### 2013

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

where available

# Special Locality Report 104

City of Charlottesville

Information in this report is included in Report

**02** 

(Albemarle County)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

### **Publication Notes**

### Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

### Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

**2Axle Truck**: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck**: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1 Trail 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
- 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	

(F241)	Frontage Road (F precedes frontage route number)
\ /	

(600) Secondary Route

### Special Routes

Bus	Bus - Business Route
29	Bypas - Bypass Route
	Truck - Truck Route
ALT	ALT - Alternate Route
(220)	Wye - Wye Route connector

Virginia State Route

- 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.

### Virginia Department of Transportation Traffic Engineering Division 2013

### Annual Average Daily Traffic Volume Estimates By Section of Route City of Charlottesville

								Tru	ck			K	<u> </u>	Dir	= =	
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q۷
	From:	SCI	Charlottesy	ville												
20 Monticello Ave	City of Charlottesville	0.26	15000	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.635	16000	C
<u> </u>	Tœ		Altavista Ave	2												
20 Monticello Ave	City of Charlottesville	0.28	15000	G	98%	0%	1%	0%	0%	0%	F	0.103	F	0.642	16000	(
<u>-9</u>	То:	<u> </u>	Meridian Ave	2												
20 Monticello Ave	From: City of Charlottesville	0.35	8800	G	98%	0%	1%	0%	0%	0%	С	0.103	F	0.645	9400	(
20) 1.1.6.1.1.66.1.6 / 1.1.6	To:	0.00	Avon St		0070	0 70		0 70	0 70	070	Ü	0.100	•	0.010	0.100	
	From:	M	onticello Av	ve												
20) Avon St	City of Charlottesville	0.41	14000	G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.61	15000	(
<u> </u>	To:	N	Aarket Stree	t												
Bus	From:		Market St								_		_		.=	
20 (250)9th St	City of Charlottesville	0.12	14000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.503	15000	(
<u> </u>	Combined Traffic Estimates for Parallel Roadways	s on this Route:	NA									0.086	F	0.503	NA	
Due	To: From:	U	S 250 High S	St												
Bus 20) (250) High St	City of Charlottesville	0.23	9800	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.588	10000	
20) (250) HgH Gt	Only of Official Office of the	0.20		<u> </u>	00 /0	0 70		0 70	0 70	0 70	•	0.000		0.000	10000	
Bus	To: From:		11th ST													
20) (250) High St	City of Charlottesville	0.21	9200	G	99%	0%	1%	0%	0%	0%	С	0.089	F	0.646	9800	
	To		Gillespie Ave	2												
Bus	From:						<del></del> -				_		_			
20) (250) High St	City of Charlottesville	0.45	19000	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.599	20000	(
<u> </u>	To: From:	US 25	0 & BUS U	S 250												
20) (250) Long St	City of Charlottesville	0.06	35000	N	98%	0%	1%	0%	0%	0%	Ν	0.083	Ν	0.517	39000	- 1
	To:	ECI	. Charlottesv	ville												
	From:	WCI	L Charlottes	ville												
29 (250 Monacan Trail Rd	City of Charlottesville	0.35	37000	G	97%	0%	1%	1%	2%	0%	F	0.096	F	0.536	39000	(
	То:		Bus US 29													
~~ -	From:		250, Bus US													
Emmet St	City of Charlottesville	0.37	60000	G	97%	0%	1%	1%	2%	0%	F	0.083	F	0.527	63000	(
<del>~</del>	To:	NCI	_ Charlottesy	ville												
Bus	From:		US 29													
29 Fontaine Ave Ext	City of Charlottesville (Maint: 0	02) 0.37	13000	G	98%	0%	1%	1%	0%	0%	С	0.092	F	0.601	14000	(
~	To	SCL	. Charlottesy	ville												
Bus Fontaine Ave	City of Charlottesville				97%	0%	10/	10/	00/	00/	0	0.004	F	0.600	10000	(
Fontaine Ave	City of Chanottesville	0.42	11000	G	97%	0%	1%	1%	0%	0%	С	0.094	Г	0.628	12000	,
lus	From:		erson Park A Fontaine Ave													
Jefferson Park Ave	City of Charlottesville	0.69	12000	G	97%	0%	1%	1%	0%	0%	F	0.08	F	0.632	12000	(
20)	To:	0.00	Emmet St		/ -	- / -		. , •	- / 0	- / 0	-		-	2.30=	000	
Bus	From:	Jeff	erson Park A	Ave												
Emmet St	City of Charlottesville	0.53	15000	G	97%	0%	1%	1%	0%	0%	F	0.086	F	0.516	16000	(
~	To:		Ivy Rd													

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### Virginia Department of Transportation Traffic Engineering Division 2013

### Annual Average Daily Traffic Volume Estimates By Section of Route City of Charlottesville

				Grianott					Tru	ıck			K		Dir		
Route	Jurisdiction	n	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:			Ivy Rd													
29 Emmet St	City of Charlotte	esville	0.55	24000	G	98%	0%	1%	0%	0%	0%	С	0.08	F	0.553	26000	G
<u> </u>	To: France		A	rlington Blv	vd												
Bus 29 Emmet St	City of Charlotte	esville	0.45	23000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.519	25000	G
(29) =	To.					0070	0,0		0 / 0	0 / 0	0,0	•	0.000	•	0.0.0		<u> </u>
Bus	From:			Barracks Ro													
Emmet St	City of Charlotte	esville	0.40	31000	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.511	32000	G
	10.			S 250 Bypa													
East 64	City of Charlottesville	(Maint: 02)	0.17	Charlottes 22000	sville <b>G</b>	89%	1%	1%	1%	9%	0%	F	NA			20000	G
64)	Combined Traffic Estimates for 2 Parallel I			42000	G	89%	1%	1%	1%	9%	0%	F	NA			41000	G
	To:	i loadways off t		Charlottes		03 /6	1 /0	1/8	1 /0	3 /6	0 /6	•	INA			41000	u
West	From:		WCI	. Charlottes	sville												
West 64	City of Charlottesville	(Maint: 02)	0.20	20000	A	89%	1%	1%	1%	9%	0%	F	0.115	Α		21000	Α
	Combined Traffic Estimates for 2 Parallel I	Roadways on t	this Route:	42000	G	89%	1%	1%	1%	9%	0%	F	NA			41000	G
	To:			Charlottes	ville												
	From:		WCI	. Charlottes	sville												
250 29 Monacan Trail Rd	City of Charlotte	esville	0.35	37000	G	97%	0%	1%	1%	2%	0%	F	0.096	F	0.536	39000	G
<u> </u>	Too From:		US	29, Emme	t St												
250	City of Charlotte	esville	0.32	21000	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.501	23000	G
	To: From:		104-34	431 Hydrau	lic Rd												
250	City of Charlotte	esville	0.42	39000	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.534	44000	G
	To			Dairy Rd				$\neg$ $\vdash$									
250	City of Charlotte	esville	0.60	38000	Α	98%	0%	1%	0%	0%	0%	С	0.105	Α	0.540	41000	Α
	To:		Ru	gby Ave E	Int			<u> </u>									
250	City of Charlotte	esville	0.33	36000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.535	40000	G
<i></i>	_ Τα		1	McIntire Ro	1												
250	City of Charlotte	esville	0.27	32000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.519	36000	G
	To:			Park St													
250	From: L City of Charlotte	esville	0.26	37000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.531	41000	G
200)	To		1	Locust Ave													
250 Long St	From: L City of Charlotte	esville	0.49	35000	G	98%	0%	1%	0%	0%	0%	F	0.083	F	0.517	39000	G
230) = 0.19	To.							<del></del> 1				•		•			-
250 (20) Long St	From: City of Charlotte	esville	0.06	US 250 Hig <b>35000</b>	gn St <b>N</b>	98%	0%	1%	0%	0%	0%	N	0.083	N	0.517	39000	N
230) (20) =5.19 51	To:			Charlottes		3370	0 / 0		0,0	5 / 0	0 /0	• •	0.000	••	0.0.,	22000	
Bus	From:			. Charlottes													
250 Ivy Rd	L City of Charlotte	esville	0.50	12000	G	98%	0%	0%	0%	0%	0%	F	0.076	F	0.521	13000	G
	To:		Bus U	JS 29 Emn	net St			1									

### Virginia Department of Transportation Traffic Engineering Division 2013

### Annual Average Daily Traffic Volume Estimates By Section of Route City of Charlottesville

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru	-		QC	K	QK	Dir	AAWDT	
Bus	From:	Rus	US 29 Emn	net St			2Axie	3+Axle	1 I rail	21rail		Factor		Factor		
University Ave	City of Charlottesville	0.28	13000	G	97%	0%	2%	0%	0%	0%	F	0.071	F	0.502	14000	G
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	18000	G	97%	0%	2%	0%	0%	0%	F	NA			19000	C
us	To. From	Bus 1 U	IS 250P, Ru	igby Rd												
50 University Ave	City of Charlottesville	0.12	12000	G	97%	0%	2%	0%	0%	0%	F	0.068	F	0.51	13000	(
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	17000	G	97%	0%	2%	0%	0%	0%	F	NA			18000	
10	To: Front	(	Chancellor S	St												
us (University Ave	City of Charlottesville	0.19	12000	G	97%	0%	2%	0%	0%	0%	F	0.068	F	0.513	13000	
٠ .	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	17000	G	97%	0%	2%	0%	0%	0%	F	NA			18000	
_	To Front	C&	O RR Cros	sing												
s 0 ≀Main St	City of Charlottesville	0.09	13000	G	95%	1%	3%	0%	1%	0%	С	0.072	F	0.502	14000	
	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	17000	G	96%	1%	2%	0%	1%	0%	F	NA			19000	
10	To Front	Jeff	erson Park	Ave												
us 50 Main St	City of Charlottesville	0.73	13000	G	97%	0%	2%	0%	0%	0%	С	0.080	F	0.622	13000	
9	Combined Traffic Estimates for 2 Parallel Roadways on th	is Route:	33000	G	98%	0%	1%	0%	0%	0%	С	0.085	F	0.584	35000	
	Tα: From:	]	McIntire Ro	l												
is 60 (McIntire Rd	City of Charlottesville	0.22	Main St 23000	G	99%	0%	1%	0%	0%	0%	F	0.082	F	0.513	25000	
90)	Combined Traffic Estimates for 2 Parallel Roadways on th	_		G	99%	0%	1%	0%	0%	0%	F	NA			30000	
	To: From	104-340	5, Bus US	250 Par			$\neg$ $\vdash$									
us McIntire Rd	City of Charlottesville	0.03	23000	N	99%	0%	1%	0%	0%	0%	N	0.082	N	0.513	25000	
رور	то		Preston Ave													
us 60 (Market St	City of Charlottesville	0.53	9300	G	99%	0%	1%	0%	0%	0%	_	0.083	_	0.606	9900	
0 Iviai ket St	Combined Traffic Estimates for 2 Parallel Roadways on th		16000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.595	17000	
	Tα		) 9th St; Av		0070	0 70		070	0 70	070		0.007		0.000	17000	
JS Oth St	City of Charlottesville	0.12	Market St	G	98%	0%	1%	0%	0%	0%	_	0.086	_	0.503	15000	
(20) 9th St	Combined Traffic Estimates for Parallel Roadways on th		14000 NA	G	90%	0%	170	0%	0%	0%	Г	0.086	F	0.503	15000 NA	
	To:	is Houte.	High St									0.000	'	0.505	IVA	
IS ULL AS	From:		SR 20 9th S		000/	00/	101	00/	00/	00/	_		_	0.500	10000	
(20) High St	City of Charlottesville	0.23	9800	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.588	10000	
IS	Tee From:		11th St				}									
50 20 High St	City of Charlottesville	0.21	9200	G	99%	0%	1%	0%	0%	0%	С	0.089	F	0.646	9800	
is	To: From:	C	Gillespie Av	e												
(20) High St	City of Charlottesville	0.45	19000	G	99%	0%	1%	0%	0%	0%	F	0.086	F	0.599	20000	
	To:		Long St													

	anath	AADT	QA	4Tire	Bus		Tru	ck		QC	K	QK	Dir	AAWDT	OW
Jurisdiction L	_ength	AADT	QA	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Factor	QK	Factor	AAWDI	QVV
From:	U	niversity Av	e												
City of Charlottesville	0.38	4700	G	98%	0%	1%	0%	0%	0%	F	0.103	F	0.608	5000	G
Combined Traffic Estimates for 2 Parallel Roadways on this F	Route:	28000	G	99%	0%	1%	0%	0%	0%	F	NA			30000	G
To:		Grady Ave													
From:		Rugby Rd													
City of Charlottesville	0.57	4700	G	98%	0%	1%	0%	0%	0%	F	0.098	F	0.511	5100	G
Combined Traffic Estimates for 2 Parallel Roadways on this F	Route:	17000	G	97%	0%	2%	0%	0%	0%	F	NA			18000	G
Tα		Preston Ave													
From:															
City of Charlottesville	0.51	20000	G	98%	0%	1%	0%	0%	0%	С	0.09	F	0.556	22000	G
Combined Traffic Estimates for 2 Parallel Roadways on this F	Route:	33000	G	98%	0%	1%	0%	0%	0%	С	0.085	F	0.584	35000	G
T <sub>CC</sub> From:		Market St				$\Box$									
City of Charlottesville	0.03	23000	N	99%	0%	1%	0%	0%	0%	Ν	0.082	N	0.513	25000	N
To: From:		Preston Ave													
City of Charlottesville	0.54	6500	G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.602	7000	G
Combined Traffic Estimates for 2 Parallel Roadways on this F	Route:	16000	G	99%	0%	1%	0%	0%	0%	F	0.087	F	0.595	17000	G
	City of Charlottesville  Combined Traffic Estimates for 2 Parallel Roadways on this leading to the proof of Charlottesville  Combined Traffic Estimates for 2 Parallel Roadways on this leading to the proof of Charlottesville  City of Charlottesville  Combined Traffic Estimates for 2 Parallel Roadways on this leading to the proof of Charlottesville  City of Charlottesville  City of Charlottesville	City of Charlottesville 0.38  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  Too From:  City of Charlottesville 0.57  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  Too From:  City of Charlottesville 0.51  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Charlottesville 0.51  Combined Traffic Estimates for 2 Parallel Roadways on this Route:  City of Charlottesville 0.03	City of Charlottesville	City of Charlottesville	City of Charlottesville   0.38   4700   G   98%	City of Charlottesville	City of Charlottesville   0.38   4700   G   98%   0%   1%	City of Charlottesville   0.38   4700   G   98%   0%   1%   0%	City of Charlottesville   0.38   4700   G   98%   0%   1%   0%   0%   0%   0%   0%   0	City of Charlottesville   0.38   4700   G   98%   0%   1%   0%   0%   0%   0%   0%   0	City of Charlottesville   0.38   4700   G   98%   0%   1%   0%   0%   0%   F	Combined Traffic Estimates for 2 Parallel Roadways on this Route:   28000   G   99%   0%   1%   0%   0%   0%   0%   F   0.103	City of Charlottesville   0.38   4700   G   98%   0%   1%   0%   0%   0%   F   0.103   F	City of Charlottesville   0.38   4700   G   98%   0%   1%   0%   0%   0%   0%   F   0.103   F   0.608	City of Charlottesville

						City of Ci	ianollesville								
Route	Length	AADT	QA	4Tire	Bus		Truck 3+Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Charlottesville															
10th Ct	0.00	From:	<u> </u>	000/	00/		ater St	00/			_	0.607	2000	0	0010
1 10th St	0.28	3500 To:	G	99%	0%	1%	0% 0% US 250	0%	С	0.111	F	0.607	3800	G	2013
		From:	l							<u> </u>					
2 Garret St	0.45	3200	G	97%	0%	1%	1% 0%	0%	С	0.093	F	0.566	3400	G	2013
2 Garret St	0.10	To:	Ť	01 70	0 70		on St	070		0.000	•	0.000	0.100	ū	20.0
		From:			,		ok Heights Rd								
(3) Kenwood Lane	0.50	590	G	98%	0%	1%	0% 0%	0%	С	0.118	F	0.620	620	G	2013
		To:				Melb	ourne Rd								
		From:				Jefferso	n Park Ave								
4 Lane Rd	0.39	2000	G	89%	1%	9%	1% 0%	0%	С	0.1	F	0.523	2200	G	2013
$\overline{}$		To:				L	ee St								
_		From:				Arling	ton Blvd								
5 Millmont St	0.46	11000	G	98%	0%	1%	0% 0%	0%	С	0.099	F	0.626	12000	G	2013
$\overline{}$		To:				Barr	acks Rd								
$\sim$		From:					brook Hghts								
6 Yorktown Dr	0.31	1200	G	98%	0%	1%	0% 0%	0%	F	0.135	F	0.59	1300	G	2013
<u> </u>		To:	<u> </u>			Brand	ywine Dr								
<u> </u>		From:					rman Rd								
7 McCormick Rd	0.27	3900	G	87%	1%	12%	0% 0%	0%	С	0.09	F	0.619	4100	G	2013
<u> </u>		To: From:					met St								
7 McCormick Rd	0.42	2600	G	87%	1%	12%	0% 0%	0%	F	0.128	F	0.529	2700	G	2013
$\overline{}$		To:				Unive	rsity Ave								
		From:					2 Grove Rd								
8 Melbourne Rd	0.08	630	G	98%	0%	1%	0% 0%	0%	F	0.114	F	0.528	670	G	2013
<u> </u>		To:				Kenw	ood Lane								
O		From:		2.121			9 Emmet St				_				
9 Massie Rd	0.96	5200	G	94%	0%	5%	0% 0%	0%	С	0.123	F	0.588	5500	G	2013
		-	<u> </u>				ton Blvd								
Claveland Ava	0.22	From:	<u> </u>	98%	0%		n Park Ave 1% 0%	0%	С	0.098	F	0 524	2000	G	2012
Gleveland Ave	0.23	2700 To:	G	90%	076	1%	1% 0%	0 76	C	0.096	Г	0.534	2900	G	2013
		From:					land Ave								
3400 Cherry Ave	0.85	5800	G	98%	0%	1%	0% 0%	0%	С	0.107	F	0.539	6200	G	2013
$\overline{}$		To:				Spi	ring St			$\neg$ —					
Gadoo Cherry Ave	0.68	6200 From:	G	98%	0%	1%	0% 0%	0%	F	0.099	F	0.54	6600	G	2013
,		To				D:	loo Ct								
3400 Cherry Ave	0.25	11000	G	98%	0%	1%	1ge St 0% 0%	0%	F	0.087	F	0.505	11000	G	2013
Ga400) Cherry Ave	0.20				0 70						•	0.000	11000	ū	2010
3400 Elliot Ave	0.20	10000	<u> </u>	98%	0%		Street 0% 0%	5 0%	С	0.089	F	0.514	11000		2013
(3400) Elliot Ave	0.28	10000	G	90%	076	1%	0% 0%	5 0%	C	0.069	Г	0.514	11000	G	2013
		From:	Ļ	2221			on St								
3400 Elliot Ave	0.39	3000	G	98%	0%	1%	0% 0%	0%	F	0.088	F	0.768	3200	G	2013
		10.					cello Ave								
Old Lawrence Date	0.05	From:	<u> </u>	000/	00/		arlottesville	00/			_	0.057	0000	0	0040
Old Lynchburg Rd	0.65	3000 <sub>To:</sub>	G	98%	0%	1%	0% 0% n Park Ave	0%	С	0.104	F	0.657	3200	G	2013
		From:	l							-					
Monticello Ave	0.49	10000	G	98%	0%	1%	lge St 0% 0%	0%	С	0.095	F	0.569	11000	G	2013
Monticello Ave	0.48	To:		JO /0	U /0		Avon St	U-70	U	0.095	17	0.508	11000	G	2013
			<u> </u>							<u> </u>					
		E													
Harris Rd	0.63	2800		08%	Nº/-		th St	Nº/-		0 112	⊏	0 566	3000	G	2012
3403 Harris Rd	0.63	From: <b>2800</b>	G	98%	0%	1%	0% 0%	0%	С	0.112	F	0.566	3000	G	2013
3403 Harris Rd	0.63	2800	G	98%	0%	1% Jefferso		0%	С	0.112	F	0.566	3000	G	2013
3403 Harris Rd 3403 Jefferson Park Ave	0.63	<b>2800</b> To:	G G	98%	0%	1% Jefferso	0% 0% n Park Ave		C F	0.112	F F	0.566 0.652	3000	G G	2013

						City of Cha	arlottes	ville								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3			2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Charlottesville																
		From					chburg Rd					_			_	
(3403) Jefferson Park Ave	0.16	5600	G	99%	0%	1%	0%	0%	0%	F	0.108	F	0.655	6000	G	2013
		To From				Clevela	and Ave									
(3403) Jefferson Park Ave	0.38	6900	G	99%	0%	1%	0%	0%	0%	С	0.103	F	0.654	7300	G	2013
$\bigcirc$		To				Bus US 29;										
<u> </u>	0.04	From	<u> </u>	000/	00/	Bus US 29;			00/			_	0.000	5000	0	0040
(3403) Maury Ave	0.21	5000	G	99%	0%	1%	0%	0%	0%	F	0.099	F	0.688	5300	G	2013
		From					um Rd tt Dr									
(3403) Alderman Rd	0.05	7300	G	98%	0%	1%	0%	0%	0%	С	0.1	F	0.627	7800	G	2013
(3403) Alderman Rd	0.00		<u> </u>	0070				0 70	0,0			•	0.02.		<u> </u>	_0.0
		From	<u> </u>	2221			oson Rd									
(3403) Alderman Rd	0.42	8900	G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.681	9400	G	2013
		To				Bus US 2	50; Ivy R	d								
		From				9tl	h St									
(3404) E Market St	0.48	5300	G	98%	0%	1%	0%	0%	0%	С	0.095	F	0.652	5600	G	2013
$\overline{}$		То	4	·		Mead	de Ave									
		From				SCL Cha	rlottesville	e								
(3405) 5th St	1.42	18000	G	97%	0%	1%	1%	0%	0%	С	0.091	F	0.644	19000	G	2013
		То				Cherr	ry Ave								_	
		From					rry St									
(3405) Ridge St	0.22	15000	G	97%	0%	1%	1%	0%	0%	С	0.091	F	0.658	16000	G	2013
		To From	_			Dic	ce St				<u> </u>					
(3405) Ridge St	0.17	21000	G	96%	1%	1%	1%	1%	0%	С	0.083	F	0.648	23000	G	2013
0403)		To					in St									
		From				US 250 Bus		Ave								
McIntire Rd	0.64	14000	G	96%	0%	1%	2%	1%	0%	F	0.087	F	0.554	15000	G	2013
$\bigcirc$		To				Har	ris St									
(3405) McIntire Rd	0.18	18000	G	96%	0%	1%	2%	1%	0%	С	0.081	F	0.663	19000	G	2013
3405) 11101111110 110	0.10	To	<u> </u>	0070	0 70		) Bypass	170	0 70			•	0.000	10000	ŭ	2010
		From														
(3406) Water St	0.32		G	97%	0%	3%	JS 250 0%	0%	0%	С	0.084	F	0.641	6200	G	2013
(3406) Water St	0.32	5800	G	97%	0%	3%	0%	076	0%	C	0.064	Г	0.041	6200	G	2013
		To From					h St									
(3406) Water St	0.32	4700	G	94%	0%	5%	0%	0%	0%	С	0.103	F	0.548	5000	G	2013
$\overline{}$		To				10t	th St									
		From	:			SCL Cha	rlottesville	e								
(3407) Avon St	0.20	11000	G	97%	0%	2%	0%	0%	0%	С	0.097	F	0.660	12000	G	2013
$\bigcirc$		To				D a a1-1	and Arra									
(3407) Avon St	0.50	12000	G	97%	0%		and Ave 0%	0%	0%	F	0.09	F	0.647	13000	G	2013
(3407) Avon St	0.30	12000 To		31 /0	U /o		ello Ave	U /0	U /0	1	0.08	1.	0.047	13000	G	2013
Coulter Da	0.40	From	<u> </u>	0701	001		ello Ave	10/	00/			_	0.0	0000	^	0010
(3409) Carlton Rd	0.46	7500 To	G	97%	0%	2%		1%	0%	С	0.096	F	0.6	8000	G	2013
<u> </u>		From					de Ave									
(3409) Meade Ave	0.17	9400	G	97%	0%	2%	ton Rd	1%	0%	F	0.088	F	0.558	10000	G	2013
(3409) Meade Ave	0.17	3700		31/0	U /0		1%	1 /0	0 /0	<u>'</u>	0.000	1	0.556	10000	u	2013
<u> </u>		To From					rket St				_}					
(3409) Meade Ave	0.46	9800	G	97%	0%		1%	1%	0%	F	0.085	F	0.515	10000	G	2013
$\overline{}$		To	1			High	h St E									
		From				Emn	net St									
(3410) Jefferson Park Ave	0.57	13000	G	95%	1%	3%	0%	1%	0%	С	0.075	F	0.503	13000	G	2013
$\bigcirc$		To				Ma	in St									
		From				Cherr	ry Ave				<u> </u>					
(3411) Shamrock Rd	0.42	3400	G	100%	0%	0%	0%	0%	0%	С	0.103	F	0.561	3600	G	2013
U-11)	J. IL	To		. 30 /0	5 / 0		Park Ave		3,3		1	•	2.001	2000	~	_0.0
		From	:													
(3412) Locust Ave	0.29	5400	G	99%	0%	1%	JS 250 <b>0</b> %	0%	0%	F	0.104	F	0.656	5700	G	2013
(3412) Locust Ave	0.23	To		JJ /0	U /0			U /U	J /0		0.104	'	0.000	3700	G	2010
		10	<u> </u>			Haz	zel St									

						City of Charlotte	esville								
Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Charlottesville						**									
3412) Locust Ave	0.25	5500	G	99%	0%	Hazel St 1% 0%	0%	0%	С	0.107	F	0.633	5900	G	2013
3412) Locust Ave	0.23	3300		JJ /0	0 /6		0 /6	0 /6	U	0.107	'	0.033	3900	G	2013
Locust Ave	0.21	3100	G	99%	0%	US 250 1% 0%	0%	0%	F	0.118	F	0.754	3300	G	2013
Locust Ave	0.21	3100 To:	٦	33 /6	0 78	Calhoun St	0 76	0 76		0.110	'	0.754	3300	u	2013
		From				Locust Ave									
3412) Calhoun St	0.22	3200	G	99%	0%	1% 0%	0%	0%	С	0.118	F	0.636	3400	G	2013
$\bigcirc$		To: From:				Sheridan Ave	e								
Sheridan Ave	0.04	3000	G	99%	0%	Calhoun St 1% 0%	0%	0%	F	0.120	F	0.605	3200	G	2013
Sheridan Ave	0.04	To:		33 /6	0 /6	North Ave	0 /6	0 78	-	0.120	'	0.003	3200	ч	2010
		From:				Sheridan Ave	e								
North Ave	0.30	2800	G	99%	0%	1% 0%	0%	0%	С	0.12	F	0.623	3000	G	2013
		To				Park St									
Melbourne Rd	0.77	3100 From:	G	97%	0%	2% 0%	0%	0%	С	0.152	F	0.605	3300	G	2013
3412)		To:				Grove Rd									
		From				Melbourne R	d								
Grove Rd	0.31	1500	G	97%	0%	2% 0%	0%	0%	С	0.147	F	0.522	1600	G	2013
$\smile$		To				Concord Dr				<b>—</b>					
3412) Grove Rd	0.38	3100 From:	G	96%	0%	2% 1%	0%	0%	С	NA			3200	G	2013
		To				US 250 Bypa	66								
3412) Dairy Rd	0.40	2100 From:	G	98%	0%	1% 0%	0%	0%	С	0.105	F	0.712	2200	G	2013
3412) Bany 11a	0.40	To:	<u> </u>	0070	0 70	Rugby Rd	070	070		0.100	•	0.712	2200	ď	2010
		From:	1												
2nd Street South East	0.25	3200	L	98%	1%	E South St 1% 0%	0%	0%	С	0.105	F		3400	G	2013
2nd Street South East	0.23	<b>3200</b> To:		30 /6	1 /0	E Water St	0 /6	0 76		0.103	'		3400	ч	2010
		From:	!												
Rugby Ave	0.52	1800	G	98%	0%	Rugby Rd 1% 0%	0%	0%	С	0.097	F	0.593	2000	G	2013
Rugby Ave	0.52	1000		30 70	0 70	170 070	0 70	0 70		<u>0.007</u>	'	0.555	2000	ď	2010
<u> </u>		To: From:				Rose Hill Di				<u> </u>					
(3414) Rugby Ave	0.36	6000	G	98%	0%	1% 0%	0%	0%	F	0.116	F	0.623	6400	G	2013
<u> </u>		10				US 250 Bypa	SS								
<u> </u>		From:				Ricky Rd								_	
(3416) Angus Rd	0.38	2800	G	98%	0%	1% 1%	0%	0%	С	0.121	F	0.674	3000	G	2013
<u> </u>		To:				Emmet St									
		From:				Maury Ave									
3417) Stadium Rd	0.51	3700	G	96%	0%	3% 0%	0%	0%	С	0.098	F	0.592	4000	G	2013
		To:				Emmet St									
$\sim$		From:				2nd St									
3418) South St	0.22	2100	G	98%	0%	1% 0%	0%	0%	С	0.109	F		2200	G	2013
<u> </u>		To				Water St									
$\overline{}$		From:				Market St							_		
3419 7th Street NE	0.16	1000	G	98%	1%	1% 0%	0%	0%	С	0.117	F	0.650	1100	G	2013
<u> </u>		To				High St									
		From				High St									
Park St	0.34	11000	G	99%	0%	1% 0%	0%	0%	F	0.094	F	0.600	11000	G	2013
		To				Evergreen Av	/e			$\Box$					
Park St	0.34	12000	G	99%	0%	1% 0%	0%	0%	С	0.095	F	0.63	12000	G	2013
$\bigcirc$		To				US 250				<u> </u>					
Park St	0.25	19000	G	99%	0%	1% 0%	0%	0%	F	0.089	F	0.509	21000	G	2013
0421) 01	3.20	To:	<u> </u>	20 /0	3 /0	104-3412 North		3,0	•		•	0.000		<b>-</b>	_510
		From:				Cherry Ave				<del></del>					
			i			CHEITY AVE								_	2013
9th 10th Connector	0.28	13000	G	99%	በ%		በ%	0%	C	0 086	F	0.656	13000	( -	
9th 10th Connector	0.28	13000	G	99%	0%	1% 0%	0%	0%	С	0.086	F	0.656	13000	G	2013
3423) 9th 10th Connector	0.28	13000 From: 7500	G G	99% 98%	0%			0%	С	0.086	F F	0.656	13000  8000	G G	2013

						Oily of O	папоцез	VIIIC								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	-		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Charlottesville		From					1 4									
(3423) 10th St	0.04	2400 To	G	98%	0%	1%	0%	0%	0%	F	0.095	F		2600	G	2013
		From	l				ston Ave									
(3425) 14th St	0.46	5400	G	96%	0%	4%	1ain St 0%	0%	0%	С	0.087	F	0.542	5700	G	2013
(3425) Madison Ave	0.27	3000 From	G	95%	0%	4%	1%	0%	0%	F	0.102	F	0.640	3200	G	2013
(3425) Madison Ave	0.32	From <b>190</b>	G	95%	0%	De 4%	ston Ave ead End 1%	0%	0%	С	0.096	F	0.524	210	G	2013
		From	1				e Hill Dr									
(3427) Rugby Rd	0.49	4600 To	G	99%	0%	1%	0% ston Ave	0%	0%	С	0.097	F	0.618	4900	G	2013
		From					ston Ave									
(3429) Rose Hill Dr	0.65	<b>7000</b>	G	98%	0%	2%	0% gby Ave	0%	0%	С	0.106	F	0.632	7400	G	2013
		From					ady Ave									
(3431) Preston Ave	0.23	13000	G	98%	0%	1%	0%	0%	0%	F	0.081	F	0.507	14000	G	2013
$\overline{}$		From					lison Ave									
(3431) Preston Ave	0.28	14000	G	98%	0%	1%	0%	0%	0%	С	0.08	F	0.508	15000	G	2013
		From					igby Rd ston Ave									
Rugby Rd	0.14	18000	G	98%	0%	1%	0% racks Rd	0%	0%	F	0.088	F	0.548	19000	G	2013
(3431) Rugby Rd	0.89	1600 From	G	98%	0%	1%	0%	0%	0%	F	0.127	F	0.803	1700	G	2013
(3431) Brandywine Dr	0.07	2800 From	N	98%	0%	1%	US 250 0%	0%	0%	N	0.118	N	0.613	3000	N	2013
Pronducino Dr	0.05	From	G	98%	0%	Hyd 1%	raulic Rd	0%	0%	С	0.118	F	0.613	2000	G	2012
(3431) Brandywine Dr	0.95	2800 To	<u> </u>	90%	076		enbrier Dr	0%	0%	U	0.118	Г	0.013	3000	G	2013
<u> </u>		From				Bran	dywine Dr				<u> </u>				_	
(3431) Greenbrier Dr	0.33	2600	G	98%	0%	1%	0%	0%	0%	С	0.116	F	0.651	2700	G	2013
(3431) Greenbriar Dr	0.44	2300 From	G	99%	0%	Tai	leton Dr 0%	0%	0%	С	0.13	F	0.556	2500	G	2013
(040)		То				NCL C	harlottesvi	lle								
(3433) Arlington Blvd	0.34	From <b>6900</b>	G	97%	0%	Ма 3%	assie Rd 0%	0%	0%	С	0.093	F	0.678	7300	G	2013
(3433) Ariington Biva	0.54	То		31 /6	0 /6		nmet St	0 /6	0 /6		0.033	'	0.070	7300	ч	2013
		From					ıgby Rd									
(3435) Barracks Rd	0.50	15000	G	99%	0%	1%	0% nmet St	0%	0%	F	0.082	F	0.514	16000	G	2013
(3435) Barracks Rd	0.37	18000 From	G	99%	0%	1%	0% harlottesvi	0%	0%	С	0.091	F	0.625	20000	G	2013
		From					JS 250									
(3437) Meadowbrook Heights	0.67	1200 <sub>то</sub>	G	98%	0%	1%	0% ktown Dr	0%	0%	С	0.149	F	0.602	1200	G	2013
(3439) Hydraulic Rd	0.35	From		98%	0%		JS 250 0%	1%	0%	С	0.080	-	0.538	20000	G	2013
(3439) Hydraulic Rd	0.33	28000 To	G	<b>30</b> %	U 7/0		Emmett S		U 7/0	U	0.080	F	0.538	30000	G	2013
		From					Jniversity .									
14th St		5900	G								0.087	F	0.517	6200	G	2013
		To	1				adler St									
Albemarle St		From <b>150</b>	G			Не	nry Ave				0.128	F	0.523	160	G	2013
, acomano ot		To				Con	cord Ave						0.020			
											•					

					City of Charlottesville							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	$\Omega$ C	K Factor	QK	Dir Factor	AAWDT	QW	Yea
of Charlottesville	From:				Amherst St		1					
Augusta St	140	G			Ammerst St		0.141	F	0.667	150	G	2013
	To:				Dead End							
	From:				Garden Dr							
Azalea Dr	180	G					0.134	F	0.528	190	G	2013
					Jefferson Park Ave		_					
Banburry St	From: <b>90</b>	G			Greenbrier Dr		0.144	F	0.571	90	G	2013
Danburry St	90 To:	G			Tarleton Dr		0.144	•	0.571	30	ч	2010
	From:				US 250 Bypass							
Birdwood Rd	250	G			J		0.281	F	0.869	270	G	201
	To:				Edge Hill Rd							
	From:				Castalia St							
Blenheim Ave	220	G					0.115	F	0.561	240	G	201
	To:				Monticello Ave							
Drandunina Dr	From:				Marie Pl		0.100	F	0.591	240	_	201
Brandywine Dr	320	G			Melissa Pl		0.128	Г	0.591	340	G	201
	From:				Jefferson Park Ave							
Cleveland Ave	2900	G			Jenerson Park Ave		NA			3100	G	201
0.010.0.107110	To:				Hammond St		ΤÏ			0.00	<u>.</u>	_0.
	From:				Belleview Ave							
Coleman St	170	G					0.111	F	0.546	180	G	201
	To:				St George Ave							
	From				7th St							
Dice St	780	G					NA			820	G	201
	To:				6th St							
- D.	From:				Brandywine Dr			_	0.00	<b>5</b> 40	_	004
Essex Rd	480	G			Meadowbrook Heights Rd		0.134	F	0.68	510	G	201
	From:						_					
Evergreen Ave	220	G			Park St.		0.118	F	0.724	230	G	201
_10.g.co7.110	To:				Lyons Ct.			•			<u>.</u>	_0.
	From:				Fendall Terrace							
Fendall Ave	190	G					0.131	F	0.679	200	G	201
	To:				Winston Terrace							
	From:				10th St							
Grove St	300	G					0.112	F		320	G	201
	To:				Jones St							
Hamanta - Ot	From:				Rives St			_	0.000	400		002
Hampton St	380 <sub>то:</sub>	G			Nassau Street		0.094	F	0.633	400	G	201
	From:											
Hessian Rd	70	G			Barracks Rd		0.192	F	0.607	70	G	201
11000Idi1 11d	To:				Blue Ridge Rd			•	0.007	70	u	201
	From:				Blue Ridge Rd							
Hilltop Rd	200	G			Diae reage rea		0.122	F	0.6	210	G	201
-	To:				Meadowbrook Rd							
	From:				North Ave							
Holmes Ave	1700	G					0.121	F	0.565	1800	G	201
	To:				Elizabeth Ave							
	From:				13th Street							
John St	1500	G					0.097	F	0.529	1600	G	201
oom ot		i			14th Street							
oom ot	To:											
Kent Rd	From:	G			Alderman Rd		0.196	F	0.667	60	G	201

					City of Charlottesville							
Route	Length <b>AADT</b>	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
ty of Charlottesville	From:				Greenbrier Dr							
Kerry Lane	290	G			Greenblet B1		0.126	F	0.537	300	G	2013
	To				Hillwood Pl							
Lee St	From:				Jefferson Park Ave							
	4600	F					0.083	F	0.502	4900	F	2013
	To:				11th St							
Lewis Mountain Rd	From: <b>470</b>	G			Lewis Mountain Circle		0.105	F	0.746	500	G	2013
	470 To:				Cameron Lane		0.103	•	0.740	300	G	2010
	From:				Nassau St							
Linden St	1900	G			Tubbuu bi		0.108	F	0.601	2100	G	201
	To				Monticello Rd							
	From:				Marion Ct							
McElroy Dr	120	G					0.141	F	0.676	130	G	201
	To				Troost Ct							
Meadowbrook Heights Rd	From:				Meadowbrook Ct						_	
	Rd <b>520</b>	G			Voulstory D.		NA			570	G	201
	To	<u> </u>			Yorktown Dr							
Meadowbrook Rd	300	G			Morton Dr		0.140	F	0.560	320	G	201
	To:				Hilltop Rd		0.140	Г	0.560	320	G	201
Michael Pl	From:	l			Wilson Ct							
	420	G			wiison Ct		0.134	F	0.698	440	G	201
	To				Brandywine Dr						-	
Minor Rd	From				Alderman Rd							
	100	G					0.123	F	0.571	110	G	201
	To				Bolling Wood Rd							
Monte Vista Ave	From:				Middleton Lane							
	310	G					0.12	F	0.63	330	G	201
	To				Jefferson Park Ave							
Manda de Da	From:	<u> </u>			Elliot Ave		0114	_	0.705	0000	_	001
Monticello Rd	1800 <sub>то:</sub>	G			Montrose Ave		0.114	F	0.765	2000	G	201
	From											
Morris Rd	110	G			Twyman Rd		0.132	F	0.594	120	G	201
	To:				Alderman Rd			•	0.001	120	Ğ	
	From:				Rugby Rd		l					
Oxford Rd	320	G			rugoy rei		0.140	F	0.64	340	G	201
	To				Welford St.							
Palantine Ave	From:				Avon St.							
	150	G					0.121	F	0.537	160	G	201
	To				Rialto St.							
Palatine Ave	From:				Monticello Ave						_	
	660	G			G . I'. G		0.131	F	0.516	700	G	201
					Castalia St		_					
	270	G			Jefferson Park Ave		NA			280	G	201
	270 To:				Brunswick Rd					200	u	201
	From:	I			Cutler Lane		1					
Park St	9900	G		-	Cutici Latte		NA			11000	G	201
	To				Melbourne Rd							
	From:				Lankford Ave							
Ridge Rd	1800	G					0.087	F	0.585	1900	G	201
	To				Barksdale St							
River Ct	From:				River Rd							
	170	G					0.114	F	0.652	180	G	201
	To				Dead End							

					Dity of Offariottesville							
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Yea
of Charlottesville												
River Vista Ave	Fro				St Clair Ave							
	<b>200</b>	G					0.122	F	0.667	220	G	2013
		1			Coleman St							
Rives St	Fro				Vine St			_	0.000	<b>570</b>	_	004
	540	G					0.112	F	0.662	570	G	201
		0.			Midland St							
Saint Clair Ave	Fro				Saint George Ave		<b>_</b>	_			_	
	260	G			~ ~		0.108	F	0.618	270	G	201
		0.			Smith St							
Second St	Fro				Wine St		<u> </u>	_			_	
	780	G					0.119	F	0.691	830	G	201
	1	1			Northwood Cir							
Shamrock Rd	Fro				Broad Ave							
	3100	G					0.112	F	0.612	3400	G	201
	Т	0:			Mulberry Ave							
Spottswood Rd	Fro				Meadowbrook Rd							
	100	G					0.145	F	0.697	110	G	201
	1	o:			Blue Ridge Rd							
Stonefield Ave	Fro				Mason Lane							
	60	G					0.173	F	0.591	60	G	201
	1	0:			Rugby Ave							
Sunset Rd	Fro	m:			Stribling Ave							
	230	G					0.104	F	0.5	240	G	201
	1	0:			Sunset Ave							
Thompson Rd	Fro	m·			Alderman Rd							
	620	G					0.101	F	0.684	660	G	201
	1	o:			Fauquier Rd							
Westview Rd	Fro	m:			Cottage Lane							
	340	G					0.138	F	0.714	360	G	201
	Т	o:			Rosser Lane							
Westwood Rd	Fro	m:			Rose Hill Dr							
	220	G					0.131	F	0.515	230	G	201
	1	0:			Greenway Rd							