

**2015**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**  
where available

**Special Locality Report**  
**104**  
City of Charlottesville

Information in this report is included in Report  
**02**  
(Albemarle County)

Prepared By  
**Virginia Department of Transportation**  
**Traffic Engineering Division**

In Cooperation With  
**U.S. Department of Transportation**  
**Federal Highway Administration**

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

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

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

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

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

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

## Publication Notes

### Parallel Roads

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

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

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

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

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

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

Glossary of Terms:

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

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

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

**QA: Quality of AADT:**

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

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

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

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

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

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

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

**QC: Quality of Classification Data:**

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

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

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

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

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

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

**QW:** Quality of AAWDT:

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

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

# Route Shield Legend

## Route Systems

- 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 - Business Route  
 Bypass - Bypass Route  
 Truck - Truck Route  
 ALT - Alternate Route  
 Wve - Wve Route connector
-  P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
-  The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Traffic Engineering Division  
2015  
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	F	98%	0%	1%	0%	0%	0%	F	0.097	0.615	16000	F	
							To: Altavista Ave									
20 Monticello Ave	City of Charlottesville	0.28	14000	F	98%	0%	1%	0%	0%	0%	F	0.103	0.543	16000	F	
							From: Carlton Rd									
20 Monticello Ave	City of Charlottesville	0.35	9000	F	98%	0%	1%	0%	0%	0%	C	0.093	0.588	9800	F	
							To: Avon St									
							From: Monticello Ave									
20 Avon St	City of Charlottesville	0.41	14000	F	98%	0%	1%	0%	0%	0%	F	0.095	0.723	15000	F	
							To: Market Street									
							From: Market St									
20 Bus 250 9th St	City of Charlottesville	0.12	14000	F	98%	0%	1%	0%	0%	0%	F	0.083	0.595	16000	F	
Combined Traffic Estimates for Parallel Roadways on this Route: NA												0.088	F	0.607	NA	
							From: US 250 High St									
20 Bus 250 High St	City of Charlottesville	0.23	11000	F	99%	0%	1%	0%	0%	0%	F	0.092	0.601	12000	F	
							From: 11th ST									
20 Bus 250 High St	City of Charlottesville	0.21	10000	F	99%	0%	1%	0%	0%	0%	C	0.088	0.625	11000	F	
							From: Gillespie Ave									
20 Bus 250 High St	City of Charlottesville	0.45	20000	F	99%	0%	1%	0%	0%	0%	F	0.089	0.583	21000	F	
							From: US 250 & BUS US 250									
20 250 Long St	City of Charlottesville	0.06	39000	N	98%	0%	1%	1%	0%	0%	N	0.089	0.546	43000	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	64000	G	
							To: NCL Charlottesville									
							From: US 29									
Bus 29 Fontaine Ave Ext	City of Charlottesville (Maint: 02)	0.37	14000	F	99%	0%	0%	0%	0%	0%	C	0.1	0.638	15000	F	
							To: SCL Charlottesville									
Bus 29 Fontaine Ave	City of Charlottesville	0.42	13000	F	98%	0%	1%	0%	0%	0%	C	0.092	0.594	14000	F	
							To: Jefferson Park Ave									
							From: Fontaine Ave									
Bus 29 Jefferson Park Ave	City of Charlottesville	0.69	12000	F	98%	0%	1%	0%	0%	0%	F	0.079	0.651	13000	F	
							To: Emmet St									
							From: Jefferson Park Ave									
Bus 29 Emmet St	City of Charlottesville	0.53	15000	F	98%	0%	1%	0%	0%	0%	F	0.079	0.504	17000	F	
							To: Ivy Rd									

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 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	From: Ivy Rd City of Charlottesville	0.55	25000	F	99%	0%	1%	0%	0%	0%	C	0.081		0.549	27000	F
Bus 29	To: Arlington Blvd City of Charlottesville	0.45	24000	F	99%	0%	1%	0%	0%	0%	F	0.080		0.565	26000	F
Bus 29	From: Barracks Rd City of Charlottesville	0.40	31000	G	99%	0%	1%	0%	0%	0%	F	0.089		0.511	33000	G
Bus 29	To: US 250 Bypass City of Charlottesville															
East 64	From: WCL Charlottesville City of Charlottesville (Maint: 02)	0.17	16000	G	88%	1%	1%	1%	9%	0%	F	0.127			16000	G
East 64	From: ECL Charlottesville Combined Traffic Estimates for 2 Parallel Roadways on this Route:		37000	G	89%	1%	1%	1%	9%	0%	F	0.113	A	0.567	38000	G
West 64	To: WCL Charlottesville City of Charlottesville (Maint: 02)	0.20	21000	A	89%	1%	1%	1%	9%	0%	F	0.115			22000	A
West 64	To: ECL Charlottesville Combined Traffic Estimates for 2 Parallel Roadways on this Route:		37000	G	89%	1%	1%	1%	9%	0%	F	0.113	A	0.567	38000	G
250 29	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 City of Charlottesville	0.32	23000	F	98%	0%	1%	1%	0%	0%	F	0.108		0.505	25000	F
250	From: 104-3431 Hydraulic Rd City of Charlottesville	0.42	40000	F	98%	0%	1%	1%	0%	0%	F	0.093		0.517	44000	F
250	To: Dairy Rd City of Charlottesville	0.60	37000	A	98%	0%	1%	1%	0%	0%	C	0.102		0.561	41000	A
250	To: Rugby Ave E Int City of Charlottesville	0.33	38000	F	98%	0%	1%	1%	0%	0%	F	0.084		0.505	42000	F
250	To: McIntire Rd City of Charlottesville	0.27	42000	F	98%	0%	1%	1%	0%	0%	F	0.082		0.527	46000	F
250	To: Park St City of Charlottesville	0.26	36000	G	98%	0%	1%	1%	0%	0%	F	0.085		0.531	40000	G
250	To: Locust Ave City of Charlottesville	0.49	39000	F	98%	0%	1%	1%	0%	0%	F	0.089		0.546	43000	F
250 20	To: Bus US 250 High St City of Charlottesville	0.06	39000	N	98%	0%	1%	1%	0%	0%	N	0.089		0.546	43000	N
250	To: ECL Charlottesville City of Charlottesville															
Bus 250	From: WCL Charlottesville City of Charlottesville	0.50	12000	F	99%	0%	1%	0%	0%	0%	F	0.078		0.519	13000	F
Bus 250	To: Bus US 29 Emmet St City of Charlottesville															



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							2Axle	3+Axle	1Trail	2Trail						
Bus 250 University Ave	From: [redacted] City of Charlottesville	0.28	13000	F	97%	0%	2%	0%	0%	0%	F	0.07	0.519	14000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			18000	F	97%	0%	2%	0%	0%	0%	F	0.077	F	0.513	20000	F
Bus 250 University Ave	To: [redacted] From: [redacted] City of Charlottesville	0.12	13000	F	97%	0%	2%	0%	0%	0%	F	0.068	0.522	14000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			18000	F	97%	0%	2%	0%	0%	0%	F	0.077	F	0.509	19000	F
Bus 250 University Ave	To: [redacted] From: [redacted] City of Charlottesville	0.19	12000	F	97%	0%	2%	0%	0%	0%	F	0.066	0.519	14000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			18000	F	97%	0%	2%	0%	0%	0%	F	0.075	F	0.515	19000	F
Bus 250 Main St	To: [redacted] From: [redacted] City of Charlottesville	0.09	13000	F	99%	0%	1%	0%	0%	0%	F	0.072	0.528	14000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			18000	F	99%	0%	1%	0%	0%	0%	F	0.076	F	0.546	20000	F
Bus 250 Main St	To: [redacted] From: [redacted] City of Charlottesville	0.73	13000	F	97%	0%	2%	0%	0%	0%	C	0.076	0.616	14000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			34000	F	98%	0%	1%	0%	0%	0%	C	0.081	F	0.551	37000	F
Bus 250 McIntire Rd	To: [redacted] From: [redacted] City of Charlottesville	0.22	24000	F	99%	0%	1%	0%	0%	0%	F	0.081	0.501	26000	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			28000	F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.501	31000	F
Bus 250 McIntire Rd	To: [redacted] From: [redacted] City of Charlottesville	0.03	24000	N	99%	0%	1%	0%	0%	0%	N	0.081	0.501	26000	N	
Bus 250 Market St	To: [redacted] From: [redacted] City of Charlottesville	0.53	9100	F	99%	0%	1%	0%	0%	0%	F	0.079	0.538	9900	F	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			16000	F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.539	17000	F
Bus 250 9th St	To: [redacted] From: [redacted] City of Charlottesville	0.12	14000	F	98%	0%	1%	0%	0%	0%	F	0.083	0.595	16000	F	
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									0.088	F	0.607	NA	
Bus 250 20 High St	To: [redacted] From: [redacted] City of Charlottesville	0.23	11000	F	99%	0%	1%	0%	0%	0%	F	0.092	0.601	12000	F	
Bus 250 20 High St	To: [redacted] From: [redacted] City of Charlottesville	0.21	10000	F	99%	0%	1%	0%	0%	0%	C	0.088	0.625	11000	F	
Bus 250 20 High St	To: [redacted] From: [redacted] City of Charlottesville	0.45	20000	F	99%	0%	1%	0%	0%	0%	F	0.089	0.583	21000	F	
	To: [redacted]															

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 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	4500	F	99%	0%	1%	0%	0%	0%	F	0.104		0.528	4900	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			28000	F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.501	31000	F
Bus 250 Grady Ave	From: Grady Ave City of Charlottesville	0.57	5300	F	99%	0%	1%	0%	0%	0%	F	0.096		0.512	5800	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			18000	F	97%	0%	2%	0%	0%	0%	F	0.075	F	0.515	19000	F
Bus 250 Preston Ave	From: Preston Ave City of Charlottesville	0.51	22000	F	99%	0%	1%	0%	0%	0%	C	0.085		0.514	23000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			34000	F	98%	0%	1%	0%	0%	0%	C	0.081	F	0.551	37000	F
Bus 250 Bus 250 250 250 McIntire Rd	From: Market St City of Charlottesville	0.03	24000	N	99%	0%	1%	0%	0%	0%	N	0.081		0.501	26000	N
Bus 250 High St	From: Preston Ave City of Charlottesville	0.54	6900	F	99%	0%	1%	0%	0%	0%	F	0.091		0.537	7500	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			16000	F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.539	17000	F
			To: 9th St													

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>City of Charlottesville</b>																
① 10th St	0.28	4000	F	99%	0%	1%	0%	0%	0%	C	0.119		0.568	4300	F	2015
② Garret St	0.45	3500	F	97%	0%	1%	0%	0%	0%	C	0.108		0.811	3700	F	2015
③ Kenwood Lane	0.50	590	F	97%	0%	2%	0%	0%	0%	C	0.116		0.515	640	F	2015
④ Lane Rd	0.39	1800	F	87%	1%	11%	1%	1%	0%	C	0.097		0.527	2000	F	2015
⑤ Millmont St	0.46	12000	F	98%	0%	1%	0%	0%	0%	C	0.094		0.615	13000	F	2015
⑥ Yorktown Dr	0.31	1200	F	98%	0%	1%	0%	0%	0%	F	0.130		0.623	1300	F	2015
⑦ McCormick Rd	0.27	4000	F	87%	1%	12%	0%	0%	0%	C	0.097		0.633	4300	F	2015
⑦ McCormick Rd	0.42	2900	F	87%	1%	12%	0%	0%	0%	F	0.11		0.505	3200	F	2015
⑧ Melbourne Rd	0.08	700	F	97%	0%	2%	0%	0%	0%	F	0.108		0.553	760	F	2015
⑨ Massie Rd	0.96	5700	F	95%	0%	5%	0%	0%	0%	C	0.112		0.596	6200	F	2015
③400 Cleveland Ave	0.23	2900	F	98%	0%	1%	0%	0%	0%	C	0.107		0.508	3100	F	2015
③400 Cherry Ave	0.85	5800	F	98%	0%	1%	0%	0%	0%	C	0.099		0.549	6300	F	2015
③400 Cherry Ave	0.68	6000	F	98%	0%	2%	0%	0%	0%	F	0.095		0.580	6500	F	2015
③400 Cherry Ave	0.25	12000	F	98%	0%	2%	0%	0%	0%	F	0.087		0.577	13000	F	2015
③400 Elliot Ave	0.28	11000	F	98%	0%	2%	0%	0%	0%	C	0.092		0.536	12000	F	2015
③400 Elliot Ave	0.39	3400	F	98%	0%	2%	0%	0%	0%	F	0.105		0.603	3700	F	2015
③401 Old Lynchburg Rd	0.65	3600	F	97%	0%	2%	0%	0%	0%	C	0.108		0.71	4000	F	2015
③402 Monticello Ave	0.49	10000	F	98%	0%	1%	0%	0%	0%	C	0.093		0.532	11000	F	2015
③403 Harris Rd	0.63	3100	F	98%	0%	1%	0%	0%	0%	C	0.104		0.573	3400	F	2015
③403 Jefferson Park Ave	0.27	3200	F	98%	0%	1%	0%	0%	0%	F	0.1		0.664	3500	F	2015

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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	6900	F	99%	0%	1%	0%	0%	0%	F	0.100		0.667	7500	F	2015
			From: Old Lynchburg Rd													
			To: Cleveland Ave													
(3403) Jefferson Park Ave	0.38	8500	F	99%	0%	1%	0%	0%	0%	C	0.099		0.677	9200	F	2015
			From: Bus US 29; Fontiane Ave													
			To: Bus US 29; Fontaine Ave													
(3403) Maury Ave	0.21	5500	F	99%	0%	1%	0%	0%	0%	F	0.104		0.717	5900	F	2015
			From: Stadium Rd													
			To: Pratt Dr													
(3403) Alderman Rd	0.05	7400	F	98%	0%	1%	0%	0%	0%	C	0.099		0.629	8000	F	2015
			From: Thomson Rd													
			To: Thompson Rd													
(3403) Alderman Rd	0.42	8300	F	98%	0%	1%	0%	0%	0%	F	0.1		0.68	9000	F	2015
			From: Bus US 250; Ivy Rd													
			To: Bus US 250; Ivy Rd													
(3404) E Market St	0.48	5500	F	98%	0%	1%	0%	0%	0%	C	0.091		0.7	6000	F	2015
			From: 9th St													
			To: Meade Ave													
(3405) 5th St	1.42	19000	F	98%	0%	1%	0%	0%	0%	C	0.093		0.625	20000	F	2015
			From: SCL Charlottesville													
			To: Cherry Ave													
(3405) Ridge St	0.22	15000	F	97%	0%	1%	0%	1%	0%	C	0.091		0.676	17000	F	2015
			From: Cherry St													
			To: Dice St													
(3405) Ridge St	0.17	21000	F	96%	1%	1%	1%	1%	0%	C	0.084		0.62	23000	F	2015
			From: Main St													
			To: US 250 Bus Preston Ave													
(3405) McIntire Rd	0.64	14000	F	98%	0%	1%	0%	1%	0%	F	0.092		0.572	16000	F	2015
			From: Harris St													
			To: US 250 Bypass													
(3406) Water St	0.32	8000	F	97%	0%	2%	0%	0%	0%	C	0.086		0.685	8700	F	2015
			From: Bus US 250													
			To: 4th St													
(3406) Water St	0.32	5000	F	97%	0%	2%	0%	0%	0%	F	0.097		0.526	5400	F	2015
			From: 4th St													
			To: 10th St													
(3407) Avon St	0.20	12000	F	97%	0%	2%	0%	0%	0%	C	0.102		0.653	13000	F	2015
			From: SCL Charlottesville													
			To: Rockland Ave													
(3407) Avon St	0.50	13000	F	97%	0%	2%	0%	0%	0%	F	0.091		0.614	14000	F	2015
			From: Monticello Ave													
			To: Monticello Ave													
(3409) Carlton Rd	0.46	7900	F	96%	0%	2%	1%	1%	0%	C	0.096		0.557	8600	F	2015
			From: Monticello Ave													
			To: Meade Ave													
(3409) Meade Ave	0.17	9900	F	96%	0%	2%	1%	1%	0%	F	0.095		0.535	11000	F	2015
			From: Carlton Rd													
			To: E Market St													
(3409) Meade Ave	0.46	10000	F	96%	0%	2%	1%	1%	0%	F	0.090		0.522	11000	F	2015
			From: High St E													
			To: Emmet St													
(3410) Jefferson Park Ave	0.57	13000	F	94%	1%	4%	0%	1%	0%	C	0.078		0.503	14000	F	2015
			From: Main St													
			To: Cherry Ave													
(3411) Shamrock Rd	0.42	3100	F	99%	0%	0%	0%	0%	0%	C	0.093		0.571	3300	F	2015
			From: Jefferson Park Ave													
			To: Jefferson Park Ave													
(3412) Locust Ave	0.29	6700	F	99%	0%	1%	0%	0%	0%	F	0.114		0.673	7300	F	2015
			From: Bus US 250													
			To: Hazel St													

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Charlottesville</b>																
(3412) Locust Ave	0.25	6900	F	99%	0%	1%	0%	0%	0%	C	0.117		0.651	7500	F	2015
(3412) Locust Ave	0.21	4000	F	99%	0%	1%	0%	0%	0%	F	0.118		0.682	4300	F	2015
(3412) Calhoun St	0.22	4100	F	99%	0%	1%	0%	0%	0%	C	0.119		0.613	4400	F	2015
(3412) Sheridan Ave	0.04	3900	F	99%	0%	1%	0%	0%	0%	F	0.125		0.6	4300	F	2015
(3412) North Ave	0.30	3800	F	99%	0%	1%	0%	0%	0%	C	0.123		0.611	4200	F	2015
(3412) Melbourne Rd	0.77	3300	F	97%	0%	2%	0%	0%	0%	C	0.138		0.556	3600	F	2015
(3412) Grove Rd	0.31	1500	F	96%	0%	2%	0%	0%	0%	C	0.128		0.728	1600	F	2015
(3412) Grove Rd	0.38	3100	F	97%	0%	3%	0%	0%	0%	C	0.132		0.581	3400	F	2015
(3412) Dairy Rd	0.40	2100	F	98%	0%	2%	0%	0%	0%	C	0.11		0.606	2300	F	2015
(3413) 2nd Street South East	0.25	3200	F	97%	1%	1%	0%	0%	0%	C	0.114			3500	F	2015
(3414) Rugby Ave	0.52	1800	F	98%	0%	1%	0%	0%	0%	C	0.096		0.534	2000	F	2015
(3414) Rugby Ave	0.36	7600	F	98%	0%	1%	0%	0%	0%	F	0.1		0.629	8200	F	2015
(3416) Angus Rd	0.38	3100	F	98%	0%	1%	1%	0%	0%	C	0.131		0.531	3300	F	2015
(3417) Stadium Rd	0.51	3500	F	96%	0%	4%	0%	0%	0%	C	0.098		0.571	3800	F	2015
(3418) South St	0.22	1900	F	99%	0%	1%	0%	0%	0%	C	0.112			2100	F	2015
(3419) 7th Street NE	0.16	900	F	98%	0%	1%	0%	0%	0%	C	0.116		0.527	980	F	2015
(3421) Park St	0.34	11000	F	99%	0%	1%	0%	0%	0%	F	0.091		0.588	12000	F	2015
(3421) Park St	0.34	12000	F	99%	0%	1%	0%	0%	0%	C	0.094		0.655	13000	F	2015
(3421) Park St	0.25	20000	F	99%	0%	1%	0%	0%	0%	F	0.085		0.511	21000	F	2015
(3423) 9th 10th Connector	0.28	13000	F	98%	0%	1%	0%	0%	0%	C	0.086		0.699	14000	F	2015
(3423) 10th St	0.44	8500	F	98%	0%	1%	0%	0%	0%	C	0.099		0.585	9200	F	2015

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<b>City of Charlottesville</b>																
(3423) 10th St	0.04	2600	F	98%	0%	1%	0%	0%	0%	F	0.091		2900	F	2015	
(3425) 14th St	0.46	5000	F	96%	0%	4%	0%	0%	0%	C	0.092	0.545	5500	F	2015	
(3425) Madison Ave	0.27	2900	F	96%	0%	4%	0%	0%	0%	F	0.102	0.613	3100	F	2015	
(3425) Madison Ave	0.32	180	F	96%	0%	4%	0%	0%	0%	C	0.133	0.522	200	F	2015	
(3427) Rugby Rd	0.49	4400	F	98%	0%	1%	1%	0%	0%	C	0.094	0.633	4800	F	2015	
(3429) Rose Hill Dr	0.65	8100	F	97%	1%	2%	0%	0%	0%	C	0.104	0.663	8800	F	2015	
(3431) Preston Ave	0.23	14000	F	98%	0%	1%	0%	0%	0%	F	0.082	0.545	16000	F	2015	
(3431) Preston Ave	0.28	16000	F	98%	0%	1%	0%	0%	0%	C	0.078	0.507	17000	F	2015	
(3431) Rugby Rd	0.14	20000	F	98%	0%	2%	0%	0%	0%	F	0.085	0.539	21000	F	2015	
(3431) Rugby Rd	0.89	1700	F	98%	0%	2%	0%	0%	0%	F	0.131	0.86	1800	F	2015	
(3431) Brandywine Dr	0.07	2700	N	98%	0%	2%	0%	0%	0%	N	0.135	0.641	2900	N	2015	
(3431) Brandywine Dr	0.95	2700	F	98%	0%	2%	0%	0%	0%	C	0.135	0.641	2900	F	2015	
(3431) Greenbrier Dr	0.33	2500	F	97%	0%	2%	0%	0%	0%	C	0.131	0.595	2700	F	2015	
(3431) Greenbrier Dr	0.44	2400	F	97%	1%	2%	0%	0%	0%	C	0.125	0.576	2600	F	2015	
(3433) Arlington Blvd	0.34	6900	F	95%	0%	5%	0%	0%	0%	F	0.103	0.640	7500	F	2015	
(3435) Barracks Rd	0.50	16000	F	99%	0%	1%	0%	0%	0%	F	0.082	0.516	18000	F	2015	
(3435) Barracks Rd	0.37	18000	F	99%	0%	1%	0%	0%	0%	C	0.09	0.562	20000	F	2015	
(3437) Meadowbrook Heights	0.67	1200	F	99%	0%	1%	0%	0%	0%	C	0.136	0.686	1300	F	2015	
(3439) Hydraulic Rd	0.35	28000	F	98%	0%	1%	1%	0%	0%	C	0.091	0.545	31000	F	2015	
14th St		5500	F								0.094	0.525	6000	F	2015	
Albemarle St		170	F								0.113	0.615	180	F	2015	

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Charlottesville</b>																
Augusta St		150	F			From Amherst St				0.115			0.703	170	F	2015
						To Dead End										
Azalea Dr		170	F			From Garden Dr				0.145			0.535	190	F	2015
						To Jefferson Park Ave										
Banbury St		90	F			From Greenbrier Dr				0.148			0.633	100	F	2015
						To Tarleton Dr										
Birdwood Rd		600	F			From US 250 Bypass				0.276			0.989	650	F	2015
						To Edge Hill Rd										
Blenheim Ave		250	F			From Castalia St				0.102			0.667	280	F	2015
						To Monticello Ave										
Brandywine Dr		310	F			From Marie Pl				0.13			0.698	340	F	2015
						To Melissa Pl										
Cleveland Ave		2900	G			From Jefferson Park Ave				0.102			0.556	3100	G	2015
						To Hammond St										
Coleman St		190	F			From Belleview Ave				0.169			0.522	210	F	2015
						To St George Ave										
Dice St		930	F			From 7th St				0.127			0.874	1000	F	2015
						To 6th St										
Essex Rd		550	F			From Brandywine Dr				0.152			0.592	590	F	2015
						To Meadowbrook Heights Rd										
Evergreen Ave		270	F			From Park St.				0.135			0.579	290	F	2015
						To Lyons Ct.										
Fendall Ave		210	F			From Fendall Terrace				0.13			0.525	230	F	2015
						To Winston Terrace										
Grove St		260	F			From Jones St				0.114				280	F	2015
						To 10th St										
Hampton St		290	F			From Rives St				0.128			0.688	320	F	2015
						To Nassau Street										
Hessian Rd		60	F			From Barracks Rd				0.219			0.5	70	F	2015
						To Blue Ridge Rd										
Hilltop Rd		210	F			From Blue Ridge Rd				0.115			0.564	220	F	2015
						To Meadowbrook Rd										
Holmes Ave		2600	F			From North Ave				0.133			0.532	2800	F	2015
						To Elizabeth Ave										
John St		1200	F			From 13th Street				0.099			0.582	1300	F	2015
						To 14th Street										
Kent Rd		80	F			From Alderman Rd				0.189			0.786	90	F	2015
						To Minor Rd										

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Charlottesville</b>																
Kerry Lane		260	F			From: Greenbrier Dr				0.178			0.544	290	F	2015
						To: Hillwood Pl										
Lee St		5900	F			From: Jefferson Park Ave				0.084			0.522	6400	F	2015
						To: 11th St										
Lewis Mountain Rd		470	F			From: Lewis Mountain Circle				0.117			0.722	510	F	2015
						To: Cameron Lane										
Linden St		1900	F			From: Nassau St				0.113			0.643	2000	F	2015
						To: Monticello Rd										
McElroy Dr		150	F			From: Marion Ct				0.156			0.51	160	F	2015
						To: Troost Ct										
Meadowbrook Heights Rd		520	G			From: Meadowbrook Ct				0.130			0.781	570	G	2015
						To: Yorktown Dr										
Meadowbrook Rd		280	F			From: Morton Dr				0.117			0.611	310	F	2015
						To: Hilltop Rd										
Michael Pl		360	F			From: Wilson Ct				0.119			0.617	390	F	2015
						To: Brandywine Dr										
Minor Rd		110	F			From: Alderman Rd				0.116			0.615	120	F	2015
						To: Bolling Wood Rd										
Monte Vista Ave		320	F			From: Middleton Lane				0.135			0.702	350	F	2015
						To: Jefferson Park Ave										
Monticello Rd		1600	F			From: Elliot Ave				0.129			0.819	1800	F	2015
						To: Montrose Ave										
Morris Rd		130	F			From: Twyman Rd				0.124			0.515	140	F	2015
						To: Alderman Rd										
Oxford Rd		290	F			From: Rugby Rd				0.121			0.615	320	F	2015
						To: Welford St.										
Palatine Ave		600	F			From: Monticello Ave				0.126			0.533	650	F	2015
						To: Castalia St										
Palatine Ave		160	F			From: Avon St.				0.124			0.5	170	F	2015
						To: Rialto St.										
Park Rd		250	F			From: Jefferson Park Ave				0.133			270	F	2015	
						To: Brunswick Rd										
Park St		9900	G			From: Cutler Lane				0.085			0.538	11000	G	2015
						To: Melbourne Rd										
Ridge Rd		1800	F			From: Lankford Ave				0.088			0.533	1900	F	2015
						To: Barksdale St										
River Ct		140	F			From: River Rd				0.110			0.714	160	F	2015
						To: Dead End										



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						2Axle	3+Axle	1Trail	2Trail							
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River Vista Ave		180	F							0.113		0.667	200	F	2015	
Rives St		650	F							0.103		0.743	710	F	2015	
Saint Clair Ave		270	F							0.119		0.543	290	F	2015	
Second St		630	F							0.119		0.798	680	F	2015	
Shamrock Rd		2900	F							0.102		0.632	3100	F	2015	
Spottswood Rd		130	F							0.124		0.5	140	F	2015	
Stonefield Ave		48	F							0.189		0.6	50	F	2015	
Sunset Rd		200	F							0.111		0.630	210	F	2015	
Thomson Rd		740	F							0.106		0.817	810	F	2015	
Westview Rd		310	F							0.116		0.85	340	F	2015	
Westwood Rd		200	F							0.107		0.708	220	F	2015	