

2007

**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
2007
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Charlottesville

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
							From: SCL Charlottesville									
20 Monticello Ave	City of Charlottesville	0.26	15000	G	98%	0%	1%	0%	1%	0%	F	0.106	F	0.793	16000	G
							To: Altavista Ave									
20 Monticello Ave	City of Charlottesville	0.28	14000	G	98%	0%	1%	0%	1%	0%	F	0.104	F	0.795	15000	G
							To: Meridian Ave									
20 Monticello Ave	City of Charlottesville	0.35	8600	G	98%	0%	1%	0%	1%	0%	C	0.098	F	0.787	9300	G
							To: Avon St									
20 Avon St	City of Charlottesville	0.41	14000	G	98%	0%	1%	0%	1%	0%	F	0.092	F	0.738	16000	G
							To: Market Street									
20 Bus 250 9th St	City of Charlottesville	0.12	14000	G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.626	15000	G
							To: US 250 High St									
20 Bus 250 High St	City of Charlottesville	0.23	10000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.626	11000	G
							To: 11th ST									
20 Bus 250 High St	City of Charlottesville	0.21	9700	G	98%	0%	1%	0%	0%	0%	C	0.088	F	0.593	10000	G
							To: Gillespie Ave									
20 Bus 250 High St	City of Charlottesville	0.45	20000	G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.600	21000	G
							To: US 250 & BUS US 250									
20 250 Long St	City of Charlottesville	0.06	39000	N	98%	0%	1%	0%	1%	0%	N	0.080	N	0.597	43000	N
							To: ECL Charlottesville									
							From: WCL Charlottesville									
29 250 Monacan Trail Rd	City of Charlottesville	0.35	41000	G	97%	0%	1%	1%	2%	0%	F	0.094	F	0.543	43000	G
							To: Bus US 29									
							From: US 250, BUS US 29									
29 Emmet St	City of Charlottesville	0.37	59000	G	97%	0%	1%	1%	2%	0%	F	0.081	F	0.512	61000	G
							To: NCL Charlottesville									
							From: US 29									
Bus 29 Fontaine Ave Ext	City of Charlottesville (Maint: 02)	0.37	14000	G	98%	0%	1%	1%	0%	0%	C	0.099	F	0.608	15000	G
							To: SCL Charlottesville									
Bus 29 Fontaine Ave	City of Charlottesville	0.42	14000	G	97%	0%	2%	0%	0%	0%	C	0.091	F	0.588	15000	G
							To: Jefferson Park Ave									
							From: Fontaine Ave									
Bus 29 Jefferson Park Ave	City of Charlottesville	0.69	15000	G	97%	0%	2%	0%	0%	0%	F	0.081	F	0.648	16000	G
							To: Emmet St									
							From: Jefferson Park Ave									
Bus 29 Emmet St	City of Charlottesville	0.53	18000	G	97%	0%	2%	0%	0%	0%	F	0.073	F	0.501	19000	G
							To: Ivy Rd									
Bus 29 Emmet St	City of Charlottesville	0.55	28000	G	99%	0%	1%	0%	0%	0%	C	0.077	F	0.571	31000	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 To: Barracks Rd City of Charlottesville	0.45	27000	G	99%	0%	1%	0%	0%	0%	F	0.076	F	0.592	29000	G
Bus 29 Emmet St	From: Barracks Rd To: US 250 Bypass City of Charlottesville	0.40	35000	G	99%	0%	1%	0%	0%	0%	F	0.078	F	0.513	37000	G
East 64	From: WCL Charlottesville To: ECL Charlottesville City of Charlottesville (Maint: 02)	0.17	21000	G	87%	1%	1%	1%	10%	0%	F	0.106	F		19000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		40000	G	87%	1%	1%	1%	10%	0%	F	NA			37000	G
West 64	From: WCL Charlottesville To: ECL Charlottesville City of Charlottesville (Maint: 02)	0.20	19000	G	87%	1%	1%	1%	10%	0%	F	0.112	F		17000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		40000	G	87%	1%	1%	1%	10%	0%	F	NA			37000	G
250 29 Monacan Trail Rd	From: WCL Charlottesville To: US 29, Emmet St City of Charlottesville	0.35	41000	G	97%	0%	1%	1%	2%	0%	F	0.094	F	0.543	43000	G
250	From: US 29, Emmet St To: 104-3431 Hydraulic Rd City of Charlottesville	0.32	24000	G	98%	0%	1%	0%	1%	0%	F	0.101	F	0.525	26000	G
250	From: 104-3431 Hydraulic Rd To: Dairy Rd City of Charlottesville	0.42	45000	G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.544	49000	G
250	From: Dairy Rd To: Rugby Ave E Int City of Charlottesville	0.60	42000	A	98%	0%	1%	0%	1%	0%	C	0.099	A	0.551	47000	A
250	From: Rugby Ave E Int To: McIntire Rd City of Charlottesville	0.33	42000	G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.534	46000	G
250	From: McIntire Rd To: Park St City of Charlottesville	0.27	38000	G	98%	0%	1%	0%	1%	0%	F	0.086	F	0.556	42000	G
250	From: Park St To: Locust Ave City of Charlottesville	0.32	42000	G	98%	0%	1%	0%	1%	0%	F	0.084	F	0.552	46000	G
250 Long St	From: Locust Ave To: Bus US 250 High St City of Charlottesville	0.43	39000	G	98%	0%	1%	0%	1%	0%	F	0.080	F	0.597	43000	G
250 20 Long St	From: Bus US 250 High St To: ECL Charlottesville City of Charlottesville	0.06	39000	N	98%	0%	1%	0%	1%	0%	N	0.080	N	0.597	43000	N
Bus 250 Ivy Rd	From: WCL Charlottesville To: Bus US 29 Emmet St City of Charlottesville	0.50	14000	G	98%	0%	1%	1%	0%	0%	F	0.077	F	0.545	15000	G
Bus 250 University Ave	From: Bus US 29 Emmet St To: Bus 1 US 250P, Rugby Rd City of Charlottesville	0.28	16000	G	97%	0%	2%	0%	0%	0%	F	0.069	F	0.543	17000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		21000	G	97%	0%	2%	0%	0%	0%	F	NA			23000	G

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 250 University Ave	From: Bus 1 US 250P, Rugby Rd To: City of Charlottesville	0.12	15000	G	97%	0%	2%	0%	0%	0%	F	0.07	F	0.539	16000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		20000	G	97%	0%	2%	0%	0%	0%	F	0.073	F	0.532	22000	G
Bus 250 University Ave	From: Chancellor St To: City of Charlottesville	0.19	15000	G	97%	0%	2%	0%	0%	0%	F	0.071	F	0.506	16000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		20000	G	97%	0%	2%	0%	0%	0%	F	0.074	F	0.511	21000	G
Bus 250 Main St	From: C&O RR Crossing To: City of Charlottesville	0.09	16000	G	98%	0%	1%	0%	0%	0%	F	0.068	F	0.505	17000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		21000	G	98%	0%	1%	0%	0%	0%	F	NA			22000	G
Bus 250 Main St	From: Jefferson Park Ave To: City of Charlottesville	0.22	14000	G	97%	0%	2%	0%	0%	0%	F	0.072	F	0.529	15000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		35000	G	97%	0%	1%	1%	0%	0%	F	NA			37000	G
Bus 250 Main St	From: 9th St To: City of Charlottesville	0.51	13000	G	97%	0%	2%	0%	0%	0%	C	0.074	F	0.609	14000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		34000	G	97%	0%	1%	1%	0%	0%	C	0.083	F	0.548	37000	G
Bus 250 McIntire Rd	From: McIntire Rd To: Main St	0.22	21000	G	98%	0%	1%	0%	0%	0%	F	0.078	F	0.501	22000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		29000	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.541	31000	G
Bus 250 McIntire Rd	From: 104-3405, Bus US 250 Par To: City of Charlottesville	0.03	21000	N	98%	0%	1%	0%	0%	0%	N	0.078	N	0.501	22000	N
Bus 250 Market St	From: Preston Ave To: City of Charlottesville	0.53	10000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.528	11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		17000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.53	18000	G
Bus 250 20 9th St	From: 9th St To: City of Charlottesville	0.12	14000	G	98%	0%	1%	0%	1%	0%	F	0.087	F	0.626	15000	G
Bus 250 20 High St	From: 9th St To: City of Charlottesville	0.23	10000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.626	11000	G
Bus 250 20 High St	From: 11th St To: City of Charlottesville	0.21	9700	G	98%	0%	1%	0%	0%	0%	C	0.088	F	0.593	10000	G
Bus 250 20 High St	From: Gillespie Ave To: City of Charlottesville	0.45	20000	G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.600	21000	G
	From: Long St															

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							2Axle	3+Axle	1Trail	2Trail						
Bus 250 Rugby Rd	From: University Ave City of Charlottesville	0.38	7900	G	98%	0%	1%	1%	0%	0%	F	0.089	F	0.658	8500	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			29000	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.541	31000	G
Bus 250 Grady Ave	To: Grady Ave From: Rugby Rd City of Charlottesville	0.57	5100	G	98%	0%	1%	1%	0%	0%	F	0.087	F	0.544	5500	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			20000	G	97%	0%	2%	0%	0%	0%	F	0.074	F	0.511	21000	G
Bus 250 Preston Ave	To: Preston Ave From: Grady Ave City of Charlottesville	0.51	21000	G	98%	0%	1%	1%	0%	0%	C	0.086	F	0.533	22000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			34000	G	97%	0%	1%	1%	0%	0%	C	0.083	F	0.548	37000	G
Bus 250 Bus 250 McIntire Rd	To: Market St From: City of Charlottesville	0.03	21000	N	98%	0%	1%	0%	0%	0%	N	0.078	N	0.501	22000	N
Bus 250 High St	To: Preston Ave From: City of Charlottesville	0.54	7000	G	98%	0%	1%	1%	0%	0%	F	0.086	F	0.503	7500	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.53	18000	G
			To: 9th St													

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Charlottesville																
② Garret St	0.45	3100	G	97%	0%	2%	0%	0%	0%	C	0.099	F	0.597	3300	G	2007
③ Kenwood Lane	0.50	680	G	98%	0%	2%	0%	0%	0%	C	0.112	F	0.518	730	G	2007
④ Lane Rd	0.39	2200	G	87%	1%	10%	1%	1%	0%	C	0.096	F	0.662	2400	G	2007
⑤ Millmont St	0.46	14000	G	98%	0%	1%	0%	0%	0%	C	0.097	F	0.62	15000	G	2007
⑥ Yorktown Dr	0.31	1100	G	98%	0%	1%	0%	0%	0%	F	0.114	F	0.592	1200	G	2007
⑦ McCormick Rd	0.27	4400	G	88%	1%	10%	0%	0%	0%	C	0.12	F	0.571	4700	G	2007
⑦ McCormick Rd	0.42	3800	G	88%	1%	10%	0%	0%	0%	F	0.119	F	0.599	4100	G	2007
⑧ Melbourne Rd	0.08	670	G	98%	0%	2%	0%	0%	0%	F	0.103	F	0.686	720	G	2007
⑨ Massie Rd	0.96	7300	G	97%	0%	2%	0%	0%	0%	C	0.097	F	0.536	7900	G	2007
③400 Cleveland Ave	0.23	3000	G	97%	0%	2%	0%	0%	0%	C	0.102	F	0.54	3200	G	2007
③400 Cherry Ave	0.85	5400	G	98%	0%	1%	0%	0%	0%	C	0.098	F	0.59	5800	G	2007
③400 Cherry Ave	0.68	6200	G	98%	0%	2%	0%	0%	0%	F	0.093	F	0.569	6600	G	2007
③400 Cherry Ave	0.25	13000	G	98%	0%	2%	0%	0%	0%	F	0.089	F	0.547	14000	G	2007
③400 Elliot Ave	0.28	12000	G	98%	0%	2%	0%	0%	0%	C	0.093	F	0.58	13000	G	2007
③400 Elliot Ave	0.39	3900	G	98%	0%	2%	0%	0%	0%	F	0.088	F	0.786	4200	G	2007
③401 Old Lynchburg Rd	0.65	4600	G	98%	0%	2%	0%	0%	0%	C	0.095	F	0.616	5000	G	2007
③403 Harris Rd	0.63	3400	G	99%	0%	1%	0%	0%	0%	C	0.106	F	0.62	3700	G	2007
③403 Jefferson Park Ave	0.27	3600	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.609	3900	G	2007
③403 Jefferson Park Ave	0.16	8900	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.594	9500	G	2007
③403 Jefferson Park Ave	0.38	11000	G	99%	0%	1%	0%	0%	0%	C	0.093	F	0.580	12000	G	2007
③403 Maury Ave	0.21	7500	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.682	8000	G	2007

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

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Charlottesville																
(3403) Alderman Rd	0.05	8000	G	97%	0%	From: Stadium Rd To: Thompson Rd				C	0.094	F	0.563	8700	G	2007
(3403) Alderman Rd	0.42	12000	G	97%	0%	From: Thompson Rd To: Bus US 250; Ivy Rd				F	0.095	F	0.591	13000	G	2007
(3404) E Market St	0.48	6000	G	98%	0%	From: 9th St To: Meade Ave				C	0.103	F	0.669	6500	G	2007
(3405) 5th St	1.42	18000	G	97%	0%	From: SCL Charlottesville To: Cherry Ave				C	0.093	F	0.661	19000	G	2007
(3405) Ridge St	0.22	14000	G	97%	0%	From: Cherry St To: Dice St				C	0.088	F	0.708	15000	G	2007
(3405) Ridge St	0.17	18000	G	97%	0%	From: Dice St To: Main St				F	0.081	F	0.652	20000	G	2007
(3405) McIntire Rd	0.64	19000	G	97%	0%	From: US 250 Bus Preston Ave To: Harris St				F	0.084	F	0.653	20000	G	2007
(3405) McIntire Rd	0.18	18000	G	97%	0%	From: Harris St To: US 250 Bypass				C	0.082	F	0.654	20000	G	2007
(3406) Water St	0.43	5000	G	96%	0%	From: Bus US 250 To: 7th St				C	0.098	F	0.518	5400	G	2007
(3406) Water St	0.21	4600	G	94%	0%	From: 7th St To: 10th St				C	0.094	F	0.516	5000	G	2007
(3407) Avon St	0.20	12000	G	97%	0%	From: SCL Charlottesville To: Rockland Ave				C	0.094	F	0.651	13000	G	2007
(3407) Avon St	0.50	13000	G	97%	0%	From: Rockland Ave To: Monticello Ave				F	0.089	F	0.66	14000	G	2007
(3409) Carlton Rd	0.46	8700	G	95%	0%	From: Monticello Ave To: Meade Ave				C	0.096	F	0.609	9300	G	2007
(3409) Meade Ave	0.17	10000	G	95%	0%	From: Carlton Rd To: E Market St				F	0.090	F	0.579	11000	G	2007
(3409) Meade Ave	0.46	11000	G	95%	0%	From: E Market St To: High St E				F	0.084	F	0.509	12000	G	2007
(3410) Jefferson Park Ave	0.57	11000	G	96%	1%	From: Emmet St To: Main St				C	0.07	F	0.560	12000	G	2007
(3411) Shamrock Rd	0.42	2500	G	99%	0%	From: Cherry Ave To: Jefferson Park Ave				C	0.094	F	0.541	2700	G	2007
(3412) Locust Ave	0.29	8000	G	99%	0%	From: E High St To: Hazel St				F	0.101	F	0.634	8600	G	2007
(3412) Locust Ave	0.25	8100	G	99%	0%	From: Hazel St To: US 250 Long St				C	0.103	F	0.645	8700	G	2007
(3412) Locust Ave	0.21	3700	G	99%	0%	From: US 250 Long St To: Calhoun St				F	0.108	F	0.696	4000	G	2007
(3412) Calhoun St	0.22	4200	G	98%	0%	From: Locust Ave To: Sheridan Ave				C	0.131	F	0.544	4500	G	2007

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(3412) Sheridan Ave	0.04	3900	G	98%	0%	1%	0%	0%	0%	F	0.124	F	0.640	4200	G	2007
(3412) North Ave	0.30	3800	G	99%	0%	1%	0%	0%	0%	C	0.122	F	0.632	4100	G	2007
(3412) Melbourne Rd	0.77	2500	G	97%	0%	2%	0%	0%	0%	C	0.144	F	0.602	2700	G	2007
(3412) Grove Rd	0.31	1300	G	97%	0%	2%	0%	0%	0%	C	0.119	F	0.559	1400	G	2007
(3412) Grove Rd	0.38	2600	G	98%	0%	2%	0%	0%	0%	C	0.17	F	0.612	2800	G	2007
(3412) Dairy Rd	0.40	2100	G	98%	0%	1%	0%	0%	0%	C	0.1	F	0.640	2300	G	2007
(3413) 2nd Street South East	0.25	3500	G	97%	1%	2%	0%	0%	0%	C	0.111	F	0.527	3800	G	2007
(3414) Rugby Ave	0.52	2200	G	99%	0%	1%	0%	0%	0%	C	0.09	F	0.575	2400	G	2007
(3414) Rugby Ave	0.36	7300	G	99%	0%	1%	0%	0%	0%	F	0.095	F	0.627	7900	G	2007
(3415) 9th St	0.18	860	G	98%	0%	1%	0%	0%	0%	C	0.153	F	0.542	920	G	2007
(3416) Angus Rd	0.38	2700	G	98%	0%	1%	0%	0%	0%	C	0.086	F	0.512	2900	G	2007
(3417) Stadium Rd	0.51	3800	G	96%	1%	2%	0%	0%	0%	C	0.088	F	0.574	4100	G	2007
(3418) South St	0.22	1900	G	99%	0%	1%	0%	0%	0%	C	0.091	F		2100	G	2007
(3419) 7th Street NE	0.16	1300	G	97%	1%	1%	0%	0%	0%	C	0.114	F	0.559	1400	G	2007
(3421) Park St	0.34	12000	G	99%	0%	1%	0%	0%	0%	F	0.09	F	0.583	13000	G	2007
(3421) Park St	0.34	12000	G	99%	0%	1%	0%	0%	0%	C	0.098	F	0.586	13000	G	2007
(3421) Park St	0.25	21000	G	99%	0%	1%	0%	0%	0%	F	0.085	F	0.575	23000	G	2007
(3423) 9th 10th Connector	0.28	10000	G	99%	0%	1%	0%	0%	0%	C	0.088	F	0.556	11000	G	2007
(3423) 10th St	0.44	8000	G	98%	0%	1%	0%	0%	0%	C	0.093	F	0.617	8600	G	2007
(3423) 10th St	0.04	2600	G	98%	0%	1%	0%	0%	0%	F	0.088	F		2800	G	2007
(3425) 14th St	0.46	6300	G	96%	0%	3%	1%	0%	0%	C	0.090	F	0.59	6800	G	2007

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City of Charlottesville																
(3425) Madison Ave	0.27	3500	G	96%	0%	4%	0%	0%	0%	F	0.089	F	0.537	3700	G	2007
						From: Grady Ave										
						To: Preston Ave										
(3425) Madison Ave	0.32	250	G	96%	0%	4%	0%	0%	0%	C	0.118	F	0.576	270	G	2007
						From: Rose Hill Dr										
						To: Grady Rd										
(3427) Rugby Rd	0.49	5800	G	99%	0%	0%	0%	0%	0%	C	0.095	F	0.642	6300	G	2007
						From: Preston Ave										
						To: Grady Rd										
(3429) Rose Hill Dr	0.65	6100	G	98%	0%	1%	0%	0%	0%	C	0.116	F	0.631	6600	G	2007
						From: Preston Ave										
						To: Rugby Ave										
(3431) Preston Ave	0.23	14000	G	98%	0%	1%	0%	0%	0%	F	0.079	F	0.54	15000	G	2007
						From: Grady Ave										
						To: Madison Ave										
(3431) Preston Ave	0.28	15000	G	98%	0%	1%	0%	0%	0%	C	0.079	F	0.519	16000	G	2007
						From: Rugby Rd										
						To: Preston Ave										
(3431) Rugby Rd	0.14	20000	G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.551	22000	G	2007
						From: Barracks Rd										
						To: Rugby Rd										
(3431) Rugby Rd	0.89	1900	G	98%	0%	1%	0%	0%	0%	F	0.146	F	0.880	2000	G	2007
						From: US 250										
						To: Hydraulic Rd										
(3431) Brandywine Dr	0.07	3500	N	98%	0%	1%	0%	0%	0%	N	0.117	N	0.623	3800	N	2007
						From: Hydraulic Rd										
						To: Greenbrier Dr										
(3431) Brandywine Dr	0.95	3500	G	98%	0%	1%	0%	0%	0%	C	0.117	F	0.623	3800	G	2007
						From: Greenbrier Dr										
						To: Brandywine Dr										
(3431) Greenbrier Dr	0.33	3100	G	99%	0%	1%	0%	0%	0%	C	0.141	F	0.67	3300	G	2007
						From: Tarleton Dr										
						To: NCL Charlottesville										
(3433) Arlington Blvd	0.34	8700	G	97%	0%	2%	0%	0%	0%	F	0.093	F	0.669	9400	G	2007
						From: Massie Rd										
						To: Emmet St										
(3435) Barracks Rd	0.50	17000	G	99%	0%	1%	0%	0%	0%	F	0.077	F	0.509	18000	G	2007
						From: Rugby Rd										
						To: Emmet St										
(3435) Barracks Rd	0.37	20000	G	99%	0%	1%	0%	0%	0%	C	0.094	F	0.604	21000	G	2007
						From: WCL Charlottesville										
						To: US 250										
(3437) Meadowbrook Heights	0.67	1500	G	98%	0%	1%	0%	0%	0%	C	0.146	F	0.613	1600	G	2007
						From: Yorktown Dr										
						To: US 250										
(3439) Hydraulic Rd	0.07	30000	G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.597	32000	G	2007
						From: US 250										
						To: Mitchie Dr										
(3439) Hydraulic Rd	0.28	29000	G	98%	0%	1%	0%	1%	0%	C	0.085	F	0.563	32000	G	2007
						From: US 29 Emmett St										
						To: US 250										
14th St		6200	G								0.077	F		6700	G	2007
						From: Sadler St										
						To: Henry Ave										
Albemarle St		220	G								0.163	F		240	G	2007
						From: Concord Ave										
						To: Amherst St										
Augusta St		160	G								0.126	F		180	G	2007
						From: Dead End										

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City of Charlottesville																
Azalea Dr		180	G							0.1	F		200	G	2007	
Banbury St		110	G							0.123	F		120	G	2007	
Birdwood Rd		420	G							0.162	F		450	G	2007	
Blenheim Ave		250	G							0.125	F		270	G	2007	
Brandywine Dr		360	G							0.125	F		390	G	2007	
Cleveland Ave		3100	G							0.102	F		3300	G	2007	
Coleman St		240	G							0.112	F		260	G	2007	
Dice St		1100	G							0.145	F		1100	G	2007	
Essex Rd		1000	G							0.149	F		1100	G	2007	
Evergreen Ave		250	G							0.137	F		270	G	2007	
Fendall Ave		170	G							0.133	F		180	G	2007	
Grove St		380	G							0.081	F		410	G	2007	
Hampton St		300	G							0.1	F		320	G	2007	
Hessian Rd		90	G							0.131	F		100	G	2007	
Hilltop Rd		340	G							0.12	F		360	G	2007	
Holmes Ave		2100	G							0.127	F		2300	G	2007	
John St		1700	G							0.087	F		1900	G	2007	
Kent Rd		150	G							0.113	F		160	G	2007	
Kerry Lane		290	G							0.136	F		310	G	2007	

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City of Charlottesville																
Lee St		5500	G				From: Jefferson Park Ave				0.088	F		5900	G	2007
							To: 11th St									
Lewis Mountain Rd		640	G				From: Lewis Mountain Circle				0.094	F	0.567	690	G	2007
							To: Cameron Lane									
Linden St		2300	G				From: Nassau St				0.098	F		2400	G	2007
							To: Monticello Rd									
McElroy Dr		150	G				From: Marion Ct				0.109	F		160	G	2007
							To: Troost Ct									
Meadowbrook Heights R		560	G				From: Meadowbrook Ct				0.130	F		600	G	2007
							To: Yorktown Dr									
Meadowbrook Rd		320	G				From: Morton Dr				0.116	F		350	G	2007
							To: Hilltop Rd									
Michael Pl		480	G				From: Wilson Ct				0.13	F		520	G	2007
							To: Brandywine Dr									
Minor Rd		110	G				From: Alderman Rd				0.123	F		120	G	2007
							To: Bolling Wood Rd									
Monte Vista Ave		610	G				From: Middleton Lane				0.115	F		660	G	2007
							To: Laurel St									
Monticello Rd		2200	G				From: Elliot Ave				0.092	F		2300	G	2007
							To: Montrose Ave									
Morris Rd		130	G				From: Twyman Rd				0.156	F		140	G	2007
							To: Alderman Rd									
Oxford Rd		380	G				From: Rugby Rd				0.102	F		410	G	2007
							To: Welford St.									
Palantine Ave		160	G				From: Avon St.				0.167	F		170	G	2007
							To: Rialto St.									
Palatine Ave		830	G				From: Monticello Ave				0.13	F		890	G	2007
							To: Castalia St									
Park Rd		310	G				From: Jefferson Park Ave				0.112	F		330	G	2007
							To: Brunswick Rd									
Park St		11000	G				From: Cutler Lane				0.092	F		11000	G	2007
							To: Melbourne Rd									
Ridge Rd		2500	G				From: Lankford Ave				0.088	F		2700	G	2007
							To: Barksdale St									
River Ct		180	G				From: River Rd				0.105	F		190	G	2007
							To: Dead End									
River Vista Ave		230	G				From: St Clair Ave				0.123	F		240	G	2007
							To: Coleman St									

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Rives St		720	G			From: Vine St				0.118	F			770	G	2007
						To: Midland St										
Saint Clair Ave		320	G			From: Saint George Ave				0.122	F			350	G	2007
						To: Smith St										
Second St		810	G			From: Wine St				0.12	F			880	G	2007
						To: Northwood Cir										
Shamrock Rd		2300	G			From: Broad Ave				0.096	F			2400	G	2007
						To: Mulberry Ave										
Spottswood Rd		210	G			From: Meadowbrook Rd				0.101	F			230	G	2007
						To: Blue Ridge Rd										
Stonefield Ave		80	G			From: Mason Lane				0.165	F			80	G	2007
						To: Rugby Ave										
Sunset Rd		260	G			From: Stribling Ave				0.095	F			280	G	2007
						To: Sunset Ave										
Thompson Rd		640	G			From: Alderman Rd				0.110	F	0.592		690	G	2007
						To: Fauquier Rd										
Westview Rd		350	G			From: Cottage Lane				0.122	F			380	G	2007
						To: Rosser Lane										
Westwood Rd		200	G			From: Rose Hill Dr				0.123	F			210	G	2007
						To: Greenway Rd										