

**2017**

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

Virginia Department of Transportation  
Traffic Engineering Division  
2017  
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	16000	G	98%	0%	1%	0%	0%	0%	F	0.097	0.615	17000	G	
							To: Altavista Ave									
(20) Monticello Ave	City of Charlottesville	0.28	15000	G	98%	0%	1%	0%	0%	0%	F	0.103	0.543	16000	G	
							From: Carlton Rd									
(20) Monticello Ave	City of Charlottesville	0.35	9500	G	98%	0%	1%	0%	0%	0%	C	0.093	0.588	10000	G	
							To: Avon St									
(20) Avon St	City of Charlottesville	0.41	15000	G	98%	0%	1%	0%	0%	0%	F	0.095	0.723	16000	G	
							From: Market Street									
(20) Bus 250 9th St	City of Charlottesville	0.12	15000	G	98%	0%	1%	0%	0%	0%	F	0.083	0.595	16000	G	
							From: Market St									
							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	12000	G	99%	0%	1%	0%	0%	0%	F	0.092	0.601	13000	G	
							From: 11th ST									
(20) Bus 250 High St	City of Charlottesville	0.21	11000	G	99%	0%	1%	0%	0%	0%	C	0.088	0.625	12000	G	
							From: Gillespie Ave									
(20) Bus 250 High St	City of Charlottesville	0.45	21000	G	99%	0%	1%	0%	0%	0%	F	0.089	0.583	22000	G	
							From: US 250 & BUS US 250									
(20) 250 Long St	City of Charlottesville	0.06	42000	N	98%	0%	1%	1%	0%	0%	N	0.089	0.546	46000	N	
							To: ECL Charlottesville									
							From: WCL Charlottesville									
(29) 250 Monacan Trail Rd	City of Charlottesville	0.35	39000	G	96%	0%	1%	1%	2%	0%	F	0.096	0.536	41000	G	
							To: Bus US 29									
							From: US 250, Bus US 29									
(29) Emmet St	City of Charlottesville	0.37	62000	G	96%	0%	1%	1%	2%	0%	F	0.083	0.527	66000	G	
							To: NCL Charlottesville									
							From: US 29									
(29) Bus Fontaine Ave Ext	City of Charlottesville (Maint: 02)	0.37	15000	G	99%	0%	0%	0%	0%	0%	C	0.1	0.638	16000	G	
							To: SCL Charlottesville									
(29) Bus Fontaine Ave	City of Charlottesville	0.42	13000	G	98%	0%	1%	0%	0%	0%	C	0.092	0.594	15000	G	
							To: Jefferson Park Ave									
							From: Fontaine Ave									
(29) Bus Jefferson Park Ave	City of Charlottesville	0.69	13000	G	98%	0%	1%	0%	0%	0%	F	0.079	0.651	14000	G	
							To: Emmet St									
							From: Jefferson Park Ave									
(29) Bus Emmet St	City of Charlottesville	0.53	16000	G	98%	0%	1%	0%	0%	0%	F	0.079	0.504	18000	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	26000	G	99%	0%	1%	0%	0%	0%	C	0.081		0.549	28000	G
Bus 29 Emmet St	To: Arlington Blvd From: City of Charlottesville	0.45	25000	G	99%	0%	1%	0%	0%	0%	F	0.080		0.565	27000	G
Bus 29 Emmet St	To: Barracks Rd From: City of Charlottesville	0.40	31000	G	99%	0%	1%	0%	0%	0%	F	0.075		0.563	33000	G
East 64	To: US 250 Bypass From: WCL Charlottesville City of Charlottesville (Maint: 02)	0.17	22000	A	89%	1%	1%	1%	9%	0%	F	0.121			22000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		45000	A	89%	1%	1%	1%	9%	0%	F	0.111	A	0.525	46000	A
West 64	To: ECL Charlottesville From: WCL Charlottesville City of Charlottesville (Maint: 02)	0.20	23000	A	89%	1%	1%	1%	9%	0%	F	0.109			24000	A
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		45000	A	89%	1%	1%	1%	9%	0%	F	0.111	A	0.525	46000	A
250 29 Monacan Trail Rd	To: WCL Charlottesville From: City of Charlottesville	0.35	39000	G	96%	0%	1%	1%	2%	0%	F	0.096		0.536	41000	G
250	To: US 29, Emmet St From: City of Charlottesville	0.32	25000	G	98%	0%	1%	1%	0%	0%	F	0.108		0.505	27000	G
250	To: 104-3431 Hydraulic Rd From: City of Charlottesville	0.42	43000	G	98%	0%	1%	1%	0%	0%	F	0.093		0.517	47000	G
250	To: Dairy Rd From: City of Charlottesville	0.60	40000	A	98%	0%	1%	1%	0%	0%	C	0.099		0.573	44000	A
250	To: Rugby Ave E Int From: City of Charlottesville	0.33	41000	G	98%	0%	1%	1%	0%	0%	F	0.084		0.505	45000	G
250	To: McIntire Rd From: City of Charlottesville	0.27	45000	G	98%	0%	1%	1%	0%	0%	F	0.082		0.527	49000	G
250	To: Park St From: City of Charlottesville	0.26	39000	G	98%	0%	1%	1%	0%	0%	F	0.085		0.531	43000	G
250 Long St	To: Locust Ave From: City of Charlottesville	0.49	42000	G	98%	0%	1%	1%	0%	0%	F	0.089		0.546	46000	G
250 20 Long St	To: Bus US 250 High St From: City of Charlottesville	0.06	42000	N	98%	0%	1%	1%	0%	0%	N	0.089		0.546	46000	N
Bus 250 Ivy Rd	To: ECL Charlottesville From: WCL Charlottesville City of Charlottesville	0.50	13000	G	99%	0%	1%	0%	0%	0%	F	0.078		0.519	14000	G
	To: Bus US 29 Emmet St															



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							2Axle	3+Axle	1Trail	2Trail						
Bus 250 University Ave	From: [redacted] Bus US 29 Emmet St	City of Charlottesville	0.28	14000	G	97%	0%	2%	0%	0%	0%	F	0.07	0.519	15000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			19000	G	97%	0%	2%	0%	0%	0%	F	0.077	F	0.513	21000	G
Bus 250 University Ave	To: [redacted] Bus 1 US 250P, Rugby Rd	City of Charlottesville	0.12	13000	G	97%	0%	2%	0%	0%	0%	F	0.068	0.522	14000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			19000	G	97%	0%	2%	0%	0%	0%	F	0.077	F	0.509	20000	G
Bus 250 University Ave	To: [redacted] Chancellor St	City of Charlottesville	0.19	13000	G	97%	0%	2%	0%	0%	0%	F	0.066	0.519	14000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			19000	G	97%	0%	2%	0%	0%	0%	F	0.075	F	0.515	20000	G
Bus 250 Main St	To: [redacted] C&O RR Crossing	City of Charlottesville	0.09	13000	G	99%	0%	1%	0%	0%	0%	F	0.072	0.528	15000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			19000	G	99%	0%	1%	0%	0%	0%	F	0.076	F	0.546	21000	G
Bus 250 Main St	To: [redacted] Jefferson Park Ave	City of Charlottesville	0.73	13000	G	97%	0%	2%	0%	0%	0%	C	0.076	0.616	14000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			36000	G	98%	0%	1%	0%	0%	0%	C	0.081	F	0.551	39000	G
Bus 250 McIntire Rd	To: [redacted] McIntire Rd	City of Charlottesville	0.22	25000	G	99%	0%	1%	0%	0%	0%	F	0.081	0.501	27000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			30000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.501	32000	G
Bus 250 McIntire Rd	To: [redacted] 104-3405, Bus US 250 Par	City of Charlottesville	0.03	25000	N	99%	0%	1%	0%	0%	0%	N	0.081	0.501	27000	N
Bus 250 Market St	To: [redacted] Preston Ave	City of Charlottesville	0.53	9500	G	99%	0%	1%	0%	0%	0%	F	0.079	0.538	10000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.539	18000	G
Bus 250 20 9th St	To: [redacted] SR 20 9th St, Avon St	City of Charlottesville	0.12	15000	G	98%	0%	1%	0%	0%	0%	F	0.083	0.595	16000	G
Combined Traffic Estimates for Parallel Roadways on this Route:			NA									NA		NA		
Bus 250 20 High St	To: [redacted] High St	City of Charlottesville	0.23	12000	G	99%	0%	1%	0%	0%	0%	F	0.092	0.601	13000	G
Bus 250 20 High St	To: [redacted] SR 20 9th St	City of Charlottesville	0.23	12000	G	99%	0%	1%	0%	0%	0%	F	0.092	0.601	13000	G
Bus 250 20 High St	To: [redacted] 11th St	City of Charlottesville	0.21	11000	G	99%	0%	1%	0%	0%	0%	C	0.088	0.625	12000	G
Bus 250 20 High St	To: [redacted] Gillespie Ave	City of Charlottesville	0.45	21000	G	99%	0%	1%	0%	0%	0%	F	0.089	0.583	22000	G
Bus 250 20 High St	To: [redacted] Long St	City of Charlottesville	0.45	21000	G	99%	0%	1%	0%	0%	0%	F	0.089	0.583	22000	G

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							2Axle	3+Axle	1Trail	2Trail						
Bus 250 Rugby Rd	From: University Ave City of Charlottesville	0.38	4800	G	99%	0%	1%	0%	0%	0%	F	0.104	0.528	5200	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			30000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.501	32000	G
Bus 250 Grady Ave	To: Grady Ave From: Rugby Rd City of Charlottesville	0.57	5600	G	99%	0%	1%	0%	0%	0%	F	0.096	0.512	6100	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			19000	G	97%	0%	2%	0%	0%	0%	F	0.075	F	0.515	20000	G
Bus 250 Preston Ave	To: Preston Ave From: Grady Ave City of Charlottesville	0.51	23000	G	99%	0%	1%	0%	0%	0%	C	0.085	0.514	25000	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			36000	G	98%	0%	1%	0%	0%	0%	C	0.081	F	0.551	39000	G
Bus 250 Bus 250 McIntire Rd	To: Market St From: Preston Ave City of Charlottesville	0.03	25000	N	99%	0%	1%	0%	0%	0%	N	0.081	0.501	27000	N	
Bus 250 High St	To: Preston Ave From: 9th St City of Charlottesville	0.54	7200	G	99%	0%	1%	0%	0%	0%	F	0.091	0.537	7900	G	
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			17000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.539	18000	G

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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	4200	G	99%	0%	1%	0%	0%	0%	C	0.119		0.568	4500	G	2017
② Garret St	0.45	3600	G	97%	0%	1%	0%	0%	0%	C	0.108		0.811	3900	G	2017
③ Kenwood Lane	0.50	620	G	97%	0%	2%	0%	0%	0%	C	0.116		0.515	670	G	2017
④ Lane Rd	0.39	1900	G	87%	1%	11%	1%	1%	0%	C	0.097		0.527	2100	G	2017
⑤ Millmont St	0.46	13000	G	98%	0%	1%	0%	0%	0%	C	0.094		0.615	14000	G	2017
⑥ Yorktown Dr	0.31	1200	G	98%	0%	1%	0%	0%	0%	F	0.130		0.623	1300	G	2017
⑦ McCormick Rd	0.27	4200	G	87%	1%	12%	0%	0%	0%	C	0.097		0.633	4500	G	2017
⑦ McCormick Rd	0.42	3100	G	87%	1%	12%	0%	0%	0%	F	0.11		0.505	3300	G	2017
⑧ Melbourne Rd	0.08	730	G	97%	0%	2%	0%	0%	0%	F	0.108		0.553	790	G	2017
⑨ Massie Rd	0.96	6000	G	95%	0%	5%	0%	0%	0%	C	0.112		0.596	6500	G	2017
③400 Cleveland Ave	0.23	3000	G	98%	0%	1%	0%	0%	0%	C	0.107		0.508	3300	G	2017
③400 Cherry Ave	0.85	6100	G	98%	0%	1%	0%	0%	0%	C	0.099		0.549	6600	G	2017
③400 Cherry Ave	0.68	6300	G	98%	0%	2%	0%	0%	0%	F	0.095		0.580	6800	G	2017
③400 Elliott Ave	0.25	12000	G	98%	0%	2%	0%	0%	0%	F	0.087		0.577	13000	G	2017
③400 Elliot Ave	0.28	12000	G	98%	0%	2%	0%	0%	0%	C	0.092		0.536	13000	G	2017
③400 Elliot Ave	0.39	3600	G	98%	0%	2%	0%	0%	0%	F	0.105		0.603	3900	G	2017
③401 Old Lynchburg Rd	0.65	3800	G	97%	0%	2%	0%	0%	0%	C	0.108		0.71	4200	G	2017
③402 Monticello Ave	0.49	11000	G	98%	0%	1%	0%	0%	0%	C	0.093		0.532	12000	G	2017
③403 Harris Rd	0.63	3200	G	98%	0%	1%	0%	0%	0%	C	0.104		0.573	3500	G	2017
③403 Jefferson Park Ave	0.27	3400	G	98%	0%	1%	0%	0%	0%	F	0.1		0.664	3700	G	2017

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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	7300	G	99%	0%	From: Old Lynchburg Rd				F	0.100		0.667	7900	G	2017
(3403) Jefferson Park Ave	0.38	8900	G	99%	0%	To: Cleveland Ave				C	0.099		0.677	9700	G	2017
(3403) Maury Ave	0.21	5700	G	99%	0%	From: Bus US 29; Fontaine Ave				F	0.104		0.717	6200	G	2017
(3403) Alderman Rd	0.05	7800	G	98%	0%	To: Stadium Rd				C	0.099		0.629	8400	G	2017
(3403) Alderman Rd	0.42	8700	G	98%	0%	From: Pratt Dr				F	0.1		0.68	9500	G	2017
(3404) E Market St	0.48	5800	G	98%	0%	To: Thomson Rd				C	0.091		0.7	6300	G	2017
(3405) 5th St	1.42	20000	G	98%	0%	From: Meade Ave				C	0.093		0.625	21000	G	2017
(3405) Ridge St	0.22	16000	G	97%	0%	To: SCL Charlottesville				C	0.091		0.676	18000	G	2017
(3405) Ridge St	0.17	22000	G	97%	0%	From: Cherry Ave				F	0.084		0.62	24000	G	2017
(3405) McIntire Rd	0.64	15000	G	98%	0%	To: Cherry St				F	0.092		0.572	16000	G	2017
(3405) McIntire Rd	0.18	21000	G	98%	0%	From: Dice St				C	0.087		0.584	22000	G	2017
(3406) Water St	0.32	8400	G	97%	0%	To: Main St				C	0.086		0.685	9100	G	2017
(3406) Water St	0.32	5200	G	97%	0%	From: US 250 Bus Preston Ave				F	0.097		0.526	5700	G	2017
(3407) Avon St	0.20	12000	G	97%	0%	To: Harris St				C	0.102		0.653	13000	G	2017
(3407) Avon St	0.50	14000	G	97%	0%	From: US 250 Bypass				F	0.091		0.614	15000	G	2017
(3409) Carlton Rd	0.46	8300	G	96%	0%	To: Bus US 250				C	0.096		0.557	9000	G	2017
(3409) Meade Ave	0.17	10000	G	96%	0%	From: 4th St				F	0.095		0.535	11000	G	2017
(3409) Meade Ave	0.46	11000	G	96%	0%	To: 10th St				F	0.090		0.522	12000	G	2017
(3410) Jefferson Park Ave	0.57	14000	G	94%	1%	From: SCL Charlottesville				C	0.078		0.503	15000	G	2017
(3411) Shamrock Rd	0.42	3200	G	99%	0%	To: Rockland Ave				C	0.093		0.571	3500	G	2017
(3412) Locust Ave	0.29	7100	G	99%	0%	From: Monticello Ave				F	0.114		0.673	7700	G	2017
						To: Monticello Ave										
						From: Meade Ave										
						To: Carlton Rd										
						From: E Market St										
						To: High St E										
						From: Emmet St										
						To: Main St										
						From: Cherry Ave										
						To: Jefferson Park Ave										
						From: Bus US 250										
						To: Hazel St										

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<b>City of Charlottesville</b>																
(3412) Locust Ave	0.25	7300	G	99%	0%	1%	0%	0%	0%	C	0.117		0.651	7900	G	2017
(3412) Locust Ave	0.21	4200	G	99%	0%	1%	0%	0%	0%	F	0.118		0.682	4500	G	2017
(3412) Calhoun St	0.22	4300	G	99%	0%	1%	0%	0%	0%	C	0.119		0.613	4600	G	2017
(3412) Sheridan Ave	0.04	4100	G	99%	0%	1%	0%	0%	0%	F	0.125		0.6	4500	G	2017
(3412) North Ave	0.30	4000	G	99%	0%	1%	0%	0%	0%	C	0.123		0.611	4400	G	2017
(3412) Melbourne Rd	0.77	3500	G	97%	0%	2%	0%	0%	0%	C	0.138		0.556	3800	G	2017
(3412) Grove Rd	0.31	1600	G	96%	0%	2%	0%	0%	0%	C	0.128		0.728	1700	G	2017
(3412) Grove Rd	0.38	3300	G	97%	0%	3%	0%	0%	0%	C	0.132		0.581	3600	G	2017
(3412) Dairy Rd	0.40	2200	G	98%	0%	2%	0%	0%	0%	C	0.11		0.606	2400	G	2017
(3413) 2nd Street South East	0.25	3300	G	97%	1%	1%	0%	0%	0%	C	0.114			3600	G	2017
(3414) Rugby Ave	0.52	1900	G	98%	0%	1%	0%	0%	0%	C	0.096		0.534	2100	G	2017
(3414) Rugby Ave	0.36	7900	G	98%	0%	1%	0%	0%	0%	F	0.1		0.629	8600	G	2017
(3416) Angus Rd	0.38	3100	G	98%	0%	1%	1%	0%	0%	C	0.131		0.531	3300	G	2017
(3417) Stadium Rd	0.51	3700	G	96%	0%	4%	0%	0%	0%	C	0.098		0.571	4000	G	2017
(3418) South St	0.22	2000	G	99%	0%	1%	0%	0%	0%	C	0.112			2200	G	2017
(3419) 7th Street NE	0.16	900	G	98%	0%	1%	0%	0%	0%	C	0.116		0.527	980	G	2017
(3421) Park St	0.34	11000	G	99%	0%	1%	0%	0%	0%	F	0.091		0.588	12000	G	2017
(3421) Park St	0.34	12000	G	99%	0%	1%	0%	0%	0%	C	0.094		0.655	13000	G	2017
(3421) Park St	0.25	21000	G	99%	0%	1%	0%	0%	0%	F	0.085		0.511	22000	G	2017
(3423) 9th 10th Connector	0.28	13000	G	98%	0%	1%	0%	0%	0%	C	0.086		0.699	14000	G	2017
(3423) 10th St	0.44	8900	G	98%	0%	1%	0%	0%	0%	C	0.099		0.585	9700	G	2017

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<b>City of Charlottesville</b>																
3423	10th St	0.04	2600	G	98%	0%	1%	0%	0%	0%	F	0.091		2900	G	2017
3425	14th St	0.46	5300	G	96%	0%	4%	0%	0%	0%	C	0.092	0.545	5700	G	2017
3425	Madison Ave	0.27	3000	G	96%	0%	4%	0%	0%	0%	F	0.102	0.613	3300	G	2017
3425	Madison Ave	0.32	190	G	96%	0%	4%	0%	0%	0%	C	0.133	0.522	210	G	2017
3427	Rugby Rd	0.49	4600	G	98%	0%	1%	1%	0%	0%	C	0.094	0.633	5000	G	2017
3429	Rose Hill Dr	0.65	8500	G	97%	1%	2%	0%	0%	0%	C	0.104	0.663	9200	G	2017
3431	Preston Ave	0.23	15000	G	98%	0%	1%	0%	0%	0%	F	0.082	0.545	16000	G	2017
3431	Preston Ave	0.28	17000	G	98%	0%	1%	0%	0%	0%	C	0.078	0.507	18000	G	2017
3431	Rugby Rd	0.14	21000	G	98%	0%	2%	0%	0%	0%	F	0.085	0.539	22000	G	2017
3431	Rugby Rd	0.89	1800	G	98%	0%	2%	0%	0%	0%	F	0.131	0.86	1900	G	2017
3431	Brandywine Dr	0.07	2800	N	98%	0%	2%	0%	0%	0%	N	0.135	0.641	3100	N	2017
3431	Brandywine Dr	0.95	2800	G	98%	0%	2%	0%	0%	0%	C	0.135	0.641	3100	G	2017
3431	Greenbrier Dr	0.33	2600	G	97%	0%	2%	0%	0%	0%	C	0.131	0.595	2800	G	2017
3431	Greenbrier Dr	0.44	2500	G	97%	1%	2%	0%	0%	0%	C	0.125	0.576	2700	G	2017
3433	Arlington Blvd	0.34	7200	G	95%	0%	5%	0%	0%	0%	F	0.103	0.640	7900	G	2017
3435	Barracks Rd	0.50	17000	G	99%	0%	1%	0%	0%	0%	F	0.082	0.516	19000	G	2017
3435	Barracks Rd	0.37	19000	G	99%	0%	1%	0%	0%	0%	C	0.09	0.562	21000	G	2017
3437	Meadowbrook Heights	0.67	1300	G	99%	0%	1%	0%	0%	0%	C	0.136	0.686	1400	G	2017
3439	Hydraulic Rd	0.35	30000	G	98%	0%	1%	1%	0%	0%	C	0.091	0.545	32000	G	2017
	14th St		5800	G								0.094	0.525	6300	G	2017
	Albemarle St		170	G								0.113	0.615	190	G	2017

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Charlottesville</b>																
Augusta St		160	G			From Amherst St				0.115			0.703	180	G	2017
						To Dead End										
Azalea Dr		180	G			From Garden Dr				0.145			0.535	190	G	2017
						To Jefferson Park Ave										
Banbury St		90	G			From Greenbrier Dr				0.148			0.633	100	G	2017
						To Tarleton Dr										
Birdwood Rd		630	G			From US 250 Bypass				0.276			0.989	690	G	2017
						To Edge Hill Rd										
Blenheim Ave		270	G			From Castalia St				0.102			0.667	290	G	2017
						To Monticello Ave										
Brandywine Dr		330	G			From Marie Pl				0.13			0.698	360	G	2017
						To Melissa Pl										
Cleveland Ave		3000	G			From Jefferson Park Ave				0.102			0.556	3200	G	2017
						To Hammond St										
Coleman St		200	G			From Belleview Ave				0.169			0.522	220	G	2017
						To St George Ave										
Dice St		980	G			From 7th St				0.127			0.874	1100	G	2017
						To 6th St										
Essex Rd		570	G			From Brandywine Dr				0.152			0.592	620	G	2017
						To Meadowbrook Heights Rd										
Evergreen Ave		280	G			From Park St.				0.135			0.579	310	G	2017
						To Lyons Ct.										
Fendall Ave		220	G			From Fendall Terrace				0.13			0.525	240	G	2017
						To Winston Terrace										
Grove St		270	G			From Jones St				0.114				300	G	2017
						To 10th St										
Hampton St		310	G			From Rives St				0.128			0.688	330	G	2017
						To Nassau Street										
Hessian Rd		60	G			From Barracks Rd				0.219			0.5	70	G	2017
						To Blue Ridge Rd										
Hilltop Rd		220	G			From Blue Ridge Rd				0.115			0.564	240	G	2017
						To Meadowbrook Rd										
Holmes Ave		2700	G			From North Ave				0.133			0.532	3000	G	2017
						To Elizabeth Ave										
John St		1200	G			From 13th Street				0.099			0.582	1300	G	2017
						To 14th Street										
Kent Rd		80	G			From Alderman Rd				0.189			0.786	90	G	2017
						To Minor Rd										

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<b>City of Charlottesville</b>																
Kerry Lane		280	G			From: Greenbrier Dr				0.178			0.544	300	G	2017
						To: Hillwood Pl										
Lee St		6200	G			From: Jefferson Park Ave				0.084			0.522	6800	G	2017
						To: 11th St										
Lewis Mountain Rd		490	G			From: Lewis Mountain Circle				0.117			0.722	540	G	2017
						To: Cameron Lane										
Linden St		2000	G			From: Nassau St				0.113			0.643	2100	G	2017
						To: Monticello Rd										
McElroy Dr		160	G			From: Marion Ct				0.156			0.51	170	G	2017
						To: Troost Ct										
Meadowbrook Heights Rd		550	G			From: Meadowbrook Ct				0.130			0.781	590	G	2017
						To: Yorktown Dr										
Meadowbrook Rd		300	G			From: Morton Dr				0.117			0.611	320	G	2017
						To: Hilltop Rd										
Michael Pl		380	G			From: Wilson Ct				0.119			0.617	410	G	2017
						To: Brandywine Dr										
Minor Rd		110	G			From: Alderman Rd				0.116			0.615	120	G	2017
						To: Bolling Wood Rd										
Monte Vista Ave		340	G			From: Middleton Lane				0.135			0.702	370	G	2017
						To: Jefferson Park Ave										
Monticello Rd		1700	G			From: Elliot Ave				0.129			0.819	1900	G	2017
						To: Montrose Ave										
Morris Rd		130	G			From: Twyman Rd				0.124			0.515	150	G	2017
						To: Alderman Rd										
Oxford Rd		310	G			From: Rugby Rd				0.121			0.615	330	G	2017
						To: Welford St.										
Palatine Ave		630	G			From: Monticello Ave				0.126			0.533	690	G	2017
						To: Castalia St										
Palatine Ave		170	G			From: Avon St.				0.124			0.5	180	G	2017
						To: Rialto St.										
Park Rd		260	G			From: Jefferson Park Ave				0.133				280	G	2017
						To: Brunswick Rd										
Park St		10000	G			From: Cutler Lane				0.085			0.538	11000	G	2017
						To: Melbourne Rd										
Ridge Rd		1900	G			From: Lankford Ave				0.088			0.533	2000	G	2017
						To: Barksdale St										
River Ct		150	G			From: River Rd				0.110			0.714	160	G	2017
						To: Dead End										



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River Vista Ave		190	G							0.113		0.667	210	G	2017	
Rives St		680	G							0.103		0.743	740	G	2017	
Saint Clair Ave		280	G							0.119		0.543	310	G	2017	
Second St		660	G							0.119		0.798	720	G	2017	
Shamrock Rd		3000	G							0.102		0.632	3300	G	2017	
Spottswood Rd		140	G							0.124		0.5	150	G	2017	
Stonefield Ave		50	G							0.189		0.6	60	G	2017	
Sunset Rd		210	G							0.111		0.630	220	G	2017	
Thomson Rd		780	G							0.106		0.817	850	G	2017	
Westview Rd		330	G							0.116		0.85	360	G	2017	
Westwood Rd		210	G							0.107		0.708	230	G	2017	