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

(29) US Route

7 Virginia State Route

(600) 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 Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Care Charlettestille Care Care Charlettestille Care							City of Charlo	ttesville								
20 Monticello Ave	Route	Length	AADT	QA	4Tire	Bus				QC		QK		AAWDT	QW	Year
20 Monticello Ave 0.26 14000 G 97% 0% 2% 0% 1% 0% 0% 1% 0% 0% 1% 0% 0	City of Charlottesville	<u> </u>														
Abarillan Ave 0.28 13000 G 37% 0% 2% 0% 1% 0% F 0.104 F 0.668 14000 G 200	<u> </u>			_						_		_			_	
20 Monticello Ave 0.28 13000 G 97% 0% 2% 0% 1% 0% F 0.104 F 0.668 14000 G 200	20 Monticello Ave	0.26	14000	G	97%	0%	2% 0%	5 1%	0%	F	0.113	F	0.555	15000	G	2002
Morticello Ave 0.35 9400 G 97% 0% 2% 0% 1% 0% 0% 0% 0% 0% 0									-							
Monticello Ave 0.35 9400 G 97% 0% 2% 0% 1% 0% C 0.099 F 0.748 9900 G 200	(20) Monticello Ave	0.28	13000	G	97%	0%	2% 0%	s 1%	0%	F	0.104	F	0.668	14000	G	2002
Avon Street					To:		Meridian A	lve								
Avon Street	20 Monticello Ave	0.35	9400	G	97%	0%	2% 0%	5 1%	0%	С	0.099	F	0.748	9900	G	2002
Avon Street																
Market Sizest Market Sizes	Aven Street	0.44	40000	•		00/			00/	_	0.000	_	0.706	10000	0	2002
Second S	20 Avon Street	0.41	19000	G		0%			0%	Г	0.000	Г	0.706	19000	G	2002
Combined Traffic: O G Septembro Combined Traffic: O G Sept					From:											
Combined Traffic: O G C C C C C C C C C	(20) 9th St	0.12	15000	G	97%	0%	2% 0%	i 1%	0%	F	0.085	F	0.532	16000	G	2002
20 250 High St 0.23 12000 G 95% 19% 3% 1% 1% 0% F 0.081 F 0.624 13000 G 200		Combined Traffic:	0	G							0.085	F	0.532	0	G	
20 250 High St 0.23 12000 G 95% 19% 3% 1% 1% 0% F 0.081 F 0.624 13000 G 200					To		US 250 Hig	h St								
Bus	Bus	0.00	40000	_		40/			00/	_	0.004	_	0.004	42000	0	2002
20 250 High St	20 250 High St	U. 23	12000	G	93% 	170	3% 1%	0 1%	U%	٢	0.081	г	0.024	13000	G	2002
Bus Care C	Bus				To: From:		11TH S	Γ								
Bus Solution Sol	20 250 High St	0.21	10000	G	95%	1%	3% 1%	s 1%	0%	С	0.087	F	0.545	11000	G	2002
20 (250) High St					To:		GILI ESDIE	AVF								
RT 250 & RT 250 BUS				_						_	0.00=	_	0.055	610==		
20 250 Long St 0.06 34000 N 98% 0% 1% 0% 0% 0% 0% 0% 0	20 250 High St	0.45	20000	G	95%	1%	3% 1%	o 1%	0%	F	0.085	F	0.622	21000	G	2002
ECL Charlottesville	<u> </u>						RT 250 & RT 2	50 BUS	-							
23 250 0.35 35000 G 98% 0% 1% 0% 0% 0% 0% 0% 0	$\binom{20}{250}$ Long St	0.06	34000	N		0%			0%	Ν	0.083	Ν	0.535	37000	N	2002
29 250 0.35 35000 G 98% 0% 1% 0% 0% 0% 0% 0% 0	$\smile \smile$				To:		ECL Charlotte	esville								
Second S	~~~ ~~~				From:		WCL Charlott									
Second Park Ave	{ 29 } { 250 }	0.35	35000	G	_	0%			0%	F	0.095	F	0.530	38000	G	2002
Second S	\bigcirc															
Bus	Fmmet St	0.37	56000	G	<u> </u>	0%			0%	F	0.081	F	0.550	57000	G	2002
Bus	29) Emmer or	0.07	00000	Ū		070			- 70	•	0.001	•	0.000	07000	Ü	2002
Bus	Puo				From:											
Bus	~~~	0.37	13000	G		0%		1%	0%	F	0.091	F	0.594	13000	G	2002
Bus Free	(29)	0.07	10000	Ū		070				•	0.001	•	0.004	10000	Ü	2002
Bus	Bus				From:		SCL Charlott	sville								
Bus Sus	29 Fontaine Ave	0.42	14000	G	98%	0%	1% 0%	0%	0%	С	0.099	F	0.601	15000	G	2002
Sus					To:											
Emmet Street D.53 1900 G 98% 0% 1% 0% 0% 0% 0% 0% F 0.073 F 0.551 2000 G 2000	~~ · " · · · · · · · · · · · · · · · · ·	Δνα 0.60	14000	G		Ω0/			Ω0/	_	U U0	E	0.597	15000	C	2002
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Emmet Street 0.53 19000 G 98% 0% 1% 0% 0% 0% 0% F 0.073 F 0.551 20000 G 200000 G 2000000 G 2000000 G 2000000 G 20000000 G 20000000000	Bus				From:											
Bus	~~~	0.53	19000	G	98%	0%			0%	F	0.073	F	0.551	20000	G	2002
Bus	\bigcirc				To		Ivv Rd									
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East Combined Traffic: 31000 G 84% 1% 2% 1% 12% 0% F 0.074 F 0.528 27000 G 2000 Combined Traffic: 31000 G 84% 1% 3% 1% 12% 0% F 0.099 F 14000 G 2000 G Combined Traffic: 31000 G 84% 1% 2% 1% 12% 0% F 0.099 F 14000 G 2000 G C 2	29 Emmet St	0.55	31000	G	9/%	1%	2% 0%	ο U%	0%	С	0.068	F	0.547	32000	G	2002
Sust	Rus				From:		Arlington E	lvd								
Bus Bus Barracks Rd Barracks Rd Bus	Emmet St	0.45	25000	G	97%	1%	2% 0%	S 0%	0%	F	0.074	F	0.528	27000	G	2002
East	23)	55		-						-		-			-	
East																
Combined Traffic: 31000 G 84% 1% 2% 1% 12% 0% F 0.102 F 14000 G 2000 G		0.40	35000	G		1%			0%	F	0.077	F	0.511	36000	G	2002
0.17 16000 G 84% 1% 2% 1% 12% 0% F 0.102 F 14000 G 2000 G Combined Traffic: 31000 G 84% 1% 2% 1% 12% 0% F 0.102 F 29000 G	~				To:		US 250 By	oass								
Combined Traffic: 31000 G	East															
Combined Traffic: 31000 G	(64)			G						F						2002
West O.20 16000 G 84% 1% 3% 1% 12% 0% F 0.099 F 14000 G 2000 Combined Traffic: 31000 G 84% 1% 2% 1% 12% 0% F 0.102 F 29000 G	\sim	Combined Traffic:	31000	G		1%			0%	F	0.102	F		29000	G	
Combined Framic: 31000 G 84% 1% 2% 1% 12% 0% F 0.102 F 29000 G					To:		ECL Charlotte	esville								
Combined Framic: 31000 G 84% 1% 2% 1% 12% 0% F 0.102 F 29000 G	West															
Combined Framic: 31000 G 84% 1% 2% 1% 12% 0% F 0.102 F 29000 G	(64)			G						F		F				2002
Tr. ECL Charlottesville	\sim	Combined Traffic:	31000	G	_	1%			0%	F	0.102	F		29000	G	
					To:		ECL Charlotte	esville								

250 University Ave							City of C	nariotte	sville								
The first Charlottexville	Route	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
1985 1985	City of Charlottesy	ille			-					2110		11001		1 40101			
1.5 1.5	~~~	0.25	25000	c		00/				00/	_	0.005	_	0.520	20000	C	2002
2020 0.32 2200 G 98% 0% 1% 0% 0% 0% 0% 0% 0	250	0.33	35000	G		076				U70	Г	0.095	Г	0.550	36000	G	2002
101-1431 15-04-141 15-04	~~~	0.00	22222			00/		•		00/		0.400		0.505	24000		2002
104.24 1000 106	250	0.32	22000	G	98%	0%	1%	0%	0%	0%	F	0.100	F	0.535	24000	G	2002
Daily Ref Dail	~~~																
Daily Ed. Dail	250	0.42	40000	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.541	44000	G	2002
Sept								-									
Sept	250 }	0.60	39000	Α	98%	0%	1%	0%	0%	0%	С	0.102	Α	0.548	42000	Α	2002
Main St	<u> </u>				From:		Rugby	Ave E Ir	nt								
Main St	250	0.33	38000	G	98%	0%	1%	0%	0%	0%	F	0.09	F	0.531	41000	G	2002
250 100 27 34000 G 38% 0% 1% 0% 0% 0% 0% F 0.085 F 0.597 36000 G 2002					To-		Mc	Intire Rd		-							
Park N P	250	0.27	34000	G		0%			0%	0%	F	0.085	F	0.507	36000	G	2002
Description Combined Traffic: 3000 G 96% 0% 1% 0% 0% 0% 0% F 0.085 F 0.515 40000 G 2002					To:		p	Park St		1.							
Decent Ave Dec	250	0.32	37000	G		0%			0%	0%	F	0.085	F	0.515	40000	G	2002
Description Combined Traffic	230)				To:												
Bus Sept S	250 Long St	0.43	34000	G		0%			0%	0%	F	0.083	F	0.535	37000	G	2002
Description	250) 25119 01	0.10	0.000	•	- T	070					•	0.000	•	0.000	0,000	Ū	2002
FCL Charlottesville	l ong St	0.06	24000	NI.		00/				00/	NI	0.002	NI	0.525	27000	NI	2002
Bus	250 Long St	0.00	34000	IN		070				076	IN	0.063	IN	0.555	37000	IN	2002
Second S	B .				From:					<u>\</u>							
Bus		0.50	15000	G		0%				0%	F	0.075	F	0 531	16000	G	2002
Eus Combined Traffic: 0 G S S% 0% 4% 0% 0% 0% F 0.071 F 0.677 19000 G 2002 Combined Traffic: 0 G S S% 0% 4% 0% 0% 0% F 0.071 F 0.677 0 G S 2002 Combined Traffic: 21000 G 95% 0% 4% 0% 0% 0% 0% F 0.073 F 0.657 16000 G 2002 Combined Traffic: 31000 G 95% 0% 4% 0% 0% 0% 0% F 0.073 F 0.657 16000 G 2002 Combined Traffic: 31000 G 95% 0% 4% 0% 0% 0% 0% F 0.073 F 0.657 22000 G S 2002 Combined Traffic: 31000 G 95% 0% 4% 0% 0% 0% 0% C 0.076 F 0.605 35000 G 2002 Combined Traffic: 31000 G 95% 0% 4% 0% 0% 0% 0% C 0.076 F 0.605 35000 G S 2002 C C 0.076 F 0.605 35000 G S 2002 C C 0.076 F 0.605 35000 G S 2002 C C 0.076 F 0.605 35000 G S 2002 C C 0.076 F 0.605 35000 G S 2002 C C 0.076 F 0.605 35000 G S 2002 C C 0.076 F 0.605 35000 G S 2002 C C 0.076 F 0.605 35000 G S 2002 C C 0.076 F 0.605 35000 G S 2002 C C 0.076 F 0.605 35000 G S 2002 C C 0.076 F 0.605 35000 G S 2002 C C 0.076 F 0.605 35000 G S 2002 C C 0.076 F 0.605 35000 G S 2002 C C 0.076 F 0.605 35000 G S 2002 C C 0.076 F 0.605 35000 G S 2002 C C 0.076 F 0.605 35000 G S 2002 C C 0.076 F 0.605 35000 G S 2002 C C 0.076 F 0.605 35000 G S 2002 C C 0.076 F 0.605 35000 G S 2002 C 0.076 F 0.069 F 0.567 14000 G 2002 C 0.076 F 0.069 F 0.567 14000 G 2002 C 0.076 F 0.069 F 0.567 14000 G 2002 C 0.076 F 0.069 F 0.567 14000 G 2002 C 0.076 F 0.069 F 0.567 14000 G 2002 C 0.076 F 0.079 F 0.514 22000 G 2002 C 0.076 F 0.079 F 0.514 22000 G 2002 F 0.079 F 0.079 F 0.514 22000 G 2002 F 0.079 F 0.079 F 0.514 22000 G 2002 F 0.07	250 117 110	0.50	10000	J	30 70	070			070	070	·	0.073	•	0.551	10000	O	2002
Combined Traffic: O G Combined Traffic: O G Combined Traffic: O G Combined Traffic: O G O	Bus				From:		En	nmet St									
Chancellor St	250 University Av	re 0.40	18000	G	95%	0%	4%	0%	0%	0%	F	0.071	F	0.677	19000	G	2002
Sustant Sust			0	G								0.071	F	0.677	0	G	
250 University Ave					To-		Cha	ncellor St		-							
Combined Traffic: 21000 G 95% 0% 4% 0% 0% 0% 0% F 0.073 F 0.657 22000 G	Bus O.50 University Av	ν _ο 0.10	16000	G		Λº/ ₂	1%	0%	0%	0%	F	0.073	F	0.657	16000	G	2002
C&ORK Crossing C&OR	250 Offiversity Av																2002
Bus		Combined Trainc.	21000	G	95 /6	0 70				0 70	•	0.073	1	0.037	22000	G	
Combined Traffic: 34000 G 96% 0% 3% 0% 0% 0% 0 C 0.076 F 0.605 35000 G Bus State State	Bus				From:		C&O I	RR Crossi	ng								
Combined Traffic: 34000 G 96% 0% 3% 0% 0% 0% 0 C 0.076 F 0.605 35000 G Bus State State	250 Main St	0.31	12000	G	95%	0%	4%	0%	0%	0%	С	0.076	F	0.605	13000	G	2002
Main St 0.51 13000 G 95% 0% 4% 0% 0% 0% 0% F 0.069 F 0.567 14000 G 2002		Combined Traffic:	34000	G	96%	0%	3%	0%	0%	0%	С	0.076	F	0.605	35000	G	
Main St 0.51 13000 G 95% 0% 4% 0% 0% 0% 0% F 0.069 F 0.567 14000 G 2002					To-			9th St		-							
Combined Traffic: 35000 G 96% 0% 3% 0% 0% 0% 0% 0% F 0.069 F 0.567 36000 G		0.51	12000	G	05%	O9/-	10/	0%	0%	0%	_	0.060	_	0.567	14000	G	2002
Bus 250 McIntire Rd 0.22 21000 G 95% 1% 3% 1% 1% 0% F 0.079 F 0.514 22000 G 2002	250 Wall St			•							-		•				2002
Bus Combined Traffic: 32000 G 95% 1% 3% 1% 1% 0% F 0.079 F 0.514 22000 G 2002		Combined Trainic.	33000	G		0 70			0 /0	0 /6	'	0.009	•	0.507	30000	G	
Combined Traffic: 32000 G 96% 1% 3% 1% 1% 0% F 0.079 F 0.514 33000 G Bus 250 McIntire Rd 0.03 21000 N 95% 1% 3% 1% 1% 0% N 0.079 N 0.514 22000 N 2002	Bus				From:												
Bus 250 Market St	250 McIntire Rd	0.22	21000	G	95%	1%	3%	1%	1%	0%	F	0.079	F	0.514	22000	G	2002
Bus 250 McIntire Rd 0.03 21000 N 95% 1% 3% 1% 1% 0% N 0.079 N 0.514 22000 N 2002	\smile	Combined Traffic:	32000	G	96%	1%	3%	1%	1%	0%	F	0.079	F	0.514	33000	G	
Mode					To-		104-3405,	Bus US 2	50 Par	1							
Combined Traffic: 0 N Bus Preston Ave Preston Ave	BUS MoIntire Rd	U U3	21000	N	95%					0%	N	0 0 7 0	N	0 514	22000	N	2002
Bus 250 Market St 0.53 9500 G 95% 1% 3% 1% 1% 0% F 0.087 F 0.699 10000 G 2002 Combined Traffic: 18000 G 96% 1% 2% 0% 1% 0% F 0.084 F 0.538 19000 G 2002 P 10000 G 20000 P 1	250 Welltille red				3370	1 /0	370	1 70	170	0 70	14						2002
Bus 250 High St 0.23 12000 G 95% 1% 3% 1% 1% 0% F 0.087 F 0.699 10000 G 2002		Johnshied Hallie.	Ū	.4	Tar							0.019	14	0.017	U	14	
Combined Traffic: 18000 G 96% 1% 2% 0% 1% 0% F 0.084 F 0.538 19000 G Bus St St St St St St St S	Bus																
Bus 250 20 9th St 0.12 15000 G 97% 0% 2% 0% 1% 0% F 0.085 F 0.532 16000 G 2002 Combined Traffic: 0 G	250 Market St	0.53	9500	G		1%	3%				F	0.087	F	0.699	10000	G	2002
Bus 250 High St 0.12 15000 G 97% 0% 2% 0% 1% 0% F 0.085 F 0.532 16000 G 2002 Combined Traffic: 0 G 9TH ST 9TH ST		Combined Traffic:	18000	G	96%	1%	2%	0%	1%	0%	F	0.084	F	0.538	19000	G	
Bus 250 High St 0.12 15000 G 97% 0% 2% 0% 1% 0% F 0.085 F 0.532 16000 G 2002 Combined Traffic: 0 G 9TH ST 9TH ST	Due				To: From:			9th St									
Combined Traffic: 0 G Combined Traffic: 0 G 0.085 F 0.532 0 G	\sim	N 12	15000	G		n%			1%	0%	F	0 085	F	0 532	16000	G	2002
Bus 9TH ST 9TH ST 9TH ST 90.081 F 0.624 13000 G 2002	(250) (20) 311 31				J1 /0	0 /0	2 /0	0 /0	1 /0	0 /0	'						2002
Bus 250 High St 0.23 12000 G 95% 1% 3% 1% 1% 0% F 0.081 F 0.624 13000 G 2002		Complited Hallic.	U	G								0.000	1.	0.002	U	G	
250 High St 0.23 12000 G 95 <u>% 1% 3% 1% 1% 0%</u> F 0.081 F 0.624 13000 G 2002	Bus				From:		9'	TH ST		-							
To: 11th St	250 High St	0.23	12000	G	95%	1%	3%	1%	1%	0%	F	0.081	F	0.624	13000	G	2002
											_						

Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Charlottesyi	lle			F		111.0									
Bus High St	0.21	10000	G	95%	1%	11th St 3% 1%	1%	0%	С	0.087	F	0.545	11000	G	2002
250 High St	0.21	10000	G		1 /0		1 /0	0 70	C	0.007		0.545	11000	G	2002
Bus				From:		Gillespie Ave									
250 High St	0.45	20000	G	95 <u>%</u>	1%	3% 1%	1%	0%	F	0.085	F	0.622	21000	G	2002
<u> </u>				To:		Long St									
Bus				From:		University Ave	;								
250 Rugby Rd	0.38	11000	G	97%	0%	2% 0%	0%	0%	F	0.091	F	0.634	11000	G	2002
F)	Combined Traffic:	32000	G	96%	1%	3% 1%	1%	0%	F	NA			33000	G	
				To:		Grady Ave									
Bus Crady Ava	0.57	E400	_	97%	0%	Rugby Rd 2% 0%	0%	0%	_	0.098	F	0.527	E200	G	2002
250 Grady Ave	0.57	5100	G						F		Г	0.537	5300		2002
	Combined Traffic:	21000	G	95% To:	0%	4% 0% Preston Ave	0%	0%	F	NA			22000	G	
Bus				From:		Grady Ave									
250 Preston Ave	0.51	21000	G	97%	0%	2% 0%	0%	0%	С	0.086	F	0.51	22000	G	2002
250)	Combined Traffic:	35000	G	96%	0%	3% 0%	0%	0%	F	NA			36000	G	
				Tai	0,0				•				00000	•	
Bus Bus				From:		Market St									
250 (250) McIntir	e Rd 0.03	21000	N	95%	1%	3% 1%	1%	0%	Ν	0.079	Ν	0.514	22000	Ν	2002
-\$-\-\-\-\-\-\-\-\-\-\-\-\-\-\-\-\-\-\-	Combined Traffic:	0	N							0.079	Ν	0.514	0	Ν	
				To: From:		PRESTON AV	E								
Bus	0.54	0000	_		00/			00/	_	0.000	_	0.000	0700	_	0000
250 High St	0.54	8300	G	97%	0%	2% 0%	0%	0%	F -	0.086	F	0.632	8700	G	2002
	Combined Traffic:	18000	G	96% To:	1%	2% 0%	1%	0%	F	NA			19000	G	
						9th St									
(1011 OI			_	From:	40/	Water St	201	201	_		_			_	
1) 10th St	0.28	3900	G	97%	1%	1% 1%	0%	0%	С	0.115	F	0.627	4100	G	2002
				To-		High St									
				From:		Ridge St									
2 Garret St	0.45	1600	G	94 <u>%</u>	1%	4% 1%	1%	0%	С	0.097	F	0.564	1600	G	2002
				To:		Avon St									
_				From:		Meadowbrook Heigh	nts Rd								
3 Kenwood La	0.50	860	G	98%	0%	1% 0%	0%	0%	С	0.094	F	0.517	900	G	2002
<u> </u>				To:		Melbourne Rd									
				From:		Jefferson Park A	ve								
4 Lane Rd	0.39	2700	G	90%	1%	6% 2%	1%	0%	С	0.085	F	0.649	2900	G	2002
				To:		9Th-10Th St Cor	nn								
				From:		Arlington Blvd									
5 Millmont St	0.46	15000	G	98%	0%	1% 0%	0%	0%	С	0.092	F	0.633	16000	G	2002
<u> </u>				To:		Barracks Rd									
				From:		Meadowbrook Hg	hts						•		
6 Yorktown Dr			_	98%	0%	1% 0%	0%	0%	F	0.116	F	0.695	1200	G	2002
()	0.31	1100	G	9070	U /0	170 U70	0 /0								
\sim	0.31	1100	G	90 70 To:	0 /0	Brandywine Dr									
	0.31	1100			0 /0	Brandywine Dr									
7 McCormick F				To:		Brandywine Dr Alderman Rd		0%	C	0 099	F	0.526	5400	G	2002
7 McCormick F		5100	G	To:	5%	Brandywine Dr Alderman Rd 2% 0%		0%	С	0.099	F	0.526	5400	G	2002
	Rd 0.27	5100	G	To: 93% To: From:	5%	Brandywine Dr Alderman Rd 2% 0% Emmet St	1%	-							
7 McCormick F	Rd 0.27			To: 93% To: 93% 93%		Alderman Rd 2% 0% Emmet St 2% 0%	1%	0%	C F	0.099	F	0.526 0.569	5400 5000	G G	
<u></u>	Rd 0.27	5100	G	To: 93% To: From:	5%	Alderman Rd 2% 0% Emmet St 2% 0% University Ave	1%	-							
7 McCormick F	Rd 0.27	5100 4800	G	To: 93% To: 93% 93%	5%	Alderman Rd 2% 0% Emmet St 2% 0%	1%	-		0.1			5000		
<u> </u>	Rd 0.27	5100	G	From: 93% From: 93% To: Fram: Fram:	5%	Alderman Rd 2% 0% Emmet St 2% 0% University Ave	1% 1%	-							
7 McCormick F	Rd 0.27	5100 4800	G	To: 93% To: 93% To: From: 93% To: 93%	5%	Alderman Rd 2% 0% Emmet St 2% 0% University Ave	1% 1%	-		0.1			5000		
7 McCormick F	Rd 0.27	5100 4800	G	From: 93% From: 93% To: Fram: Fram:	5%	Alderman Rd 2% 0% Emmet St 2% 0% University Ave	1% 1%	-		0.1			5000		
7 McCormick F	Rd 0.27	5100 4800	G	To: From: 93% To:	5%	Brandywine Dr Alderman Rd 2% 0% Emmet St 2% 0% University Ave 104-3412 Grove 1	1% 1%	-		0.1			5000		2002
7 McCormick F 8 Melbourne Re	Rd 0.27 Rd 0.42	5100 4800 NA	G G	To: 93% To: 93% To: From: 70 From: From: From:	5%	Brandywine Dr Alderman Rd 2% 0% Emmet St 2% 0% University Ave 104-3412 Grove 1 Kenwood Lane Emmet St	1% 1% 1% Rd	0%	F	0.1 NA	F	0.569	5000 NA	G	2002
7 McCormick F 8 Melbourne Re	Rd 0.27 Rd 0.42	5100 4800 NA	G G	70 From: 93% 70 From: 93% 70 From: From: 95%	5%	Brandywine Dr Alderman Rd 2% 0% Emmet St 2% 0% University Ave 104-3412 Grove 1 Kenwood Lane Emmet St 4% 0% Arlington Blvd	1% 1% ERRI 0%	0%	F	0.1 NA	F	0.569	5000 NA	G	2002
7 McCormick F 8 Melbourne Re	Rd 0.27 Rd 0.42 d 0.08	5100 4800 NA	G G	To	5%	Brandywine Dr Alderman Rd 2% 0% Emmet St 2% 0% University Ave 104-3412 Grove 1 Kenwood Lane Emmet St 4% 0%	1% 1% ERRI 0%	0%	F	0.1 NA	F	0.569	5000 NA	G	2002

						City of Charlotte	sville								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Charlottesville				-											
(3400) Cherry St	0.85	5600	G	97%	0%	Cleveland Ave	0%	0%	С	0.096	F	0.562	5800	G	2002
(3400) Cherry Ave	0.68	13000	G	95%	1%	Spring St 3% 1%	1%	0%	F	0.085	F	0.556	13000	G	2002
(3400) Cherry Ave	0.25	12000	G	95%	1%	Ridge St 3% 1%	1%	0%	F	0.083	F	0.522	12000	G	2002
(3400) Elliot Ave	0.28	12000	G	95%	1%	1St Street 3% 1%	1%	0%	С	0.142	F	0.813	13000	G	2002
3400 Elliot Ave	0.39	3100	G	From: 95% To:	1%	Avon St 3% 1% Monticello Avo	1%	0%	F	0.088	F	0.784	3300	G	2002
(3401) Old Lynchburg Rd	0.65	2200	G	From: 99%	0%	SCL Charlottesvi		0%	С	0.095	F	0.685	2300	G	2002
				To: From:		Jefferson Park A 5Th St	ve								
Harris Rd	0.63	5000	G	98% To:	0%	1% 0% Jefferson Park A Harrris Rd	0% .ve	0%	С	0.113	F	0.581	5300	G	2002
3403) Jefferson Park Ave	0.43	4100	G	98%	0%	1% 0%	0%	0%	F	0.109	F	0.663	4300	G	2002
3403) Jefferson Park Ave	0.38	11000	G	99% To:	0%	Cleveland Ave 1% 0% Fontiane Ave	0%	0%	С	0.092	F	0.651	11000	G	2002
3403) Maury Ave	0.21	7000	G	99%	0%	Jefferson Park A	0%	0%	F	0.093	F	0.779	7400	G	2002
3403) Alderman Rd	0.05	7600	G	From: 93%	2%	Stadium Rd 4% 1%	1%	0%	С	0.087	F	0.603	8000	G	2002
3403) Alderman Rd	0.42	11000	G	From: 93%	2%	Thompson Rd 4% 1% Ivy Rd	1%	0%	F	0.098	F	0.519	12000	G	2002
				From:		9Th St		<u>l</u>							
E Market St	0.48	6100	G	95% To:	1%	2% 1% Meade Ave	1%	0%	С	0.1	F	0.602	6400	G	2002
3405) 5th St	1.42	16000	G	97% To:	0%	SCL Charlottesvi	ille 1%	0%	С	0.094	F	0.625	17000	G	2002
3405) Ridge St	0.22	13000	G	From: 97%	0%	Cherry Ave Cherry St 2% 0%	1%	0%	С	0.088	F	0.647	14000	G	2002
3405) Ridge St	0.17	18000	G	From: 97%	0%	Dice St 2% 0%	1%	0%	F	0.082	F	0.64	19000	G	2002
(3405) McIntire Rd	0.64	13000	G	To: From: 96%	0%	Main St US 250 Bus Prestor 2% 1%	n Ave	0%	F	0.087	F	0.522	13000	G	2002
				To: From:		US 250 Bus Harri Harris St	s St								
McIntire Rd	0.18	17000	G	96% To:	0%	2% 1% US 250 Bypass	1% s	0%	С	0.085	F	0.562	18000	G	2002
3406) Water St	0.43	5300	G	95%	1%	McIntire Rd 3% 1%	1%	0%	С	0.09	F	0.569	5600	G	2002
3406 Water St	0.21	4500	G	95% To:	1%	7Th St 3% 1% 10Th St	1%	0%	F	0.116	F	0.532	4700	G	2002
3407) Avon St	0.20	11000	G	94%	1%	SCL Charlottesvi	ille 1%	0%	С	0.083	F	0.618	11000	G	2002
(3407) Avon St	0.50	11000	G	From: 94%	1%	Rockland Ave	1%	0%	F	0.084	F	0.73	11000	G	2002
				To:		Monticello Ave	e								

						City of Charlottesv	IIIC								
Route	Length	AADT	QA	4Tire	Bus	Truc 2Axle 3+Axle 1		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Charlottesville															
3409) Carlton Rd	0.46	7700	G	94%	1%	Monticello Ave 3% 1%	1%	0%	С	0.090	F	0.627	8100	G	2002
Gariton Rd	0.40	7700	G	94 70 To:	1 70	Meade Ave	1 70	0%	C	0.090	г	0.027	0100	G	2002
_				From:		Carlton Rd									
3409) Meade Ave	0.17	10000	G	94%	1%	3% 1%	1%	0%	F	0.089	F	0.643	11000	G	2002
<u> </u>				To: From:		E Market St									
Meade Ave	0.46	11000	G	94%	1%		1%	0%	F	0.083	F	0.624	12000	G	2002
				To:		High St E									
				From:		Emmet St		Ī							
Jefferson Park Ave	0.57	16000	G	95%	1%	3% 1%	0%	0%	С	0.068	F	0.505	17000	G	2002
				To-		Main St									
				From:		Cherry Ave		Ī							
3411) Shamrock Rd	0.42	3000	G	98%	0%	1% 0%	0%	0%	С	0.091	F	0.560	3100	G	2002
				To:		Jefferson Park Ave									
				From:		E High St									
3412) Locust St	0.29	7600	G	97%	0%	2% 0%	0%	0%	F	0.101	F	0.672	8000	G	2002
				To		Hazel St									
3412) Locust Ave	0.25	7700	G	97%	0%		0%	0%	С	0.101	F	0.686	8100	G	2002
	J. _U		_	T	- / 0		•		-		•			-	
Locust St	0.24	3600	•	From:	Λ0/	US 250	Ω0/	00/	_	0 117	_	0.625	2000		2000
Locust St	0.21	3600	G	97% To:	0%	2% 0% Calhoun St	0%	0%	F	0.117	F	0.635	3800	G	2002
				From:		Locust St									
3412) Calhoun St	0.22	3900	G	97%	0%	2% 0%	0%	0%	С	0.123	F	0.551	4100	G	2002
				To:		Sheridan Ave									
\sim				From:		Calhoun St									
Sheridan Rd	0.04	3500	G	97%	0%	2% 0%	0%	0%	F	0.126	F	0.512	3700	G	2002
				To: From:		North Ave Sheridan Rd									
North Ave	0.30	2300	G	97%	0%		0%	0%	С	0.107	F	0.517	2400	G	2002
North Ave	0.00	2000	J	57 70	070		0 70	070	O	0.107	•	0.517	2400	J	2002
Malla aurona Dal	0.77	2000		From:	00/	Park St	00/	-00/		0.400		0.005	0400		
Melbourne Rd	0.77	2000	G	98% To:	0%	1% 0%	0%	0%	С	0.192	F	0.995	2100	G	2002
				From:		Grove Rd Melbourne Rd									
3412) Grove Rd	0.31	850	G	98%	0%	1% 0%	0%	0%	С	0.100	F	0.598	890	G	2002
0412				To:											
Grove Rd	0.38	3400	G	From: 97%	0%	Concord Dr 1% 0%	0%	0%	С	0.096	F	0.733	3500	G	2002
Grove Rd	0.30	3400	G	70 To:	0 70	US 250 Bypass	0 /0	0 /6	C	0.090		0.733	3300	G	2002
				From:		US 250									
3412) Dairy Rd	0.40	1700	G	98%	0%		0%	0%	С	0.095	F	0.568	1800	G	2002
				To:		Rugby Rd									
				From:		W South St									
3413) 2nd St	0.25	2000	G	92%	1%	3% 2%	2%	0%	С	0.096	F	0.784	2100	G	2002
				To-		Water St									
				From:		Rugby Rd									
3414) Rugby Ave	0.52	2200	G	97%	0%		0%	0%	С	0.084	F	0.538	2400	G	2002
				To:		Rose Hill Dr									
3414) Rugby Ave	0.36	5500	G	From: 97%	0%		0%	0%	F	0.096	F	0.610	5800	G	2002
37,110	0.00		_	To:	- 70	US 250 Bypass	- / -	7,0	•	2.000	•	2.010	2000	-	_502
				From:		King Street		1							
3415) 9th St	0.18	700	G	98%	0%		0%	0%	С	0.148	F		740	G	2002
9th St	5.10	. 30	_	To:	J /0	C1US 250; 9th Stree		7,0	9	5.140	•		, 40	J	_002
				From:				- 1							
3416) Angus Rd	0.38	1900	G	98%	0%	Ricky Rd 2% 0%	0%	0%	С	0.111	F	0.583	2000	G	2002
Angus Rd	0.30	1300	3	90 70 To:	J /0	Emmet St	U /0	J /0	J	0.111	'	0.505	2000	J	2002
				From:											
3417) Stadium Rd	O E1	3600	G	96%	0%	Maury Ave 4% 0%	0%	0%	С	0.098	F	0.504	3800	G	2002
Stadium Rd	0.51	3600	G	90% To:	U 70		U 70	U 70	C	0.090	۲	0.504	3800	G	2002
						Emmet St									

						City of Charlotte	sville								
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle		 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Charlottesville															
				From:		2Nd St									
(3418) South St	0.22	1600	G	98 <u>%</u>	0%	1% 0%	0%	0%	С	0.1	F		1600	G	2002
				To:		Water St									
_				From:		Water St									
(3419) 7th St NE	0.16	1900	G	94%	0%	5% 0%	0%	0%	С	0.101	F	0.551	2000	G	2002
				To:		High St									
				From:		High St									
(3421) Park St	0.34	12000	G	95%	1%	3% 1%	1%	0%	F	0.096	F	0.509	12000	G	2002
				To:		Evergreen Ave	,								
(3421) Park St	0.34	12000	G	95%	1%	3% 1%	1%	0%	С	0.081	F	0.627	12000	G	2002
3421)			_	- T					1		-			_	
O Davids Ct	0.44	24000	_	From:	40/	US 250 Bypass				0.005	_	0.055	22000		2002
(3421) Park St	0.41	21000	G	95% To:	1%	3% 1%	1%	0%	F	0.085	F	0.655	22000	G	2002
						NCL Charlottesv	ille								
				From:		Main St					_			_	
(3423) 10th St	0.44	7800	G	96%	1%	2% 1%	0%	0%	С	0.086	F	0.598	8200	G	2002
				To: From:		Grady Ave		1							
(3423) 10th St	0.04	2200	G	96%	1%	2% 1%	0%	0%	F	0.085	F		2300	G	2002
				To:		Preston Ave									
				From:		Main St									
(3425) 14th St	0.46	5300	G	97%	1%	2% 0%	0%	0%	С	0.086	F	0.563	5600	G	2002
0420				-											
Madiaan Aus	0.07	2200	_	From:	00/	Grady Ave	40/			0.000	_	0.500	2400		2002
Madison Ave	0.27	3300	G	97%	0%	1% 1%	1%	0%	F	0.082	F	0.592	3400	G	2002
				From:		Preston Ave									
3425) Madison Ave	0.32	280	G	97%	0%	1% 1%	1%	0%	С	0.096	F	0.516	300	G	2002
				To:		Rose Hill Dr									
				From:		Grady Rd									
(3427) Rugby Rd	0.49	5100	G	98%	0%	1% 0%	0%	0%	С	0.1	F	0.639	5400	G	2002
				To:		Preston Ave									
				From:		Preston Ave									
(3429) Rose Hill Dr	0.65	6300	G	96%	1%	2% 0%	1%	0%	С	0.09	F	0.595	6600	G	2002
3429	0.00		_	To:	.,,	Rugby Ave	.,,			0.00	-	0.000	0000	•	
				From:				-							
(3431) Preston Ave	0.23	12000	G	93%	2%	Grady Ave 4% 1%	1%	0%	F	0.085	F	0.638	12000	G	2002
3431) FIESION AVE	0.23	12000	G	93 /6	2 /0	470 170	1 /0	0 /6		0.003		0.036	12000	G	2002
				From:		Madison Ave									
(3431) Preston Ave	0.28	15000	G	93 <u>%</u>	2%	4% 1%	1%	0%	С	0.078	F	0.6	15000	G	2002
				To:		Rugby Rd]							
Duahy Dd	0.44	20000	_	From:	00/	Preston Ave	00/	00/	_	0.004	_	0.700	24000	0	2000
(3431) Rugby Rd	0.14	20000	G	98%	0%	1% 0%	0%	0%	F	0.084	F	0.732	21000	G	2002
				From:		Barracks Rd									
(3431) Rugby Rd	0.89	3400	G	98%	0%	1% 0%	0%	0%	F	0.113	F	0.695	3600	G	2002
				To:		US 250									
(3431) Brandywine Dr	0.07	1800	N	From: 98%	0%	1% 0%	0%	0%	N	0.100	Ν	0.730	1900	N	2002
3.1.3, 1.1.3					- / •		•		 I		. •	30			
Description of Dir	0.05	4000		From:	00/	Hydraulic Rd	00/	00/	^	0.400		0.700	4000		2022
(3431) Brandywine Dr	0.95	1800	G	98%	0%	1% 0%	0%	0%	С	0.100	F	0.730	1900	G	2002
				To: From:		Greenbrier Dr									
Greenbrier Dr	0.33	2600	G	98%	0%	Brandywine D	0%	0%	С	0.111	F	0.686	2800	G	2002
Greenbrier Dr	0.00	2000	3	JU /0	U /0	170 070	U /0	J /0		0.111	1	0.000	2000	J	2002
$\overline{}$				From:		Tarleton Dr									
(3431) Greenbriar Dr	0.44	3000	G	98%	0%	1% 0%	0%	0%	С	0.109	F	0.579	3200	G	2002
				To:		NCL Charlottesv	ille								
				From:		Massie Rd									
(3433) Arlington Blvd	0.34	10000	G	97%	0%	3% 0%	0%	0%	С	0.104	F	0.671	11000	G	2002
				To:		Emmet St									
-															

						City of Charlottes	ville								
Route	Length	AADT	QA	4Tire	Bus	Truc 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Charlottesville															
			_	From:		Rugby Rd			_		_			_	
Barracks Rd	0.50	18000	G	98%	0%	1% 0%	0%	0%	F	0.077	F	0.685	18000	G	2002
<u> </u>				To: From:		Emmet St		-							
Barracks Rd	0.37	21000	G	98%	0%	1% 0%	0%	0%	С	0.087	F	0.561	22000	G	2002
				To:		WCL Charlottesvil	le								
				From:		US 250									
Meadowbrook Heights	0.67	1900	G	97%	0%	2% 0%	0%	0%	С	0.099	F	0.716	2000	G	2002
				To:		Yorktown Dr									
				From:		US 250		Ī							
Hydraulic Rd	0.07	27000	G	97%	0%	1% 0%	1%	0%	F	0.089	F	0.567	29000	G	2002
1 Tydradiio 1 td	0.01	2,000	Ŭ		0 70		170	070	•	0.000	•	0.007	20000	Ü	2002
				From:		Mitchie Dr								_	
Hydraulic Rd	0.28	26000	G	97 <u>%</u>	0%	1% 0%	1%	0%	С	0.082	F	0.548	27000	G	2002
				To:		US 29 Emmett St									
				From:		US250									
14th St		5400	G							0.075	F		5700	G	2002
				To:		Sadler St									
				From:		Henry Ave		1							
Albemarle St		210	G			Helliy Ave				0.104	F		220	G	2002
Albertarie St		210	G	To:		Compand Avia				0.104	Г		220	G	2002
						Concord Ave									
				From:		Amherst St									
Augusta St		160	G							0.096	F		170	G	2002
				To:		Dead End									
				From:		S oF Jefferson Park A	Ave								
Azalea Dr		270	G	<u> </u>						0.136	F		290	G	2002
				To:											
				From:		Tarleton Dr E		1							
Banburry St		190	G			Taricion Di L				0.113	F		200	G	2002
Banban y Gt		130	•	To:		Tarleton Dr W				0.110	•		200	J	2002
5			_	From:		US 250 Bypass					_			_	
Birdwood Rd		460	G	_						0.116	F		480	G	2002
				To:		Edge Hill Rd									
				From:		Castalia St									
Blenheim Ave		320	G							0.136	F		340	G	2002
				To:		Monticello Ave									
				From:		Marie Pl		- 1							
Brandywine Dr		460	G	<u> </u>						0.078	F		490	G	2002
Brandywine Br		400	Ū	To:		Melissa Pl				0.070	•		400	O	2002
			_	From:		Jefferson Park Ave	2			o=	_			_	
Cleveland Ave		3100	G	_						0.105	F		3200	G	2002
				To:		Hammond St									
				From:		Belleview Ave	_				_				
Coleman St		340	G							0.102	F		350	G	2002
				To:		St George Ave									
				From:		7Th St		ī		· ·				_	
Dice St		1100	G	<u> </u>						0.117	F		1100	G	2002
-			_	To:		6Th St					-			-	
				From:				L							
Faces Dd		000	_	riom:		Brandywine Dr				0.444	_		070	_	000
Essex Rd		830	G							0.111	F		870	G	2002
				To:		Meadowbrook Height	s Kd								
				From:		Park St.									
Evergreen Ave		260	G	- 						0.104	F		270	G	2002
				To:		Lyons Ct.									
		-		From:		Fendall Terrace							-		
Fendall Ave		240	G	<u> </u>		1 chadii 1 chidec				0.103	F		250	G	2002
. Origan / WO		_ +0	•	To:		Winston Terrace				0.700	•		200	9	_002
						vv mstom 1 cmace									

				City of Charlottesville						
Route	Length AADT	QA	4Tire	BusTruckTrail 2Trail	OC:	()K	Dir Factor	AAWDT	QW	Year
Grove St	410	G	From:	10Th St	0.10	1 F		430	G	200
			To:	Jones St						
			From:	Rives St						
Hampton St.	340	G			0.0	'9 F		360	G	200
			To:	Nassau Street						
			From:	Barracks Rd						
Hessian Rd	90	G		DI DII DI	0.12	11 F		90	G	200
			10.	Blue Ridge Rd						
Lillton Dd	290	G	From:	Lovers Lane] 0.09	8 F		200	G	200
Hilltop Rd	290	G	To:		0.08]	ю г		300	G	200
			From:	North Ave						
Holmes Ave	1700	G	<u> </u>	Notui Ave	J 0.12	3 F		1800	G	200
			To	Elizabeth Ave]					
			From:	13th Street	1					
John St.	1100	G			0.10	1 F		1100	G	200
			To:	14th Street						
			From:	Alderman Rd	j					
Kent Rd	150	G			0.20	9 F		160	G	200
			To:	Minor Rd						
			From:	Greenbrier Dr						
Kerry La	300	G	To:	1771 1791	0.07	9 F		320	G	200
				Hillwood Pl						
Loo St	5900	G	From:	12th St] 0.08	0 F		6200	G	200
Lee St	5900	G	To	Park Pl	1	OU F		0200	G	200
			From:	Loudon Rd	1					
Lewis Mountain Rd	550	G	<u> </u>	Loudon Ku	J 0.1 ²	0 F		570	G	200
			To:	Cameron La]	• •				
			From:	Nassau St						
Linden St	2200	G			0.08	8 F		2300	G	200
			To:	Monticello Rd						
			From:	Marion Ct						
McElroy Dr	260	G	_		0.09	7 F		270	G	200
			10:	Troost Ct						
Manaday basada Halada F		_	From:	Meadowbrook Ct]			740	_	000
Meadowbrook Heights F	R 670	G	To:	Yorktown Dr	0.16 1	64 F		710	G	200
			From:							
Meadowbrook Rd	290	G	Tiom.	Lovers Lane	J 0.10	5 F		300	G	200
Meddowbrook ra	200	Ŭ	To]			000	Ü	200
			From:	Wilson Ct	<u> </u>					
Michael PI	440	G	<u> </u>		0.09	2 F		460	G	200
			To:	Brandywine Dr						
			From:	Alderman Rd						
Minor Rd	140	G			0.13	8 F		140	G	200
			To:	Bolling Wood Rd	<u> </u>					
			From:	SW Jefferson Park Ave					_	
Monte Vista Ave	400	G	т		0.1 1	1 F		430	G	200
			To:		<u> </u>					
Manticella D-l	0500	_	From:	Elliot Ave]			0000	_	000
Monticello Rd	2500	G	To	Montrose Ave	0.09 1	18 F		2600	G	200
			From:		l					
Morris Rd	100	G		Twyman Rd] 0.10	9 F		110	G	200
Monto IX	100	3	To	Alderman Rd]	. I		110	0	200
					1					

				City of Charlottesville							
Route	Length AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	Ω C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
			From:	Rugby Rd							
Oxford Rd	380	G			=	0.097	F		400	G	2002
			To:	Welford St.							
			From:	Avon St.							
Palantine Ave.	180	G	To:	Di L. G.	7	0.106	F		200	G	2002
				Rialto St.	Į						
Deleties A	700	_	From:	Monticello Ave		0.400	_		740	0	0000
Palatine Ave	700	G	To	Castalia St	7	0.123	F		740	G	2002
			From:		1						
Park Rd	430	G	riom.	Jefferson Park Ave	_	0.094	F		450	G	2002
I dik itu	450	•	To:	Brunswick Rd	1	0.034	•		430	O	200
			From:	Cutler Lane	1						
Park St	23000	G	<u> </u>	Cutter Lane		0.088	F		24000	G	2002
			To:	Melbourne Rd	1	0.000	•				
			From:	Lankford Ave							
Ridge Rd	2300	G			_	0.092	F		2400	G	200
			To:	5Th St	1						
			From:	Northeast Of River Road						-	
River Ct	230	G	<u></u>		_	0.111	F		240	G	200
			To:								
			From:	St Clair Ave							
River Vista Ave	180	G			_	0.097	F		190	G	200
			To:	Coleman St							
			From:	Vine St							
Rives St	600	G			-	0.117	F		640	G	200
			To:	Midland St							
			From:	Wine St							
Second St	1000	G	To:	N. d. 10	7	0.078	F		1100	G	200
				Northwood Cir							
Chamanali Dal	0700	_	From:	Broad Ave		0.400	_		2000	0	200
Shamrock Rd	2700	G	To:	Mulberry Ave	7	0.100	F		2800	G	200
			From:		1						
Spottswood Rd	190	G	FIOIII.	Meadowbrook Rd		0.092	F		200	G	200
Spottswood Nd	130	•	To:	Blue Ridge Rd	7	0.032	•		200	U	200
			From:	St George Ave	1						
St Clair Ave	340	G	<u> </u>	St George Ave		0.106	F		360	G	200
			To:	3Rd Street							
			From:	Mason Lane					-		
Stonefield Ave.	80	G			-	0.109	F		80	G	200
			To:	Rugby Ave							
			From:	Stribling Ave							
Sunset Rd	250	G			_	0.096	F		260	G	200
			To:	Sunset Ave	<u> </u>						
			From:	Loudon Rd							
Thompson Rd	370	G			-	0.164	F		390	G	200
			To:	Alderman Rd	<u> </u>						
			From:	Cottage La			_				
Westview Rd	440	G	To:		7	0.088	F		460	G	200
				Rosser La	1						
West, 15:		_	From:	Rose Hill Dr	J	0.44-	_		222	_	000
Westwood Rd	220	G	т	0 71	7	0.117	F		230	G	2002
			To-	Greenway Rd							