											
Park Rd		260	G			From: Jefferson Park Ave				0.133			280	G	2016	
					To: Brunswick Rd											
Park St		10000	G			From: Cutler Lane				0.085		0.538	11000	G	2016	
					To: Melbourne Rd											
Ridge Rd		1900	G			From: Lankford Ave				0.088		0.533	2000	G	2016	
					To: Barksdale St											
River Ct		150	G			From: River Rd				0.110		0.714	160	G	2016	
					To: Dead End											



Virginia Department of Transportation  
 Traffic Engineering Division  
 2016  
 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>																
River Vista Ave		190	G							0.113		0.667	210	G	2016	
Rives St		680	G							0.103		0.743	730	G	2016	
Saint Clair Ave		280	G							0.119		0.543	300	G	2016	
Second St		650	G							0.119		0.798	710	G	2016	
Shamrock Rd		3000	G							0.102		0.632	3300	G	2016	
Spottswood Rd		140	G							0.124		0.5	150	G	2016	
Stonefield Ave		50	G							0.189		0.6	50	G	2016	
Sunset Rd		200	G							0.111		0.630	220	G	2016	
Thomson Rd		770	G							0.106		0.817	840	G	2016	
Westview Rd		320	G							0.116		0.85	350	G	2016	
Westwood Rd		210	G							0.107		0.708	230	G	2016	