

2012

**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



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Frontage Road (F precedes frontage route number)



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Traffic Engineering Division
2012
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	0.104	F	0.635	16000	F
	To: Altavista Ave															
(20) Monticello Ave	City of Charlottesville	0.28	15000	F	98%	0%	1%	0%	0%	0%	F	0.103	F	0.642	16000	F
	To: Meridian Ave															
(20) Monticello Ave	City of Charlottesville	0.35	9100	F	98%	0%	1%	0%	0%	0%	C	0.103	F	0.645	9700	F
	To: Avon St															
(20) Avon St	City of Charlottesville	0.41	14000	F	98%	0%	1%	0%	0%	0%	F	0.093	F	0.61	15000	F
	To: Market Street															
(20) Bus 250 9th St	City of Charlottesville	0.12	14000	F	98%	0%	1%	0%	0%	0%	F	0.086	F	0.503	15000	F
	From: Market St															
	Combined Traffic Estimates for Parallel Roadways on this Route: NA											0.086	F	0.503	NA	
	To: US 250 High St															
(20) Bus 250 High St	City of Charlottesville	0.23	10000	F	99%	0%	1%	0%	0%	0%	F	0.086	F	0.588	11000	F
	To: 11th ST															
(20) Bus 250 High St	City of Charlottesville	0.21	9500	F	99%	0%	1%	0%	0%	0%	C	0.089	F	0.646	10000	F
	To: Gillespie Ave															
(20) Bus 250 High St	City of Charlottesville	0.45	19000	F	99%	0%	1%	0%	0%	0%	F	0.086	F	0.599	20000	F
	To: US 250 & BUS US 250															
(20) 250 Long St	City of Charlottesville	0.06	37000	N	98%	0%	1%	0%	0%	0%	N	0.083	N	0.517	41000	N
	To: ECL Charlottesville															
	From: WCL Charlottesville															
(29) 250 Monacan Trail Rd	City of Charlottesville	0.35	37000	F	97%	0%	1%	1%	2%	0%	F	0.096	F	0.536	39000	F
	To: Bus US 29															
	From: US 250, Bus US 29															
(29) Emmet St	City of Charlottesville	0.37	59000	F	97%	0%	1%	1%	2%	0%	F	0.083	F	0.527	62000	F
	To: NCL Charlottesville															
	From: US 29															
(29) Bus Fontaine Ave Ext	City of Charlottesville (Maint: 02)	0.37	13000	F	98%	0%	1%	1%	0%	0%	C	0.092	F	0.601	14000	F
	To: SCL Charlottesville															
(29) Bus Fontaine Ave	City of Charlottesville	0.42	12000	F	97%	0%	1%	1%	0%	0%	C	0.094	F	0.628	12000	F
	To: Jefferson Park Ave															
	From: Fontaine Ave															
(29) Bus Jefferson Park Ave	City of Charlottesville	0.69	12000	F	97%	0%	1%	1%	0%	0%	F	0.08	F	0.632	13000	F
	To: Emmet St															
	From: Jefferson Park Ave															
(29) Bus Emmet St	City of Charlottesville	0.53	15000	F	97%	0%	1%	1%	0%	0%	F	0.086	F	0.516	16000	F
	To: Ivy Rd															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 29 Emmet St	From: Ivy Rd City of Charlottesville	0.55	25000	F	98%	0%	1%	0%	0%	0%	C	0.08	F	0.553	26000	F
Bus 29 Emmet St	To: Arlington Blvd From: City of Charlottesville	0.45	24000	F	98%	0%	1%	0%	0%	0%	F	0.086	F	0.519	26000	F
Bus 29 Emmet St	To: Barracks Rd From: City of Charlottesville	0.40	31000	F	98%	0%	1%	0%	0%	0%	F	0.089	F	0.511	33000	F
	To: US 250 Bypass															
East 64	From: WCL Charlottesville City of Charlottesville (Maint: 02)	0.17	21000	G	89%	1%	1%	0%	9%	0%	F	NA		20000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		41000	G	89%	1%	1%	0%	9%	0%	F	NA		40000	G	
	To: ECL Charlottesville															
West 64	From: WCL Charlottesville City of Charlottesville (Maint: 02)	0.20	20000	A	89%	1%	1%	0%	9%	0%	F	0.115	A	20000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		41000	G	89%	1%	1%	0%	9%	0%	F	NA		40000	G	
	To: ECL Charlottesville															
250 29 Monacan Trail Rd	From: WCL Charlottesville City of Charlottesville	0.35	37000	F	97%	0%	1%	1%	2%	0%	F	0.096	F	0.536	39000	F
	To: US 29, Emmet St															
250	From: City of Charlottesville	0.32	22000	F	98%	0%	1%	0%	0%	0%	F	0.094	F	0.501	25000	F
	To: 104-3431 Hydraulic Rd															
250	From: City of Charlottesville	0.42	42000	F	98%	0%	1%	0%	0%	0%	F	0.088	F	0.534	47000	F
	To: Dairy Rd															
250	From: City of Charlottesville	0.60	41000	A	98%	0%	1%	0%	0%	0%	C	0.101	A	0.554	45000	A
	To: Rugby Ave E Int															
250	From: City of Charlottesville	0.33	39000	F	98%	0%	1%	0%	0%	0%	F	0.084	F	0.535	43000	F
	To: McIntire Rd															
250	From: City of Charlottesville	0.27	34000	F	98%	0%	1%	0%	0%	0%	F	0.085	F	0.519	38000	F
	To: Park St															
250	From: City of Charlottesville	0.26	39000	F	98%	0%	1%	0%	0%	0%	F	0.085	F	0.531	43000	F
	To: Locust Ave															
250 Long St	From: City of Charlottesville	0.49	37000	F	98%	0%	1%	0%	0%	0%	F	0.083	F	0.517	41000	F
	To: Bus US 250 High St															
250 20 Long St	From: City of Charlottesville	0.06	37000	N	98%	0%	1%	0%	0%	0%	N	0.083	N	0.517	41000	N
	To: ECL Charlottesville															
Bus 250 Ivy Rd	From: WCL Charlottesville City of Charlottesville	0.50	12000	F	98%	0%	0%	0%	0%	0%	F	0.076	F	0.521	13000	F
	To: Bus US 29 Emmet St															

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							2Axle	3+Axle	1Trail	2Trail						
Bus 250 University Ave	From: Bus US 29 Emmet St City of Charlottesville	0.28	13000	F	97%	0%	2%	0%	0%	0%	F	0.071	F	0.502	14000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		18000	F	97%	0%	2%	0%	0%	0%	F	NA		19000	F	
Bus 250 University Ave	To: Bus 1 US 250P, Rugby Rd City of Charlottesville	0.12	13000	F	97%	0%	2%	0%	0%	0%	F	0.068	F	0.51	14000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		18000	F	97%	0%	2%	0%	0%	0%	F	NA		19000	F	
Bus 250 University Ave	To: Chancellor St City of Charlottesville	0.19	12000	F	97%	0%	2%	0%	0%	0%	F	0.068	F	0.513	13000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		17000	F	97%	0%	2%	0%	0%	0%	F	NA		18000	F	
Bus 250 Main St	To: C&ORR Crossing City of Charlottesville	0.09	13000	F	99%	0%	1%	0%	0%	0%	F	0.072	F	0.502	14000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		18000	F	99%	0%	1%	0%	0%	0%	F	NA		19000	F	
Bus 250 Main St	To: Jefferson Park Ave City of Charlottesville	0.73	13000	F	97%	0%	2%	0%	0%	0%	C	0.080	F	0.622	14000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		34000	F	98%	0%	1%	0%	0%	0%	C	0.085	F	0.584	36000	F
Bus 250 McIntire Rd	To: McIntire Rd From: Main St City of Charlottesville	0.22	24000	F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.513	25000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		29000	F	99%	0%	1%	0%	0%	0%	F	NA		31000	F	
Bus 250 McIntire Rd	To: 104-3405, Bus US 250 Par City of Charlottesville	0.03	24000	N	99%	0%	1%	0%	0%	0%	N	0.082	N	0.513	25000	N
Bus 250 Market St	To: Preston Ave City of Charlottesville	0.53	9600	F	99%	0%	1%	0%	0%	0%	F	0.083	F	0.606	10000	F
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		16000	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.595	17000	F
Bus 250 20 9th St	To: SR 20 9th St, Avon St From: Market St City of Charlottesville	0.12	14000	F	98%	0%	1%	0%	0%	0%	F	0.086	F	0.503	15000	F
	Combined Traffic Estimates for Parallel Roadways on this Route:		NA									0.086	F	0.503	NA	
Bus 250 20 High St	To: High St From: SR 20 9th St City of Charlottesville	0.23	10000	F	99%	0%	1%	0%	0%	0%	F	0.086	F	0.588	11000	F
Bus 250 20 High St	To: 11th St From: City of Charlottesville	0.21	9500	F	99%	0%	1%	0%	0%	0%	C	0.089	F	0.646	10000	F
Bus 250 20 High St	To: Gillespie Ave From: City of Charlottesville	0.45	19000	F	99%	0%	1%	0%	0%	0%	F	0.086	F	0.599	20000	F
	To: Long St															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 250 Rugby Rd	From: University Ave City of Charlottesville	0.38	4900	F	98%	0%	1%	0%	0%	0%	F	0.103	F	0.608	5200	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			29000	F	99%	0%	1%	0%	0%	0%	F	NA		31000	F	
Bus 250 Grady Ave	From: Grady Ave City of Charlottesville	0.57	4900	F	98%	0%	1%	0%	0%	0%	F	0.098	F	0.511	5200	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	F	97%	0%	2%	0%	0%	0%	F	NA		18000	F	
Bus 250 Preston Ave	From: Preston Ave City of Charlottesville	0.51	21000	F	98%	0%	1%	0%	0%	0%	C	0.09	F	0.556	22000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			34000	F	98%	0%	1%	0%	0%	0%	C	0.085	F	0.584	36000	F
Bus 250 Bus 250 McIntire Rd	From: Market St City of Charlottesville	0.03	24000	N	99%	0%	1%	0%	0%	0%	N	0.082	N	0.513	25000	N
Bus 250 High St	From: Preston Ave City of Charlottesville	0.54	6800	F	98%	0%	1%	0%	0%	0%	F	0.093	F	0.602	7200	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			16000	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.595	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							
City of Charlottesville																
① 10th St	0.28	3700	F	99%	0%	1%	0%	0%	0%	C	0.111	F	0.607	3900	F	2012
						From: Water St										
						To: Bus US 250										
② Garret St	0.45	3300	F	97%	0%	1%	1%	0%	0%	C	0.093	F	0.566	3500	F	2012
						From: Ridge St										
						To: Avon St										
③ Kenwood Lane	0.50	600	F	98%	0%	1%	0%	0%	0%	C	0.118	F	0.620	640	F	2012
						From: Meadowbrook Heights Rd										
						To: Melbourne Rd										
④ Lane Rd	0.39	2100	F	89%	1%	9%	1%	0%	0%	C	0.1	F	0.523	2200	F	2012
						From: Jefferson Park Ave										
						To: Lee St										
⑤ Millmont St	0.46	12000	F	98%	0%	1%	0%	0%	0%	C	0.099	F	0.626	13000	F	2012
						From: Arlington Blvd										
						To: Barracks Rd										
⑥ Yorktown Dr	0.31	1200	F	98%	0%	1%	0%	0%	0%	F	0.135	F	0.59	1300	F	2012
						From: Meadowbrook Hghts										
						To: Brandywine Dr										
⑦ McCormick Rd	0.27	4000	F	87%	1%	12%	0%	0%	0%	C	0.09	F	0.619	4200	F	2012
						From: Alderman Rd										
						To: Emmet St										
⑦ McCormick Rd	0.42	2600	F	87%	1%	12%	0%	0%	0%	F	0.128	F	0.529	2800	F	2012
						From: University Ave										
						To: 104-3412 Grove Rd										
⑧ Melbourne Rd	0.08	650	F	98%	0%	1%	0%	0%	0%	F	0.114	F	0.528	690	F	2012
						From: Kenwood Lane										
						To: Bus US 29 Emmet St										
⑨ Massie Rd	0.96	5400	F	94%	0%	5%	0%	0%	0%	C	0.123	F	0.588	5700	F	2012
						From: Arlington Blvd										
						To: Jefferson Park Ave										
③400 Cleveland Ave	0.23	2800	F	98%	0%	1%	1%	0%	0%	C	0.098	F	0.534	2900	F	2012
						From: Cherry Ave										
						To: Cleveland Ave										
③400 Cherry Ave	0.85	6000	F	98%	0%	1%	0%	0%	0%	C	0.107	F	0.539	6400	F	2012
						From: Spring St										
						To: Ridge St										
③400 Cherry Ave	0.68	6400	F	98%	0%	1%	0%	0%	0%	F	0.099	F	0.54	6800	F	2012
						From: Ridge St										
						To: 1St Street										
③400 Elliot Ave	0.28	11000	F	98%	0%	1%	0%	0%	0%	C	0.089	F	0.514	11000	F	2012
						From: Avon St										
						To: Monticello Ave										
③401 Old Lynchburg Rd	0.65	3100	F	98%	0%	1%	0%	0%	0%	C	0.104	F	0.657	3300	F	2012
						From: SCL Charlottesville										
						To: Jefferson Park Ave										
③402 Monticello Ave	0.49	11000	F	98%	0%	1%	0%	0%	0%	C	0.095	F	0.569	11000	F	2012
						From: Ridge St										
						To: SR 20 Avon St										
③403 Harris Rd	0.63	2900	F	98%	0%	1%	0%	0%	0%	C	0.112	F	0.566	3100	F	2012
						From: 5th St										
						To: Jefferson Park Ave										
③403 Jefferson Park Ave	0.27	2900	F	98%	0%	1%	0%	0%	0%	F	0.112	F	0.652	3100	F	2012
						From: Harris Rd										
						To: Old Lynchburg Rd										

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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							
City of Charlottesville																
(3403) Jefferson Park Ave	0.16	5800	F	99%	0%	1%	0%	0%	0%	F	0.108	F	0.655	6200	F	2012
						From: Old Lynchburg Rd										
						To: Cleveland Ave										
(3403) Jefferson Park Ave	0.38	7100	F	99%	0%	1%	0%	0%	0%	C	0.103	F	0.654	7500	F	2012
						From: Bus US 29; Fontaine Ave										
						To: Bus US 29; Fontaine Ave										
(3403) Maury Ave	0.21	5100	F	99%	0%	1%	0%	0%	0%	F	0.099	F	0.688	5500	F	2012
						From: Stadium Rd										
						To: Pratt Dr										
(3403) Alderman Rd	0.05	7600	F	98%	0%	1%	0%	0%	0%	C	0.1	F	0.627	8100	F	2012
						From: Thompson Rd										
						To: Thompson Rd										
(3403) Alderman Rd	0.42	9100	F	98%	0%	1%	0%	0%	0%	F	0.095	F	0.681	9700	F	2012
						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	0.095	F	0.652	5800	F	2012
						From: 9th St										
						To: Meade Ave										
(3405) 5th St	1.42	18000	F	97%	0%	1%	1%	0%	0%	C	0.091	F	0.644	20000	F	2012
						From: SCL Charlottesville										
						To: Cherry Ave										
(3405) Ridge St	0.22	15000	F	97%	0%	1%	1%	0%	0%	C	0.091	F	0.658	16000	F	2012
						From: Cherry St										
						To: Dice St										
(3405) Ridge St	0.17	22000	F	96%	1%	1%	1%	1%	0%	C	0.083	F	0.648	23000	F	2012
						From: Main St										
						To: US 250 Bus Preston Ave										
(3405) McIntire Rd	0.64	14000	F	96%	0%	1%	2%	1%	0%	F	0.087	F	0.554	15000	F	2012
						From: Harris St										
						To: Harris St										
(3405) McIntire Rd	0.18	19000	F	96%	0%	1%	2%	1%	0%	C	0.081	F	0.663	20000	F	2012
						From: US 250 Bypass										
						To: US 250 Bypass										
(3406) Water St	0.32	6000	F	97%	0%	3%	0%	0%	0%	C	0.084	F	0.641	6400	F	2012
						From: Bus US 250										
						To: 4th St										
(3406) Water St	0.32	4800	F	97%	0%	3%	0%	0%	0%	F	0.103	F	0.548	5100	F	2012
						From: 10th St										
						To: 10th St										
(3407) Avon St	0.20	12000	F	97%	0%	2%	0%	0%	0%	C	0.097	F	0.660	12000	F	2012
						From: SCL Charlottesville										
						To: Rockland Ave										
(3407) Avon St	0.50	13000	F	97%	0%	2%	0%	0%	0%	F	0.09	F	0.647	13000	F	2012
						From: Monticello Ave										
						To: Monticello Ave										
(3409) Carlton Rd	0.46	7700	F	97%	0%	2%	1%	1%	0%	C	0.096	F	0.6	8200	F	2012
						From: Meade Ave										
						To: Carlton Rd										
(3409) Meade Ave	0.17	9700	F	97%	0%	2%	1%	1%	0%	F	0.088	F	0.558	10000	F	2012
						From: E Market St										
						To: E Market St										
(3409) Meade Ave	0.46	10000	F	97%	0%	2%	1%	1%	0%	F	0.085	F	0.515	11000	F	2012
						From: High St E										
						To: High St E										
(3410) Jefferson Park Ave	0.57	13000	F	95%	1%	3%	0%	1%	0%	C	0.075	F	0.503	14000	F	2012
						From: Emmet St										
						To: Main St										
(3411) Shamrock Rd	0.42	3500	F	100%	0%	0%	0%	0%	0%	C	0.103	F	0.561	3700	F	2012
						From: Cherry Ave										
						To: Jefferson Park Ave										
(3412) Locust Ave	0.29	5600	F	99%	0%	1%	0%	0%	0%	F	0.104	F	0.656	5900	F	2012
						From: Bus US 250										
						To: Hazel St										

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						2Axle	3+Axle	1Trail	2Trail							
City of Charlottesville																
(3412) Locust Ave	0.25	5700	F	99%	0%	1%	0%	0%	0%	C	0.107	F	0.633	6100	F	2012
			From: Hazel St													
			To: US 250													
(3412) Locust Ave	0.21	3200	F	99%	0%	1%	0%	0%	0%	F	0.118	F	0.754	3400	F	2012
			From: Calhoun St													
			To: Locust Ave													
(3412) Calhoun St	0.22	3300	F	99%	0%	1%	0%	0%	0%	C	0.118	F	0.636	3500	F	2012
			From: Sheridan Ave													
			To: Calhoun St													
(3412) Sheridan Ave	0.04	3100	F	99%	0%	1%	0%	0%	0%	F	0.120	F	0.605	3300	F	2012
			From: North Ave													
			To: Sheridan Ave													
(3412) North Ave	0.30	2900	F	99%	0%	1%	0%	0%	0%	C	0.12	F	0.623	3100	F	2012
			From: Park St													
			To: Melbourne Rd													
(3412) Melbourne Rd	0.77	3200	F	97%	0%	2%	0%	0%	0%	C	0.152	F	0.605	3400	F	2012
			From: Grove Rd													
			To: Melbourne Rd													
(3412) Grove Rd	0.31	1600	F	97%	0%	2%	0%	0%	0%	C	0.147	F	0.522	1700	F	2012
			From: Concord Dr													
			To: Grove Rd													
(3412) Grove Rd	0.38	3200	G	96%	0%	2%	1%	0%	0%	C	NA			3300	G	2012
			From: US 250 Bypass													
			To: Rugby Rd													
(3412) Dairy Rd	0.40	2100	F	98%	0%	1%	0%	0%	0%	C	0.105	F	0.712	2300	F	2012
			From: E South St													
			To: E Water St													
(3413) 2nd Street South East	0.25	3300	F	98%	1%	1%	0%	0%	0%	C	0.105	F		3500	F	2012
			From: Rugby Rd													
			To: Rose Hill Dr													
(3414) Rugby Ave	0.52	1900	F	98%	0%	1%	0%	0%	0%	C	0.097	F	0.593	2000	F	2012
			From: US 250 Bypass													
			To: Ricky Rd													
(3414) Rugby Ave	0.36	6200	F	98%	0%	1%	0%	0%	0%	F	0.116	F	0.623	6600	F	2012
			From: Emmet St													
			To: Maury Ave													
(3416) Angus Rd	0.38	2900	F	98%	0%	1%	1%	0%	0%	C	0.121	F	0.674	3100	F	2012
			From: Stadium Rd													
			To: Emmet St													
(3417) Stadium Rd	0.51	3900	F	96%	0%	3%	0%	0%	0%	C	0.098	F	0.592	4100	F	2012
			From: 2nd St													
			To: Water St													
(3418) South St	0.22	2100	F	98%	0%	1%	0%	0%	0%	C	0.109	F		2300	F	2012
			From: Market St													
			To: High St													
(3419) 7th Street NE	0.16	1000	F	98%	1%	1%	0%	0%	0%	C	0.117	F	0.650	1100	F	2012
			From: High St													
			To: Evergreen Ave													
(3421) Park St	0.34	11000	F	99%	0%	1%	0%	0%	0%	F	0.094	F	0.600	12000	F	2012
			From: US 250													
			To: 104-3412 North Ave													
(3421) Park St	0.34	12000	F	99%	0%	1%	0%	0%	0%	C	0.095	F	0.63	13000	F	2012
			From: Cherry Ave													
			To: US 250 Main St													
(3421) Park St	0.25	20000	F	99%	0%	1%	0%	0%	0%	F	0.089	F	0.509	21000	F	2012
			From: Grady Ave													
(3423) 9th 10th Connector	0.28	13000	F	99%	0%	1%	0%	0%	0%	C	0.086	F	0.656	14000	F	2012
			From: US 250 Main St													
			To: Grady Ave													
(3423) 10th St	0.44	7800	F	98%	0%	1%	0%	0%	0%	C	0.097	F	0.598	8300	F	2012

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						2Axle	3+Axle	1Trail	2Trail							
City of Charlottesville																
(3423) 10th St	0.04	2500	F	98%	0%	1%	0%	0%	0%	F	0.095	F		2700	F	2012
(3425) 14th St	0.46	5500	F	96%	0%	4%	0%	0%	0%	C	0.087	F	0.542	5900	F	2012
(3425) Madison Ave	0.27	3100	F	95%	0%	4%	1%	0%	0%	F	0.102	F	0.640	3300	F	2012
(3425) Madison Ave	0.32	200	F	95%	0%	4%	1%	0%	0%	C	0.096	F	0.524	210	F	2012
(3427) Rugby Rd	0.49	4700	F	99%	0%	1%	0%	0%	0%	C	0.097	F	0.618	5000	F	2012
(3429) Rose Hill Dr	0.65	7200	F	98%	0%	2%	0%	0%	0%	C	0.106	F	0.632	7600	F	2012
(3431) Preston Ave	0.23	13000	F	98%	0%	1%	0%	0%	0%	F	0.081	F	0.507	14000	F	2012
(3431) Preston Ave	0.28	15000	F	98%	0%	1%	0%	0%	0%	C	0.08	F	0.508	16000	F	2012
(3431) Rugby Rd	0.14	18000	F	98%	0%	1%	0%	0%	0%	F	0.088	F	0.548	20000	F	2012
(3431) Rugby Rd	0.89	1700	F	98%	0%	1%	0%	0%	0%	F	0.127	F	0.803	1800	F	2012
(3431) Brandywine Dr	0.07	2900	N	98%	0%	1%	0%	0%	0%	N	0.118	N	0.613	3100	N	2012
(3431) Brandywine Dr	0.95	2900	F	98%	0%	1%	0%	0%	0%	C	0.118	F	0.613	3100	F	2012
(3431) Greenbrier Dr	0.33	2600	F	98%	0%	1%	0%	0%	0%	C	0.116	F	0.651	2800	F	2012
(3431) Greenbrier Dr	0.44	2400	F	99%	0%	1%	0%	0%	0%	C	0.13	F	0.556	2600	F	2012
(3433) Arlington Blvd	0.34	7100	F	94%	0%	5%	0%	0%	0%	F	0.093	F	0.678	7500	F	2012
(3435) Barracks Rd	0.50	16000	F	99%	0%	1%	0%	0%	0%	F	0.082	F	0.514	17000	F	2012
(3435) Barracks Rd	0.37	19000	F	99%	0%	1%	0%	0%	0%	C	0.091	F	0.625	20000	F	2012
(3437) Meadowbrook Heights	0.67	1200	F	98%	0%	1%	0%	0%	0%	C	0.149	F	0.602	1300	F	2012
(3439) Hydraulic Rd	0.35	29000	F	98%	0%	1%	0%	1%	0%	C	0.080	F	0.538	30000	F	2012
14th St		6000	F								0.087	F	0.517	6400	F	2012
Albemarle St		150	F								0.128	F	0.523	160	F	2012

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City of Charlottesville																
Augusta St		150	F							0.141	F	0.667	160	F	2012	
Azalea Dr		180	F							0.134	F	0.528	200	F	2012	
Banbury St		90	F							0.144	F	0.571	100	F	2012	
Birdwood Rd		260	F							0.281	F	0.869	280	F	2012	
Blenheim Ave		230	F							0.115	F	0.561	250	F	2012	
Brandywine Dr		330	F							0.128	F	0.591	350	F	2012	
Cleveland Ave		3000	G							NA			3200	G	2012	
Coleman St		180	F							0.111	F	0.546	190	F	2012	
Dice St		810	G							NA			850	G	2012	
Essex Rd		490	F							0.134	F	0.68	530	F	2012	
Evergreen Ave		230	F							0.118	F	0.724	240	F	2012	
Fendall Ave		200	F							0.131	F	0.679	210	F	2012	
Grove St		310	F							0.112	F		330	F	2012	
Hampton St		390	F							0.094	F	0.633	410	F	2012	
Hessian Rd		70	F							0.192	F	0.607	70	F	2012	
Hilltop Rd		210	F							0.122	F	0.6	220	F	2012	
Holmes Ave		1700	F							0.121	F	0.565	1900	F	2012	
John St		1500	F							0.097	F	0.529	1600	F	2012	
Kent Rd		60	F							0.196	F	0.667	60	F	2012	

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						2Axle	3+Axle	1Trail	2Trail							
City of Charlottesville																
Kerry Lane		290	F			From: Greenbrier Dr				0.126	F	0.537		310	F	2012
						To: Hillwood Pl										
Lee St		6600	G			From: Jefferson Park Ave				NA			6900	G	2012	
						To: 11th St										
Lewis Mountain Rd		480	F			From: Lewis Mountain Circle				0.105	F	0.746		510	F	2012
						To: Cameron Lane										
Linden St		2000	F			From: Nassau St				0.108	F	0.601		2100	F	2012
						To: Monticello Rd										
McElroy Dr		120	F			From: Marion Ct				0.141	F	0.676		130	F	2012
						To: Troost Ct										
Meadowbrook Heights Rd		540	G			From: Meadowbrook Ct				NA			580	G	2012	
						To: Yorktown Dr										
Meadowbrook Rd		310	F			From: Morton Dr				0.140	F	0.560		330	F	2012
						To: Hilltop Rd										
Michael Pl		430	F			From: Wilson Ct				0.134	F	0.698		460	F	2012
						To: Brandywine Dr										
Minor Rd		110	F			From: Alderman Rd				0.123	F	0.571		110	F	2012
						To: Bolling Wood Rd										
Monte Vista Ave		320	F			From: Middleton Lane				0.12	F	0.63		340	F	2012
						To: Jefferson Park Ave										
Monticello Rd		1900	F			From: Elliot Ave				0.114	F	0.765		2000	F	2012
						To: Montrose Ave										
Morris Rd		110	F			From: Twyman Rd				0.132	F	0.594		120	F	2012
						To: Alderman Rd										
Oxford Rd		330	F			From: Rugby Rd				0.140	F	0.64		350	F	2012
						To: Welford St.										
Palantine Ave		160	F			From: Avon St.				0.121	F	0.537		170	F	2012
						To: Rialto St.										
Palatine Ave		680	F			From: Monticello Ave				0.131	F	0.516		720	F	2012
						To: Castalia St										
Park Rd		280	G			From: Jefferson Park Ave				NA			290	G	2012	
						To: Brunswick Rd										
Park St		10000	G			From: Cutler Lane				NA			11000	G	2012	
						To: Melbourne Rd										
Ridge Rd		1800	F			From: Lankford Ave				0.087	F	0.585		1900	F	2012
						To: Barksdale St										
River Ct		170	F			From: River Rd				0.114	F	0.652		180	F	2012
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
City of Charlottesville																
River Vista Ave		210	F							0.122	F	0.667	220	F	2012	
Rives St		550	F							0.112	F	0.662	590	F	2012	
Saint Clair Ave		260	F							0.108	F	0.618	280	F	2012	
Second St		810	F							0.119	F	0.691	860	F	2012	
Shamrock Rd		3200	F							0.112	F	0.612	3500	F	2012	
Spottswood Rd		100	F							0.145	F	0.697	110	F	2012	
Stonefield Ave		60	F							0.173	F	0.591	60	F	2012	
Sunset Rd		230	F							0.104	F	0.5	250	F	2012	
Thompson Rd		630	F							0.101	F	0.684	680	F	2012	
Westview Rd		350	F							0.138	F	0.714	370	F	2012	
Westwood Rd		230	F							0.131	F	0.515	240	F	2012	