

2002

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

where available

Special Locality Report

104

City of Charlottesville

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Mobility Management 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 at VDOT Mobility Management's 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’s Mobility Management 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

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months 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 30th Highest Hour
- N Peak Hour 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
-  Secondary Route

Special Routes

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

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Charlottesville

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
City of Charlottesville																	
20	Monticello Ave	0.26	14000	G	97%	0%	From: SCL Charlottesville				F	0.113	F	0.555	15000	G	2002
							To: Altavista Ave										
20	Monticello Ave	0.28	13000	G	97%	0%	From: Meridian Ave				F	0.104	F	0.668	14000	G	2002
							To: Avon St										
20	Monticello Ave	0.35	9400	G	97%	0%	From: Monticello Ave				C	0.099	F	0.748	9900	G	2002
							To: Market Street										
20	Avon Street	0.41	19000	G	97%	0%	From: Market St				F	0.088	F	0.706	19000	G	2002
							To: Market St										
20	9th St	0.12	15000	G	97%	0%	From: US 250 High St				F	0.085	F	0.532	16000	G	2002
							To: US 250 High St										
20	High St	0.23	12000	G	95%	1%	From: 11TH ST				F	0.081	F	0.624	13000	G	2002
							To: 11TH ST										
20	High St	0.21	10000	G	95%	1%	From: GILLESPIE AVE				C	0.087	F	0.545	11000	G	2002
							To: GILLESPIE AVE										
20	High St	0.45	20000	G	95%	1%	From: RT 250 & RT 250 BUS				F	0.085	F	0.622	21000	G	2002
							To: ECL Charlottesville										
20	Long St	0.06	34000	N	98%	0%	From: WCL Charlottesville				N	0.083	N	0.535	37000	N	2002
							To: ECL Charlottesville										
29	Emmet St	0.35	35000	G	98%	0%	From: BUS US 29				F	0.095	F	0.530	38000	G	2002
							To: US 250, BUS US 29										
29	Emmet St	0.37	56000	G	94%	0%	From: NCL Charlottesville				F	0.081	F	0.550	57000	G	2002
							To: NCL Charlottesville										
29	Emmet St	0.37	13000	G	97%	0%	From: US 29				F	0.091	F	0.594	13000	G	2002
							To: US 29										
29	Fontaine Ave	0.42	14000	G	98%	0%	From: SCL Charlottesville				C	0.099	F	0.601	15000	G	2002
							To: Jefferson Park Ave										
29	Jefferson Park Ave	0.69	14000	G	98%	0%	From: Fontaine Ave				F	0.08	F	0.587	15000	G	2002
							To: Emmet St										
29	Emmet Street	0.53	19000	G	98%	0%	From: Jefferson Park Ave				F	0.073	F	0.551	20000	G	2002
							To: Emmet St										
29	Emmet St	0.55	31000	G	97%	1%	From: Ivy Rd				C	0.068	F	0.547	32000	G	2002
							To: Ivy Rd										
29	Emmet St	0.45	25000	G	97%	1%	From: Arlington Blvd				F	0.074	F	0.528	27000	G	2002
							To: Arlington Blvd										
29	Emmet St	0.40	35000	G	97%	1%	From: Barracks Rd				F	0.077	F	0.511	36000	G	2002
							To: US 250 Bypass										
64	East	0.17	16000	G	84%	1%	From: WCL Charlottesville				F	0.102	F	14000	G	2002	
							To: ECL Charlottesville										
64	West	0.20	16000	G	84%	1%	From: WCL Charlottesville				F	0.099	F	14000	G	2002	
							To: ECL Charlottesville										
Combined Traffic:		0	G							0.085	F	0.532	0	G			

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
City of Charlottesville																	
Bus 250 High St	0.21	10000	G	95%	1%	3%	1%	1%	0%	C	0.087	F	0.545	11000	G	2002	
				From:	11th St												
				To:	Gillespie Ave												
Bus 250 High St	0.45	20000	G	95%	1%	3%	1%	1%	0%	F	0.085	F	0.622	21000	G	2002	
				From:	Gillespie Ave												
				To:	Long St												
Bus 250 Rugby Rd	0.38	11000	G	97%	0%	2%	0%	0%	0%	F	0.091	F	0.634	11000	G	2002	
				From:	University Ave												
				To:	Grady Ave												
Combined Traffic:		32000	G	96%	1%	3%	1%	1%	0%	F	NA			33000	G		
Bus 250 Grady Ave	0.57	5100	G	97%	0%	2%	0%	0%	0%	F	0.098	F	0.537	5300	G	2002	
				From:	Rugby Rd												
				To:	Preston Ave												
Combined Traffic:		21000	G	95%	0%	4%	0%	0%	0%	F	NA			22000	G		
Bus 250 Preston Ave	0.51	21000	G	97%	0%	2%	0%	0%	0%	C	0.086	F	0.51	22000	G	2002	
				From:	Grady Ave												
				To:	Market St												
Combined Traffic:		35000	G	96%	0%	3%	0%	0%	0%	F	NA			36000	G		
Bus 250 Bus 250 McIntire Rd	0.03	21000	N	95%	1%	3%	1%	1%	0%	N	0.079	N	0.514	22000	N	2002	
				From:	PRESTON AVE												
				To:	9th St												
Combined Traffic:		0	N								0.079	N	0.514	0	N		
Bus 250 High St	0.54	8300	G	97%	0%	2%	0%	0%	0%	F	0.086	F	0.632	8700	G	2002	
				From:	PRESTON AVE												
				To:	9th St												
Combined Traffic:		18000	G	96%	1%	2%	0%	1%	0%	F	NA			19000	G		
1 10th St	0.28	3900	G	97%	1%	1%	1%	0%	0%	C	0.115	F	0.627	4100	G	2002	
				From:	Water St												
				To:	High St												
2 Garret St	0.45	1600	G	94%	1%	4%	1%	1%	0%	C	0.097	F	0.564	1600	G	2002	
				From:	Ridge St												
				To:	Avon St												
3 Kenwood La	0.50	860	G	98%	0%	1%	0%	0%	0%	C	0.094	F	0.517	900	G	2002	
				From:	Meadowbrook Heights Rd												
				To:	Melbourne Rd												
4 Lane Rd	0.39	2700	G	90%	1%	6%	2%	1%	0%	C	0.085	F	0.649	2900	G	2002	
				From:	Jefferson Park Ave												
				To:	9Th-10Th St Conn												
5 Millmont St	0.46	15000	G	98%	0%	1%	0%	0%	0%	C	0.092	F	0.633	16000	G	2002	
				From:	Arlington Blvd												
				To:	Barracks Rd												
6 Yorktown Dr	0.31	1100	G	98%	0%	1%	0%	0%	0%	F	0.116	F	0.695	1200	G	2002	
				From:	Meadowbrook Hghts												
				To:	Brandywine Dr												
7 McCormick Rd	0.27	5100	G	93%	5%	2%	0%	1%	0%	C	0.099	F	0.526	5400	G	2002	
				From:	Alderman Rd												
				To:	Emmet St												
7 McCormick Rd	0.42	4800	G	93%	5%	2%	0%	1%	0%	F	0.1	F	0.569	5000	G	2002	
				From:	Emmet St												
				To:	University Ave												
8 Melbourne Rd	0.08	NA									NA			NA			
				From:	104-3412 Grove Rd												
				To:	Kenwood Lane												
9 Massie Rd	0.96	5700	G	95%	1%	4%	0%	0%	0%	C	0.095	F	0.624	6000	G	2002	
				From:	Emmet St												
				To:	Arlington Blvd												
3400 Cleveland Ave	0.23	2800	G	98%	0%	2%	0%	0%	0%	C	0.089	F	0.504	2900	G	2002	
				From:	Jefferson Park Ave												
				To:	Cherry Ave												

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						2Axle	3+Axle	1Trail	2Trail								
City of Charlottesville																	
(3400) Cherry St	0.85	5600	G	97%	0%	From: Cleveland Ave	2%	0%	0%	0%	C	0.096	F	0.562	5800	G	2002
(3400) Cherry Ave	0.68	13000	G	95%	1%	To: Spring St	3%	1%	1%	0%	F	0.085	F	0.556	13000	G	2002
(3400) Cherry Ave	0.25	12000	G	95%	1%	From: Ridge St	3%	1%	1%	0%	F	0.083	F	0.522	12000	G	2002
(3400) Elliot Ave	0.28	12000	G	95%	1%	To: 1St Street	3%	1%	1%	0%	C	0.142	F	0.813	13000	G	2002
(3400) Elliot Ave	0.39	3100	G	95%	1%	From: Avon St	3%	1%	1%	0%	F	0.088	F	0.784	3300	G	2002
(3401) Old Lynchburg Rd	0.65	2200	G	99%	0%	To: Monticello Ave	1%	0%	0%	0%	C	0.095	F	0.685	2300	G	2002
(3403) Harris Rd	0.63	5000	G	98%	0%	From: SCL Charlottesville	1%	0%	0%	0%	C	0.113	F	0.581	5300	G	2002
(3403) Jefferson Park Ave	0.43	4100	G	98%	0%	To: Jefferson Park Ave	1%	0%	0%	0%	F	0.109	F	0.663	4300	G	2002
(3403) Jefferson Park Ave	0.38	11000	G	99%	0%	From: Harris Rd	1%	0%	0%	0%	C	0.092	F	0.651	11000	G	2002
(3403) Maury Ave	0.21	7000	G	99%	0%	To: Cleveland Ave	1%	0%	0%	0%	F	0.093	F	0.779	7400	G	2002
(3403) Alderman Rd	0.05	7600	G	93%	2%	From: Fontiane Ave	4%	1%	1%	0%	C	0.087	F	0.603	8000	G	2002
(3403) Alderman Rd	0.42	11000	G	93%	2%	To: Jefferson Park Ave	4%	1%	1%	0%	F	0.098	F	0.519	12000	G	2002
(3404) E Market St	0.48	6100	G	95%	1%	From: Stadium Rd	2%	1%	1%	0%	C	0.1	F	0.602	6400	G	2002
(3405) 5th St	1.42	16000	G	97%	0%	To: Meade Ave	2%	0%	1%	0%	C	0.094	F	0.625	17000	G	2002
(3405) Ridge St	0.22	13000	G	97%	0%	From: SCL Charlottesville	2%	0%	1%	0%	C	0.088	F	0.647	14000	G	2002
(3405) Ridge St	0.17	18000	G	97%	0%	To: Cherry Ave	2%	0%	1%	0%	F	0.082	F	0.64	19000	G	2002
(3405) McIntire Rd	0.64	13000	G	96%	0%	From: Dice St	2%	1%	1%	0%	F	0.087	F	0.522	13000	G	2002
(3405) McIntire Rd	0.18	17000	G	96%	0%	To: Main St	2%	1%	1%	0%	C	0.085	F	0.562	18000	G	2002
(3406) Water St	0.43	5300	G	95%	1%	From: US 250 Bus Preston Ave	3%	1%	1%	0%	C	0.09	F	0.569	5600	G	2002
(3406) Water St	0.21	4500	G	95%	1%	To: US 250 Bus Harris St	3%	1%	1%	0%	F	0.116	F	0.532	4700	G	2002
(3407) Avon St	0.20	11000	G	94%	1%	From: Harris St	4%	1%	1%	0%	C	0.083	F	0.618	11000	G	2002
(3407) Avon St	0.50	11000	G	94%	1%	To: US 250 Bypass	4%	1%	1%	0%	F	0.084	F	0.73	11000	G	2002

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						2Axle	3+Axle	1Trail	2Trail								
City of Charlottesville																	
(3409) Carlton Rd	0.46	7700	G	94%	1%	3%	1%	1%	0%	C	0.090	F	0.627	8100	G	2002	
				From:	Monticello Ave												
				To:	Meade Ave												
(3409) Meade Ave	0.17	10000	G	94%	1%	3%	1%	1%	0%	F	0.089	F	0.643	11000	G	2002	
				From:	Carlton Rd												
(3409) Meade Ave	0.46	11000	G	94%	1%	3%	1%	1%	0%	F	0.083	F	0.624	12000	G	2002	
				From:	E Market St												
				To:	High St E												
(3410) Jefferson Park Ave	0.57	16000	G	95%	1%	3%	1%	0%	0%	C	0.068	F	0.505	17000	G	2002	
				From:	Emmet St												
				To:	Main St												
(3411) Shamrock Rd	0.42	3000	G	98%	0%	1%	0%	0%	0%	C	0.091	F	0.560	3100	G	2002	
				From:	Cherry Ave												
				To:	Jefferson Park Ave												
(3412) Locust St	0.29	7600	G	97%	0%	2%	0%	0%	0%	F	0.101	F	0.672	8000	G	2002	
				From:	E High St												
				To:	Hazel St												
(3412) Locust Ave	0.25	7700	G	97%	0%	2%	0%	0%	0%	C	0.101	F	0.686	8100	G	2002	
				From:	Hazel St												
(3412) Locust St	0.21	3600	G	97%	0%	2%	0%	0%	0%	F	0.117	F	0.635	3800	G	2002	
				From:	US 250												
				To:	Calhoun St												
(3412) Calhoun St	0.22	3900	G	97%	0%	2%	0%	0%	0%	C	0.123	F	0.551	4100	G	2002	
				From:	Locust St												
				To:	Sheridan Ave												
(3412) Sheridan Rd	0.04	3500	G	97%	0%	2%	0%	0%	0%	F	0.126	F	0.512	3700	G	2002	
				From:	Calhoun St												
				To:	North Ave												
(3412) North Ave	0.30	2300	G	97%	0%	2%	0%	0%	0%	C	0.107	F	0.517	2400	G	2002	
				From:	Sheridan Rd												
(3412) Melbourne Rd	0.77	2000	G	98%	0%	1%	0%	0%	0%	C	0.192	F	0.995	2100	G	2002	
				From:	Park St												
				To:	Grove Rd												
(3412) Grove Rd	0.31	850	G	98%	0%	1%	0%	0%	0%	C	0.100	F	0.598	890	G	2002	
				From:	Melbourne Rd												
(3412) Grove Rd	0.38	3400	G	97%	0%	1%	0%	0%	0%	C	0.096	F	0.733	3500	G	2002	
				From:	Concord Dr												
				To:	US 250 Bypass												
(3412) Dairy Rd	0.40	1700	G	98%	0%	1%	0%	0%	0%	C	0.095	F	0.568	1800	G	2002	
				From:	US 250												
				To:	Rugby Rd												
(3413) 2nd St	0.25	2000	G	92%	1%	3%	2%	2%	0%	C	0.096	F	0.784	2100	G	2002	
				From:	W South St												
				To:	Water St												
(3414) Rugby Ave	0.52	2200	G	97%	0%	2%	0%	0%	0%	C	0.084	F	0.538	2400	G	2002	
				From:	Rugby Rd												
(3414) Rugby Ave	0.36	5500	G	97%	0%	2%	0%	0%	0%	F	0.096	F	0.610	5800	G	2002	
				From:	Rose Hill Dr												
				To:	US 250 Bypass												
(3415) 9th St	0.18	700	G	98%	0%	1%	0%	0%	0%	C	0.148	F		740	G	2002	
				From:	King Street												
				To:	CIUS 250; 9th Street												
(3416) Angus Rd	0.38	1900	G	98%	0%	2%	0%	0%	0%	C	0.111	F	0.583	2000	G	2002	
				From:	Ricky Rd												
				To:	Emmet St												
(3417) Stadium Rd	0.51	3600	G	96%	0%	4%	0%	0%	0%	C	0.098	F	0.504	3800	G	2002	
				From:	Maury Ave												
				To:	Emmet St												

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Charlottesville

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						2Axle	3+Axle	1Trail	2Trail							
City of Charlottesville																
(3418) South St	0.22	1600	G	98%	0%	1%	0%	0%	0%	C	0.1	F		1600	G	2002
				From:	2Nd St											
				To:	Water St											
(3419) 7th St NE	0.16	1900	G	94%	0%	5%	0%	0%	0%	C	0.101	F	0.551	2000	G	2002
				From:	Water St											
				To:	High St											
(3421) Park St	0.34	12000	G	95%	1%	3%	1%	1%	0%	F	0.096	F	0.509	12000	G	2002
				From:	High St											
				To:	Evergreen Ave											
(3421) Park St	0.34	12000	G	95%	1%	3%	1%	1%	0%	C	0.081	F	0.627	12000	G	2002
				From:	Evergreen Ave											
				To:	US 250 Bypass											
(3421) Park St	0.41	21000	G	95%	1%	3%	1%	1%	0%	F	0.085	F	0.655	22000	G	2002
				From:	US 250 Bypass											
				To:	NCL Charlottesville											
(3423) 10th St	0.44	7800	G	96%	1%	2%	1%	0%	0%	C	0.086	F	0.598	8200	G	2002
				From:	Main St											
				To:	Grady Ave											
(3423) 10th St	0.04	2200	G	96%	1%	2%	1%	0%	0%	F	0.085	F		2300	G	2002
				From:	Grady Ave											
				To:	Preston Ave											
(3425) 14th St	0.46	5300	G	97%	1%	2%	0%	0%	0%	C	0.086	F	0.563	5600	G	2002
				From:	Main St											
				To:	Grady Ave											
(3425) Madison Ave	0.27	3300	G	97%	0%	1%	1%	1%	0%	F	0.082	F	0.592	3400	G	2002
				From:	Grady Ave											
				To:	Preston Ave											
(3425) Madison Ave	0.32	280	G	97%	0%	1%	1%	1%	0%	C	0.096	F	0.516	300	G	2002
				From:	Preston Ave											
				To:	Rose Hill Dr											
(3427) Rugby Rd	0.49	5100	G	98%	0%	1%	0%	0%	0%	C	0.1	F	0.639	5400	G	2002
				From:	Grady Rd											
				To:	Preston Ave											
(3429) Rose Hill Dr	0.65	6300	G	96%	1%	2%	0%	1%	0%	C	0.09	F	0.595	6600	G	2002
				From:	Preston Ave											
				To:	Rugby Ave											
(3431) Preston Ave	0.23	12000	G	93%	2%	4%	1%	1%	0%	F	0.085	F	0.638	12000	G	2002
				From:	Grady Ave											
				To:	Madison Ave											
(3431) Preston Ave	0.28	15000	G	93%	2%	4%	1%	1%	0%	C	0.078	F	0.6	15000	G	2002
				From:	Madison Ave											
				To:	Rugby Rd											
(3431) Rugby Rd	0.14	20000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.732	21000	G	2002
				From:	Preston Ave											
				To:	Barracks Rd											
(3431) Rugby Rd	0.89	3400	G	98%	0%	1%	0%	0%	0%	F	0.113	F	0.695	3600	G	2002
				From:	Barracks Rd											
				To:	US 250											
(3431) Brandywine Dr	0.07	1800	N	98%	0%	1%	0%	0%	0%	N	0.100	N	0.730	1900	N	2002
				From:	US 250											
				To:	Hydraulic Rd											
(3431) Brandywine Dr	0.95	1800	G	98%	0%	1%	0%	0%	0%	C	0.100	F	0.730	1900	G	2002
				From:	Hydraulic Rd											
				To:	Greenbrier Dr											
(3431) Greenbrier Dr	0.33	2600	G	98%	0%	1%	0%	0%	0%	C	0.111	F	0.686	2800	G	2002
				From:	Greenbrier Dr											
				To:	Brandywine Dr											
(3431) Greenbrier Dr	0.44	3000	G	98%	0%	1%	0%	0%	0%	C	0.109	F	0.579	3200	G	2002
				From:	Tarleton Dr											
				To:	NCL Charlottesville											
(3433) Arlington Blvd	0.34	10000	G	97%	0%	3%	0%	0%	0%	C	0.104	F	0.671	11000	G	2002
				From:	Massie Rd											
				To:	Emmet St											

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Charlottesville

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Charlottesville																
(3435) Barracks Rd	0.50	18000	G	98%	0%	1%	0%	0%	0%	F	0.077	F	0.685	18000	G	2002
				From:	Rugby Rd											
				To:	Emmet St											
(3435) Barracks Rd	0.37	21000	G	98%	0%	1%	0%	0%	0%	C	0.087	F	0.561	22000	G	2002
				From:	WCL Charlottesville											
				To:												
(3437) Meadowbrook Heights	0.67	1900	G	97%	0%	2%	0%	0%	0%	C	0.099	F	0.716	2000	G	2002
				From:	US 250											
				To:	Yorktown Dr											
(3439) Hydraulic Rd	0.07	27000	G	97%	0%	1%	0%	1%	0%	F	0.089	F	0.567	29000	G	2002
				From:	US 250											
				To:	Mitchie Dr											
(3439) Hydraulic Rd	0.28	26000	G	97%	0%	1%	0%	1%	0%	C	0.082	F	0.548	27000	G	2002
				From:	US 29 Emmett St											
				To:												
14th St		5400	G								0.075	F		5700	G	2002
				From:	US250											
				To:	Sadler St											
Albemarle St		210	G								0.104	F		220	G	2002
				From:	Henry Ave											
				To:	Concord Ave											
Augusta St		160	G								0.096	F		170	G	2002
				From:	Amherst St											
				To:	Dead End											
Azalea Dr		270	G								0.136	F		290	G	2002
				From:	S of Jefferson Park Ave											
				To:												
Banbury St		190	G								0.113	F		200	G	2002
				From:	Tarleton Dr E											
				To:	Tarleton Dr W											
Birdwood Rd		460	G								0.116	F		480	G	2002
				From:	US 250 Bypass											
				To:	Edge Hill Rd											
Blenheim Ave		320	G								0.136	F		340	G	2002
				From:	Castalia St											
				To:	Monticello Ave											
Brandywine Dr		460	G								0.078	F		490	G	2002
				From:	Marie Pl											
				To:	Melissa Pl											
Cleveland Ave		3100	G								0.105	F		3200	G	2002
				From:	Jefferson Park Ave											
				To:	Hammond St											
Coleman St		340	G								0.102	F		350	G	2002
				From:	Bellevue Ave											
				To:	St George Ave											
Dice St		1100	G								0.117	F		1100	G	2002
				From:	7Th St											
				To:	6Th St											
Essex Rd		830	G								0.111	F		870	G	2002
				From:	Brandywine Dr											
				To:	Meadowbrook Heights Rd											
Evergreen Ave		260	G								0.104	F		270	G	2002
				From:	Park St.											
				To:	Lyons Ct.											
Fendall Ave		240	G								0.103	F		250	G	2002
				From:	Fendall Terrace											
				To:	Winston Terrace											

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Charlottesville

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						2Axle	3+Axle	1Trail	2Trail							
Grove St		410	G			From: 10Th St To: Jones St				0.101	F		430	G	2002	
Hampton St.		340	G			From: Rives St To: Nassau Street				0.079	F		360	G	2002	
Hessian Rd		90	G			From: Barracks Rd To: Blue Ridge Rd				0.121	F		90	G	2002	
Hilltop Rd		290	G			From: Lovers Lane To:				0.098	F		300	G	2002	
Holmes Ave		1700	G			From: North Ave To: Elizabeth Ave				0.123	F		1800	G	2002	
John St.		1100	G			From: 13th Street To: 14th Street				0.101	F		1100	G	2002	
Kent Rd		150	G			From: Alderman Rd To: Minor Rd				0.209	F		160	G	2002	
Kerry La		300	G			From: Greenbrier Dr To: Hillwood Pl				0.079	F		320	G	2002	
Lee St		5900	G			From: 12th St To: Park Pl				0.080	F		6200	G	2002	
Lewis Mountain Rd		550	G			From: Loudon Rd To: Cameron La				0.110	F		570	G	2002	
Linden St		2200	G			From: Nassau St To: Monticello Rd				0.088	F		2300	G	2002	
McElroy Dr		260	G			From: Marion Ct To: Troost Ct				0.097	F		270	G	2002	
Meadowbrook Heights R		670	G			From: Meadowbrook Ct To: Yorktown Dr				0.164	F		710	G	2002	
Meadowbrook Rd		290	G			From: Lovers Lane To:				0.105	F		300	G	2002	
Michael Pl		440	G			From: Wilson Ct To: Brandywine Dr				0.092	F		460	G	2002	
Minor Rd		140	G			From: Alderman Rd To: Bolling Wood Rd				0.138	F		140	G	2002	
Monte Vista Ave		400	G			From: SW Jefferson Park Ave To:				0.11	F		430	G	2002	
Monticello Rd		2500	G			From: Elliot Ave To: Montrose Ave				0.098	F		2600	G	2002	
Morris Rd		100	G			From: Twyman Rd To: Alderman Rd				0.109	F		110	G	2002	

Virginia Department of Transportation
 Mobility Management Division
 2002
 Annual Average Daily Traffic Volume Estimates By Section of Route
 City of Charlottesville

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						2Axle	3+Axle	1Trail	2Trail							
Oxford Rd		380	G			From: Rugby Rd				0.097	F			400	G	2002
						To: Welford St.										
Palantine Ave.		180	G			From: Avon St.				0.106	F			200	G	2002
						To: Rialto St.										
Palatine Ave		700	G			From: Monticello Ave				0.123	F			740	G	2002
						To: Castalia St										
Park Rd		430	G			From: Jefferson Park Ave				0.094	F			450	G	2002
						To: Brunswick Rd										
Park St		23000	G			From: Cutler Lane				0.088	F			24000	G	2002
						To: Melbourne Rd										
Ridge Rd		2300	G			From: Lankford Ave				0.092	F			2400	G	2002
						To: 5Th St										
River Ct		230	G			From: Northeast Of River Road				0.111	F			240	G	2002
						To:										
River Vista Ave		180	G			From: St Clair Ave				0.097	F			190	G	2002
						To: Coleman St										
Rives St		600	G			From: Vine St				0.117	F			640	G	2002
						To: Midland St										
Second St		1000	G			From: Wine St				0.078	F			1100	G	2002
						To: Northwood Cir										
Shamrock Rd		2700	G			From: Broad Ave				0.100	F			2800	G	2002
						To: Mulberry Ave										
Spottswood Rd		190	G			From: Meadowbrook Rd				0.092	F			200	G	2002
						To: Blue Ridge Rd										
St Clair Ave		340	G			From: St George Ave				0.106	F			360	G	2002
						To: 3Rd Street										
Stonefield Ave.		80	G			From: Mason Lane				0.109	F			80	G	2002
						To: Rugby Ave										
Sunset Rd		250	G			From: Stribling Ave				0.096	F			260	G	2002
						To: Sunset Ave										
Thompson Rd		370	G			From: Loudon Rd				0.164	F			390	G	2002
						To: Alderman Rd										
Westview Rd		440	G			From: Cottage La				0.088	F			460	G	2002
						To: Rosser La										
Westwood Rd		220	G			From: Rose Hill Dr				0.117	F			230	G	2002
						To: Greenway Rd										