

2013

**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
Wye - Wye 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
2013
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Charlottesville

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW		
							2Axle	3+Axle	1Trail	2Trail								
							From: SCL Charlottesville											
(20) Monticello Ave	City of Charlottesville	0.26	15000	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.635	16000	G		
							To: Altavista Ave											
(20) Monticello Ave	City of Charlottesville	0.28	15000	G	98%	0%	1%	0%	0%	0%	F	0.103	F	0.642	16000	G		
							From: Meridian Ave											
(20) Monticello Ave	City of Charlottesville	0.35	8800	G	98%	0%	1%	0%	0%	0%	C	0.103	F	0.645	9400	G		
							To: Avon St											
(20) Avon St	City of Charlottesville	0.41	14000	G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.61	15000	G		
							From: Market Street											
(20) Bus 250 9th St	City of Charlottesville	0.12	14000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.503	15000	G		
Combined Traffic Estimates for Parallel Roadways on this Route:																		
NA																		
							From: US 250 High St											
(20) Bus 250 High St	City of Charlottesville	0.23	9800	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.588	10000	G		
							From: 11th ST											
(20) Bus 250 High St	City of Charlottesville	0.21	9200	G	99%	0%	1%	0%	0%	0%	C	0.089	F	0.646	9800	G		
							From: Gillespie Ave											
(20) Bus 250 High St	City of Charlottesville	0.45	19000	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.599	20000	G		
							From: US 250 & BUS US 250											
(20) 250 Long St	City of Charlottesville	0.06	35000	N	98%	0%	1%	0%	0%	0%	N	0.083	N	0.517	39000	N		
							To: ECL Charlottesville											
							From: WCL Charlottesville											
(29) 250 Monacan Trail Rd	City of Charlottesville	0.35	37000	G	97%	0%	1%	1%	2%	0%	F	0.096	F	0.536	39000	G		
							To: Bus US 29											
							From: US 250, Bus US 29											
(29) Emmet St	City of Charlottesville	0.37	60000	G	97%	0%	1%	1%	2%	0%	F	0.083	F	0.527	63000	G		
							To: NCL Charlottesville											
							From: US 29											
(29) Bus Fontaine Ave Ext	City of Charlottesville (Maint: 02)	0.37	13000	G	98%	0%	1%	1%	0%	0%	C	0.092	F	0.601	14000	G		
							To: SCL Charlottesville											
(29) Bus Fontaine Ave	City of Charlottesville	0.42	11000	G	97%	0%	1%	1%	0%	0%	C	0.094	F	0.628	12000	G		
							To: Jefferson Park Ave											
							From: Fontaine Ave											
(29) Bus Jefferson Park Ave	City of Charlottesville	0.69	12000	G	97%	0%	1%	1%	0%	0%	F	0.08	F	0.632	12000	G		
							To: Emmet St											
							From: Jefferson Park Ave											
(29) Bus Emmet St	City of Charlottesville	0.53	15000	G	97%	0%	1%	1%	0%	0%	F	0.086	F	0.516	16000	G		
							To: Ivy Rd											

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 29 Emmet St	From: Ivy Rd City of Charlottesville	0.55	24000	G	98%	0%	1%	0%	0%	0%	C	0.08	F	0.553	26000	G
Bus 29 Emmet St	To: Arlington Blvd From: City of Charlottesville	0.45	23000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.519	25000	G
Bus 29 Emmet St	To: Barracks Rd From: City of Charlottesville	0.40	31000	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.511	32000	G
	To: US 250 Bypass															
East 64	From: WCL Charlottesville City of Charlottesville (Maint: 02)	0.17	22000	G	89%	1%	1%	1%	9%	0%	F	NA		20000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		42000	G	89%	1%	1%	1%	9%	0%	F	NA		41000	G	
	To: ECL Charlottesville															
West 64	From: WCL Charlottesville City of Charlottesville (Maint: 02)	0.20	20000	A	89%	1%	1%	1%	9%	0%	F	0.115	A	21000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		42000	G	89%	1%	1%	1%	9%	0%	F	NA		41000	G	
	To: ECL Charlottesville															
250 29 Monacan Trail Rd	From: WCL Charlottesville City of Charlottesville	0.35	37000	G	97%	0%	1%	1%	2%	0%	F	0.096	F	0.536	39000	G
250	To: US 29, Emmet St From: City of Charlottesville	0.32	21000	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.501	23000	G
250	To: 104-3431 Hydraulic Rd From: City of Charlottesville	0.42	39000	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.534	44000	G
250	To: Dairy Rd From: City of Charlottesville	0.60	38000	A	98%	0%	1%	0%	0%	0%	C	0.105	A	0.540	41000	A
250	To: Rugby Ave E Int From: City of Charlottesville	0.33	36000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.535	40000	G
250	To: McIntire Rd From: City of Charlottesville	0.27	32000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.519	36000	G
250	To: Park St From: City of Charlottesville	0.26	37000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.531	41000	G
250 Long St	To: Locust Ave From: City of Charlottesville	0.49	35000	G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.517	39000	G
250 20 Long St	To: Bus US 250 High St From: City of Charlottesville	0.06	35000	N	98%	0%	1%	0%	0%	0%	N	0.083	N	0.517	39000	N
	To: ECL Charlottesville															
Bus 250 Ivy Rd	From: WCL Charlottesville City of Charlottesville	0.50	12000	G	98%	0%	0%	0%	0%	0%	F	0.076	F	0.521	13000	G
	To: Bus US 29 Emmet St															

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							2Axle	3+Axle	1Trail	2Trail						
Bus 250 University Ave	From: [Redacted] City of Charlottesville	0.28	13000	G	97%	0%	2%	0%	0%	0%	F	0.071	F	0.502	14000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			18000	G	97%	0%	2%	0%	0%	0%	F	NA		19000	G	
Bus 250 University Ave	From: [Redacted] City of Charlottesville	0.12	12000	G	97%	0%	2%	0%	0%	0%	F	0.068	F	0.51	13000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	G	97%	0%	2%	0%	0%	0%	F	NA		18000	G	
Bus 250 University Ave	From: [Redacted] City of Charlottesville	0.19	12000	G	97%	0%	2%	0%	0%	0%	F	0.068	F	0.513	13000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	G	97%	0%	2%	0%	0%	0%	F	NA		18000	G	
Bus 250 Main St	From: [Redacted] City of Charlottesville	0.09	13000	G	95%	1%	3%	0%	1%	0%	C	0.072	F	0.502	14000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	G	96%	1%	2%	0%	1%	0%	F	NA		19000	G	
Bus 250 Main St	From: [Redacted] City of Charlottesville	0.73	13000	G	97%	0%	2%	0%	0%	0%	C	0.080	F	0.622	13000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			33000	G	98%	0%	1%	0%	0%	0%	C	0.085	F	0.584	35000	G
Bus 250 McIntire Rd	From: [Redacted] City of Charlottesville	0.22	23000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.513	25000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			28000	G	99%	0%	1%	0%	0%	0%	F	NA		30000	G	
Bus 250 McIntire Rd	From: [Redacted] City of Charlottesville	0.03	23000	N	99%	0%	1%	0%	0%	0%	N	0.082	N	0.513	25000	N
Bus 250 Market St	From: [Redacted] City of Charlottesville	0.53	9300	G	99%	0%	1%	0%	0%	0%	F	0.083	F	0.606	9900	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			16000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.595	17000	G
Bus 250 20 9th St	From: [Redacted] City of Charlottesville	0.12	14000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.503	15000	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									0.086	F	0.503	NA	
Bus 250 20 High St	From: [Redacted] City of Charlottesville	0.23	9800	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.588	10000	G
Bus 250 20 High St	From: [Redacted] City of Charlottesville	0.21	9200	G	99%	0%	1%	0%	0%	0%	C	0.089	F	0.646	9800	G
Bus 250 20 High St	From: [Redacted] City of Charlottesville	0.45	19000	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.599	20000	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 Rugby Rd	From: University Ave City of Charlottesville	0.38	4700	G	98%	0%	1%	0%	0%	0%	F	0.103	F	0.608	5000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			28000	G	99%	0%	1%	0%	0%	0%	F	NA			30000	G
Bus 250 Grady Ave	From: Grady Ave City of Charlottesville	0.57	4700	G	98%	0%	1%	0%	0%	0%	F	0.098	F	0.511	5100	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	G	97%	0%	2%	0%	0%	0%	F	NA			18000	G
Bus 250 Preston Ave	From: Preston Ave City of Charlottesville	0.51	20000	G	98%	0%	1%	0%	0%	0%	C	0.09	F	0.556	22000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			33000	G	98%	0%	1%	0%	0%	0%	C	0.085	F	0.584	35000	G
Bus 250 Bus 250 McIntire Rd	From: Market St City of Charlottesville	0.03	23000	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	6500	G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.602	7000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			16000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.595	17000	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																	
① 10th St	0.28	3500	G	99%	0%	1%	0%	0%	0%	C	0.111	F	0.607	3800	G	2013	
						From: Water St											
						To: Bus US 250											
② Garret St	0.45	3200	G	97%	0%	1%	1%	0%	0%	C	0.093	F	0.566	3400	G	2013	
						From: Ridge St											
						To: Avon St											
③ Kenwood Lane	0.50	590	G	98%	0%	1%	0%	0%	0%	C	0.118	F	0.620	620	G	2013	
						From: Meadowbrook Heights Rd											
						To: Melbourne Rd											
④ Lane Rd	0.39	2000	G	89%	1%	9%	1%	0%	0%	C	0.1	F	0.523	2200	G	2013	
						From: Jefferson Park Ave											
						To: Lee St											
⑤ Millmont St	0.46	11000	G	98%	0%	1%	0%	0%	0%	C	0.099	F	0.626	12000	G	2013	
						From: Arlington Blvd											
						To: Barracks Rd											
⑥ Yorktown Dr	0.31	1200	G	98%	0%	1%	0%	0%	0%	F	0.135	F	0.59	1300	G	2013	
						From: Meadowbrook Hghts											
						To: Brandywine Dr											
⑦ McCormick Rd	0.27	3900	G	87%	1%	12%	0%	0%	0%	C	0.09	F	0.619	4100	G	2013	
						From: Alderman Rd											
						To: Emmet St											
⑦ McCormick Rd	0.42	2600	G	87%	1%	12%	0%	0%	0%	F	0.128	F	0.529	2700	G	2013	
						From: University Ave											
						To: University Ave											
⑧ Melbourne Rd	0.08	630	G	98%	0%	1%	0%	0%	0%	F	0.114	F	0.528	670	G	2013	
						From: 104-3412 Grove Rd											
						To: Kenwood Lane											
⑨ Massie Rd	0.96	5200	G	94%	0%	5%	0%	0%	0%	C	0.123	F	0.588	5500	G	2013	
						From: Bus US 29 Emmet St											
						To: Arlington Blvd											
③400 Cleveland Ave	0.23	2700	G	98%	0%	1%	1%	0%	0%	C	0.098	F	0.534	2900	G	2013	
						From: Jefferson Park Ave											
						To: Cherry Ave											
③400 Cherry Ave	0.85	5800	G	98%	0%	1%	0%	0%	0%	C	0.107	F	0.539	6200	G	2013	
						From: Cleveland Ave											
						To: Spring St											
③400 Cherry Ave	0.68	6200	G	98%	0%	1%	0%	0%	0%	F	0.099	F	0.54	6600	G	2013	
						From: Spring St											
						To: Ridge St											
③400 Cherry Ave	0.25	11000	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.505	11000	G	2013	
						From: Ridge St											
						To: 1St Street											
③400 Elliot Ave	0.28	10000	G	98%	0%	1%	0%	0%	0%	C	0.089	F	0.514	11000	G	2013	
						From: 1St Street											
						To: Avon St											
③400 Elliot Ave	0.39	3000	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.768	3200	G	2013	
						From: Avon St											
						To: Monticello Ave											
③401 Old Lynchburg Rd	0.65	3000	G	98%	0%	1%	0%	0%	0%	C	0.104	F	0.657	3200	G	2013	
						From: SCL Charlottesville											
						To: Jefferson Park Ave											
③402 Monticello Ave	0.49	10000	G	98%	0%	1%	0%	0%	0%	C	0.095	F	0.569	11000	G	2013	
						From: Ridge St											
						To: SR 20 Avon St											
③403 Harris Rd	0.63	2800	G	98%	0%	1%	0%	0%	0%	C	0.112	F	0.566	3000	G	2013	
						From: 5th St											
						To: Jefferson Park Ave											
③403 Jefferson Park Ave	0.27	2800	G	98%	0%	1%	0%	0%	0%	F	0.112	F	0.652	3000	G	2013	
						From: Harris Rd											
						To: Old Lynchburg Rd											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Charlottesville																
(3403) Jefferson Park Ave	0.16	5600	G	99%	0%	1%	0%	0%	0%	F	0.108	F	0.655	6000	G	2013
						From: Old Lynchburg Rd										
						To: Cleveland Ave										
(3403) Jefferson Park Ave	0.38	6900	G	99%	0%	1%	0%	0%	0%	C	0.103	F	0.654	7300	G	2013
						From: Bus US 29; Fontaine Ave										
						To: Stadium Rd										
(3403) Maury Ave	0.21	5000	G	99%	0%	1%	0%	0%	0%	F	0.099	F	0.688	5300	G	2013
						From: Bus US 29; Fontaine Ave										
						To: Stadium Rd										
(3403) Alderman Rd	0.05	7300	G	98%	0%	1%	0%	0%	0%	C	0.1	F	0.627	7800	G	2013
						From: Pratt Dr										
						To: Thompson Rd										
(3403) Alderman Rd	0.42	8900	G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.681	9400	G	2013
						From: Thompson Rd										
						To: Bus US 250; Ivy Rd										
(3404) E Market St	0.48	5300	G	98%	0%	1%	0%	0%	0%	C	0.095	F	0.652	5600	G	2013
						From: 9th St										
						To: Meade Ave										
(3405) 5th St	1.42	18000	G	97%	0%	1%	1%	0%	0%	C	0.091	F	0.644	19000	G	2013
						From: SCL Charlottesville										
						To: Cherry Ave										
(3405) Ridge St	0.22	15000	G	97%	0%	1%	1%	0%	0%	C	0.091	F	0.658	16000	G	2013
						From: Cherry St										
						To: Dice St										
(3405) Ridge St	0.17	21000	G	96%	1%	1%	1%	0%	0%	C	0.083	F	0.648	23000	G	2013
						From: Dice St										
						To: Main St										
(3405) McIntire Rd	0.64	14000	G	96%	0%	1%	2%	1%	0%	F	0.087	F	0.554	15000	G	2013
						From: US 250 Bus Preston Ave										
						To: Harris St										
(3405) McIntire Rd	0.18	18000	G	96%	0%	1%	2%	1%	0%	C	0.081	F	0.663	19000	G	2013
						From: Harris St										
						To: US 250 Bypass										
(3406) Water St	0.32	5800	G	97%	0%	3%	0%	0%	0%	C	0.084	F	0.641	6200	G	2013
						From: Bus US 250										
						To: 4th St										
(3406) Water St	0.32	4700	G	94%	0%	5%	0%	0%	0%	C	0.103	F	0.548	5000	G	2013
						From: 4th St										
						To: 10th St										
(3407) Avon St	0.20	11000	G	97%	0%	2%	0%	0%	0%	C	0.097	F	0.660	12000	G	2013
						From: SCL Charlottesville										
						To: Rockland Ave										
(3407) Avon St	0.50	12000	G	97%	0%	2%	0%	0%	0%	F	0.09	F	0.647	13000	G	2013
						From: Rockland Ave										
						To: Monticello Ave										
(3409) Carlton Rd	0.46	7500	G	97%	0%	2%	1%	1%	0%	C	0.096	F	0.6	8000	G	2013
						From: Monticello Ave										
						To: Meade Ave										
(3409) Meade Ave	0.17	9400	G	97%	0%	2%	1%	1%	0%	F	0.088	F	0.558	10000	G	2013
						From: Meade Ave										
						To: Carlton Rd										
(3409) Meade Ave	0.46	9800	G	97%	0%	2%	1%	1%	0%	F	0.085	F	0.515	10000	G	2013
						From: Carlton Rd										
						To: E Market St										
(3410) Jefferson Park Ave	0.57	13000	G	95%	1%	3%	0%	1%	0%	C	0.075	F	0.503	13000	G	2013
						From: High St E										
						To: Emmet St										
(3411) Shamrock Rd	0.42	3400	G	100%	0%	0%	0%	0%	0%	C	0.103	F	0.561	3600	G	2013
						From: Emmet St										
						To: Jefferson Park Ave										
(3412) Locust Ave	0.29	5400	G	99%	0%	1%	0%	0%	0%	F	0.104	F	0.656	5700	G	2013
						From: Bus US 250										
						To: Hazel St										

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						2Axle	3+Axle	1Trail	2Trail							
City of Charlottesville																
(3412) Locust Ave	0.25	5500	G	99%	0%	1%	0%	0%	0%	C	0.107	F	0.633	5900	G	2013
(3412) Locust Ave	0.21	3100	G	99%	0%	1%	0%	0%	0%	F	0.118	F	0.754	3300	G	2013
(3412) Calhoun St	0.22	3200	G	99%	0%	1%	0%	0%	0%	C	0.118	F	0.636	3400	G	2013
(3412) Sheridan Ave	0.04	3000	G	99%	0%	1%	0%	0%	0%	F	0.120	F	0.605	3200	G	2013
(3412) North Ave	0.30	2800	G	99%	0%	1%	0%	0%	0%	C	0.12	F	0.623	3000	G	2013
(3412) Melbourne Rd	0.77	3100	G	97%	0%	2%	0%	0%	0%	C	0.152	F	0.605	3300	G	2013
(3412) Grove Rd	0.31	1500	G	97%	0%	2%	0%	0%	0%	C	0.147	F	0.522	1600	G	2013
(3412) Grove Rd	0.38	3100	G	96%	0%	2%	1%	0%	0%	C	NA			3200	G	2013
(3412) Dairy Rd	0.40	2100	G	98%	0%	1%	0%	0%	0%	C	0.105	F	0.712	2200	G	2013
(3413) 2nd Street South East	0.25	3200	G	98%	1%	1%	0%	0%	0%	C	0.105	F		3400	G	2013
(3414) Rugby Ave	0.52	1800	G	98%	0%	1%	0%	0%	0%	C	0.097	F	0.593	2000	G	2013
(3414) Rugby Ave	0.36	6000	G	98%	0%	1%	0%	0%	0%	F	0.116	F	0.623	6400	G	2013
(3416) Angus Rd	0.38	2800	G	98%	0%	1%	1%	0%	0%	C	0.121	F	0.674	3000	G	2013
(3417) Stadium Rd	0.51	3700	G	96%	0%	3%	0%	0%	0%	C	0.098	F	0.592	4000	G	2013
(3418) South St	0.22	2100	G	98%	0%	1%	0%	0%	0%	C	0.109	F		2200	G	2013
(3419) 7th Street NE	0.16	1000	G	98%	1%	1%	0%	0%	0%	C	0.117	F	0.650	1100	G	2013
(3421) Park St	0.34	11000	G	99%	0%	1%	0%	0%	0%	F	0.094	F	0.600	11000	G	2013
(3421) Park St	0.34	12000	G	99%	0%	1%	0%	0%	0%	C	0.095	F	0.63	12000	G	2013
(3421) Park St	0.25	19000	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.509	21000	G	2013
(3423) 9th 10th Connector	0.28	13000	G	99%	0%	1%	0%	0%	0%	C	0.086	F	0.656	13000	G	2013
(3423) 10th St	0.44	7500	G	98%	0%	1%	0%	0%	0%	C	0.097	F	0.598	8000	G	2013

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						2Axle	3+Axle	1Trail	2Trail							
City of Charlottesville																
3423 10th St	0.04	2400	From Grady Ave				1%	0%	0%	0%	F	0.095	F	2600	G	2013
			To Preston Ave													
3425 14th St	0.46	5400	From Main St				4%	0%	0%	0%	C	0.087	F	5700	G	2013
			To Grady Ave													
3425 Madison Ave	0.27	3000	From Grady Ave				4%	1%	0%	0%	F	0.102	F	3200	G	2013
			To Preston Ave													
3425 Madison Ave	0.32	190	From Dead End				4%	1%	0%	0%	C	0.096	F	210	G	2013
			To Rose Hill Dr													
3427 Rugby Rd	0.49	4600	From Grady Rd				1%	0%	0%	0%	C	0.097	F	4900	G	2013
			To Preston Ave													
3429 Rose Hill Dr	0.65	7000	From Preston Ave				2%	0%	0%	0%	C	0.106	F	7400	G	2013
			To Rugby Ave													
3431 Preston Ave	0.23	13000	From Grady Ave				1%	0%	0%	0%	F	0.081	F	14000	G	2013
			To Madison Ave													
3431 Preston Ave	0.28	14000	From Rugby Rd				1%	0%	0%	0%	C	0.08	F	15000	G	2013
			To Preston Ave													
3431 Rugby Rd	0.14	18000	From Barracks Rd				1%	0%	0%	0%	F	0.088	F	19000	G	2013
			To US 250													
3431 Rugby Rd	0.89	1600	From US 250				1%	0%	0%	0%	F	0.127	F	1700	G	2013
			To Brandywine Dr													
3431 Brandywine Dr	0.07	2800	From Hydraulic Rd				1%	0%	0%	0%	N	0.118	N	3000	N	2013
			To Greenbrier Dr													
3431 Brandywine Dr	0.95	2800	From Greenbrier Dr				1%	0%	0%	0%	C	0.118	F	3000	G	2013
			To Brandywine Dr													
3431 Greenbrier Dr	0.33	2600	From Tarleton Dr				1%	0%	0%	0%	C	0.116	F	2700	G	2013
			To NCL Charlottesville													
3431 Greenbrier Dr	0.44	2300	From Massie Rd				1%	0%	0%	0%	C	0.13	F	2500	G	2013
			To Enmet St													
3433 Arlington Blvd	0.34	6900	From Rugby Rd				3%	0%	0%	0%	C	0.093	F	7300	G	2013
			To Emmet St													
3435 Barracks Rd	0.50	15000	From Emmet St				1%	0%	0%	0%	F	0.082	F	16000	G	2013
			To WCL Charlottesville													
3435 Barracks Rd	0.37	18000	From US 250				1%	0%	0%	0%	C	0.091	F	20000	G	2013
			To Yorktown Dr													
3437 Meadowbrook Heights	0.67	1200	From US 250				1%	0%	0%	0%	C	0.149	F	1200	G	2013
			To US 29 Emmet St													
3439 Hydraulic Rd	0.35	28000	From US 250 University Ave				1%	0%	1%	0%	C	0.080	F	30000	G	2013
			To Sadler St													
14th St		5900	From Henry Ave									0.087	F	6200	G	2013
			To Concord Ave													
Albemarle St		150	From Henry Ave									0.128	F	160	G	2013
			To Concord Ave													

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						2Axle	3+Axle	1Trail	2Trail							
City of Charlottesville																
Augusta St		140	G			From: Amherst St				0.141	F	0.667	150	G	2013	
						To: Dead End										
Azalea Dr		180	G			From: Garden Dr				0.134	F	0.528	190	G	2013	
						To: Jefferson Park Ave										
Banbury St		90	G			From: Greenbrier Dr				0.144	F	0.571	90	G	2013	
						To: Tarleton Dr										
Birdwood Rd		250	G			From: US 250 Bypass				0.281	F	0.869	270	G	2013	
						To: Edge Hill Rd										
Blenheim Ave		220	G			From: Castalia St				0.115	F	0.561	240	G	2013	
						To: Monticello Ave										
Brandywine Dr		320	G			From: Marie Pl				0.128	F	0.591	340	G	2013	
						To: Melissa Pl										
Cleveland Ave		2900	G			From: Jefferson Park Ave				NA			3100	G	2013	
						To: Hammond St										
Coleman St		170	G			From: Belleview Ave				0.111	F	0.546	180	G	2013	
						To: St George Ave										
Dice St		780	G			From: 7th St				NA			820	G	2013	
						To: 6th St										
Essex Rd		480	G			From: Brandywine Dr				0.134	F	0.68	510	G	2013	
						To: Meadowbrook Heights Rd										
Evergreen Ave		220	G			From: Park St.				0.118	F	0.724	230	G	2013	
						To: Lyons Ct.										
Fendall Ave		190	G			From: Fendall Terrace				0.131	F	0.679	200	G	2013	
						To: Winston Terrace										
Grove St		300	G			From: 10th St				0.112	F		320	G	2013	
						To: Jones St										
Hampton St		380	G			From: Rives St				0.094	F	0.633	400	G	2013	
						To: Nassau Street										
Hessian Rd		70	G			From: Barracks Rd				0.192	F	0.607	70	G	2013	
						To: Blue Ridge Rd										
Hilltop Rd		200	G			From: Blue Ridge Rd				0.122	F	0.6	210	G	2013	
						To: Meadowbrook Rd										
Holmes Ave		1700	G			From: North Ave				0.121	F	0.565	1800	G	2013	
						To: Elizabeth Ave										
John St		1500	G			From: 13th Street				0.097	F	0.529	1600	G	2013	
						To: 14th Street										
Kent Rd		50	G			From: Alderman Rd				0.196	F	0.667	60	G	2013	
						To: Minor Rd										

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						2Axle	3+Axle	1Trail	2Trail							
City of Charlottesville																
Kerry Lane		290	G							0.126	F	0.537		300	G	2013
Lee St		4600	F							0.083	F	0.502		4900	F	2013
Lewis Mountain Rd		470	G							0.105	F	0.746		500	G	2013
Linden St		1900	G							0.108	F	0.601		2100	G	2013
McElroy Dr		120	G							0.141	F	0.676		130	G	2013
Meadowbrook Heights Rd		520	G							NA				570	G	2013
Meadowbrook Rd		300	G							0.140	F	0.560		320	G	2013
Michael Pl		420	G							0.134	F	0.698		440	G	2013
Minor Rd		100	G							0.123	F	0.571		110	G	2013
Monte Vista Ave		310	G							0.12	F	0.63		330	G	2013
Monticello Rd		1800	G							0.114	F	0.765		2000	G	2013
Morris Rd		110	G							0.132	F	0.594		120	G	2013
Oxford Rd		320	G							0.140	F	0.64		340	G	2013
Palantine Ave		150	G							0.121	F	0.537		160	G	2013
Palatine Ave		660	G							0.131	F	0.516		700	G	2013
Park Rd		270	G							NA				280	G	2013
Park St		9900	G							NA				11000	G	2013
Ridge Rd		1800	G							0.087	F	0.585		1900	G	2013
River Ct		170	G							0.114	F	0.652		180	G	2013

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						2Axle	3+Axle	1Trail	2Trail							
City of Charlottesville																
River Vista Ave		200	G							0.122	F	0.667	220	G	2013	
Rives St		540	G							0.112	F	0.662	570	G	2013	
Saint Clair Ave		260	G							0.108	F	0.618	270	G	2013	
Second St		780	G							0.119	F	0.691	830	G	2013	
Shamrock Rd		3100	G							0.112	F	0.612	3400	G	2013	
Spottswood Rd		100	G							0.145	F	0.697	110	G	2013	
Stonefield Ave		60	G							0.173	F	0.591	60	G	2013	
Sunset Rd		230	G							0.104	F	0.5	240	G	2013	
Thompson Rd		620	G							0.101	F	0.684	660	G	2013	
Westview Rd		340	G							0.138	F	0.714	360	G	2013	
Westwood Rd		220	G							0.131	F	0.515	230	G	2013	